

# **APPENDIX A**

## **COMMITTEE AND STAFF ROSTER**

# **METROPOLITAN PLANNING ORGANIZATION STAFF**

## **BALTIMORE METROPOLITAN COUNCIL**

**Mike Kelly  
Executive Director**

**Todd Lang  
Director, Transportation Planning**

**Regina Aris  
Assistant Director & Manager of Policy Development**

**Zach Kaufman  
TIP Project Manager**

## CONTRIBUTORS OF INFORMATION

AGENCY	CONTACT PERSON
<b>ANNAPOLIS</b>	<b>Kwaku Duah</b> , Transportation Planner
<b>ANNE ARUNDEL COUNTY</b>	<b>Brian Ulrich</b> , Transportation Planning Administrator
<b>BALTIMORE CITY</b>	<b>Betty Smoot</b> , City Planner III
<b>BALTIMORE COUNTY</b>	<b>Kevin Sabolcik</b> , Engineer
<b>CARROLL COUNTY</b>	<b>Bobbi Moser</b> , Comprehensive Planner
<b>HARFORD COUNTY</b>	<b>Alex Rawls</b> , Transportation Planner
<b>HOWARD COUNTY</b>	<b>Jefferson Miller</b> , Transportation Planner
<b>MARYLAND DEPARTMENT OF TRANSPORTATION</b>	
<b>Office of Planning and Capital Programming</b>	<b>Tyson Byrne</b> , Regional Planner
<b>Maryland Transit Administration (Commuter Rail and Transit)</b>	<b>Terri Lippa</b> , Office of Capital Programming
<b>State Highway Administration</b>	<b>Tara Penders</b> , Regional Planner <b>Ted Yurek</b> , Regional Planner
<b>Maryland Transportation Authority</b>	<b>Melissa Williams</b> , Division of Capital Planning

## BALTIMORE REGIONAL TRANSPORTATION BOARD

AGENCY	MEMBER	EMPOWERED REPRESENTATIVE
CITY OF ANNAPOLIS	<b>Hon. Michael J. Pantelides</b> Mayor	<b>Sally Nash, Chief of Comp Planning</b> Department of Planning & Zoning
ANNE ARUNDEL COUNTY	<b>Hon. Steve Schuh</b> County Executive	<b>Brian Ulrich, Transportation Planning Administrator</b> Office of Planning & Zoning
CITY OF BALTIMORE	<b>Hon. Stephanie Rawlings-Blake (Vice-Chair)</b> Mayor	<b>Frank Murphy, Senior Advisor</b> Department of Transportation
BALTIMORE COUNTY	<b>Hon. Kevin Kamenetz</b> County Executive	<b>Emery Hines, Manager of Transportation Planning</b> Department of Public Works
CARROLL COUNTY	<b>Hon. Doug Howard</b> County Commissioner	<b>Lynda Eisenberg, Chief, Bureau of Comp Planning</b> Department of Land Use, Planning & Development
HARFORD COUNTY	<b>Hon. Barry Glassman</b> County Executive	<b>Anthony McClune, Chief of Current Planning</b> Department of Planning & Zoning
HOWARD COUNTY	<b>Hon. Allan H. Kittleman (Chair)</b> County Executive	<b>Clive Graham, Deputy Director</b> Department of Planning & Zoning
QUEEN ANNE'S COUNTY (non-voting)	<b>Hon. Stephen Wilson</b> County Commissioner	<b>Todd Mohn, Director</b> Department of Public Works
MARYLAND DEPARTMENT OF TRANSPORTATION	<b>Hon. Pete Rahn</b> Secretary	<b>Heather Murphy, Director</b> Office of Planning and Capital Programming
MARYLAND DEPARTMENT OF THE ENVIRONMENT (non-voting)	<b>Hon. Ben Grumbles</b> Secretary	<b>Tad Aburn, Director</b> Air & Radiation Management Administration
MARYLAND DEPARTMENT OF PLANNING (non-voting)	<b>Hon. David Craig</b> Secretary	<b>Bihui Xu, Manager</b> Transportation Planning
MARYLAND TRANSIT ADMINISTRATION	<b>Mr. Paul Comfort</b> Administrator	<b>Pat Keller, Deputy CAO</b> Statewide Service Development

## TECHNICAL COMMITTEE

<b>AGENCY</b>	<b>CONTACT PERSON</b>
<b>ANNE ARUNDEL COUNTY</b>	<b>Martha Arzu McIntosh</b> , Transportation Planner
<b>BALTIMORE CITY</b>	<b>Valorie LaCour</b> , Chief, Transportation Planning Division
<b>BALTIMORE COUNTY</b>	<b>Emery Hines</b> , Manager of Transportation Planning
<b>CARROLL COUNTY</b>	<b>Scott Graf</b> , Transportation Planner
<b>HARFORD COUNTY</b>	<b>Alex Rawls</b> , Transportation Planner
<b>HOWARD COUNTY</b>	<b>Jefferson Miller</b> , Transportation Planner
<b>QUEEN ANNE'S COUNTY</b>	<b>Steve Cohoon</b> , Public Facilities Planner
<b>CITY OF ANNAPOLIS</b>	<b>Kwaku Duah</b> , Transportation Planner
<b>MARYLAND DEPARTMENT OF TRANSPORTATION</b>	
<b>Office of Planning and Capital Programming</b>	<b>Tyson Byrne</b> , Regional Planner
<b>Maryland Transit Administration</b>	<b>Michael Helta</b> , Regional Planner
<b>State Highway Administration</b>	<b>Ted Yurek</b> , Regional Planner <b>Tara Penders</b> , Regional Planner
<b>MARYLAND DEPARTMENT OF THE ENVIRONMENT</b>	<b>Alexandra Brun</b> , Natural Resources Planner
<b>MARYLAND DEPARTMENT OF PLANNING</b>	<b>Ken Choi</b> , Transportation Planner

# APPENDIX B

## DOCUMENTATION OF PROJECT PRIORITIZATION, FINANCIAL REASONABLENESS AND FLEXIBLE FUNDING

## **Criteria for prioritizing projects in the TIP**

Project sponsors must consider a range of criteria when submitting projects for consideration in the TIP. Sponsors ascertain the ability of projects to meet the following criteria which supports long-range plan goals. Additionally, capacity projects must come from the region's approved long-range transportation plan.

1. Preserves the regional transportation system.
2. Implements emission reduction measures.
3. Reduces congestion and prevents congestion where it does not yet occur.
4. Is consistent with all applicable short-range and long-term comprehensive land use plans.
5. Implements MAP-21 Transportation Alternatives activities, including historic resource preservation where related to transportation facilities.
6. Provides or enhances accessibility and/or intermodal connectivity among major destinations important to the regional economy.
7. Provides for connectivity of transportation facilities within the metropolitan area with transportation facilities outside the metropolitan area.
8. Enhances social, energy and environmental efforts.
9. Facilitates the use of transit and/or alternatives to the single occupant vehicle.
10. Implements transportation system management strategies so as to meet transportation needs by using existing facilities more efficiently.
11. Improves pedestrian safety and access for transportation.
12. Improves bicycle safety and access for transportation.
13. Permits timely advancement and continuity of transportation projects.
14. Enhances transportation safety.

**FY 2017 – 2020 Transportation Improvement Program Prioritization**

<b>TIP project name</b>	<b>Criteria for prioritizing projects in the TIP</b>													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Furnace Avenue Bridge over Deep Run	X			X										X
Harwood Road Bridge over Stocketts Run	X			X										X
Magothy Bridge Road Bridge over Magothy River	X			X										X
O'Connor Road Bridge over Deep Run	X			X										X
McKendree Road Culvert over Lyons Creek	X			X										X
Polling House Road Bridge over Rock Branch	X			X										X
Citywide Bicycle and Pedestrian Improvements	X	X		X	X	X		X	X		X	X		X
Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	X		X	X						X				X
SE Baltimore Freight Corridor: Broening Highway Complete Streets	X			X		X			X		X	X		X
Transportation Management Center Upgrade										X				
Citywide Road Resurfacing – Federal Aid Program	X			X							X			X
Perring Parkway Ramp and Hillen Road Bridge	X			X										X
Sisson Street Bridge over CSX Railroad	X			X										X
Midtown Streetscape and Traffic Improvements	X	X		X	X	X			X		X	X		X
Citywide Guide Sign Replacement	X			X										X

<ol style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>2. Implements emission reduction measures</li> <li>3. Reduces congestion and prevents congestion in new areas</li> <li>4. Consistent with applicable short- and long-term comprehensive plans</li> <li>5. Implements Transportation Alternatives activities</li> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>7. Provides for connectivity of facilities within the region to facilities outside the region</li> </ol>	<ol style="list-style-type: none"> <li>8. Enhances social, energy and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single occupant vehicle</li> <li>10. Implements transportation system management strategies</li> <li>11. Improves pedestrian safety and access</li> <li>12. Improves bicycle safety and access</li> <li>13. Permits timely advancement and continuity of projects</li> <li>14. Enhances transportation safety</li> </ol>
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<b>Criteria for prioritizing projects in the TIP</b>	1	2	3	4	5	6	7	8	9	10	11	12	13	14
<b>TIP project name</b>														
Harford Road Bridge over Herring Run	X			X										X
Wilkens Avenue Bridge over Gwynns Falls	X			X										X
Belair Road Complete Streets	X	X		X	X	X			X		X	X		X
Greenmount Avenue Reconstruction: 43rd Street to 29th Street	X	X		X		X			X		X			X
Citywide System Preservation	X			X	X						X			X
Hanover Street Bridge Multimodal Corridor	X			X										X
Orleans Street Bridge over I-83 and City Streets	X			X										X
Remington Avenue Bridge over Stony Run	X			X										X
Radecke Avenue over Moore's Run	X			X										X
I-83 Concrete Deck Mill and Resurface	X			X										X
Moravia Road Ramp Bridge over Pulaski Highway	X			X										X
Citywide Road Reconstruction	X			X							X			X
SE Baltimore Freight Corridor: Colgate Creek Bridge Replacement	X			X		X								X
SE Baltimore Freight Corridor: Keith and Holabird Avenue Improvements	X			X										X
Replacement of the Dartmouth Retaining Wall	X			X										X
Curtis Avenue Corridor Improvements (Phase I and II)	X			X										X
Hanover Street Bridge Deck Repair over Middle Branch	X			X		X								X

<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>2. Implements emission reduction measures</li> <li>3. Reduces congestion and prevents congestion in new areas</li> <li>4. Consistent with applicable short- and long-term comprehensive plans</li> <li>5. Implements Transportation Alternatives activities</li> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>7. Provides for connectivity of facilities within the region to facilities outside the region</li> </ul>	<ul style="list-style-type: none"> <li>8. Enhances social, energy and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single occupant vehicle</li> <li>10. Implements transportation system management strategies</li> <li>11. Improves pedestrian safety and access</li> <li>12. Improves bicycle safety and access</li> <li>13. Permits timely advancement and continuity of projects</li> <li>14. Enhances transportation safety</li> </ul>
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<b>TIP project name</b>	<b>Criteria for prioritizing projects in the TIP</b>													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
MLK Blvd. and Howard St. Intersection Improvements	X			X	X						X			X
Hawkins Point Bridge over CSX Railroad	X			X							X			X
Transportation Career Development Innovation Program (BCDOT)				X				X					X	
Baltimore City Locked Gate – Interstate Access Point Approval				X										X
Pavement Management System	X			X										
Rolling Road Widening - Phase I	X		X	X							X			X
Dogwood Road Bridge No. B-0072 over Dogwood Run	X			X							X			X
Gwynnbrook Avenue Bridge No. B-0202 over Gwynns Falls	X			X							X			X
Mohrs Lane Bridge No. B-0143 over CSX Railroad	X			X							X			X
Gunpowder Road Bridge No. B-0409	X			X										X
Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	X			X										X
Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad	X			X										X
Piney Grove Road Bridge No. B-0140 over CSX Railroad	X			X										X
Peninsula Expressway Bridge No. B-0119 over CSX Railroad	X			X										X
Gores Mill Road Bridges No. B-0136, B-0137, B-0138 and B-0346	X			X										X
Dogwood Road Bridge No. B-0347 over Dogwood Run	X			X										X
Old Ingleside Avenue Bridge No. B-0096 over Dead Run	X			X										X

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	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Gorsuch Mill Rd Bridge No. B-0071 over Blackrock Run	X			X										X
Old Court Road Bridge No. B-0237 over Bens Run	X			X										X
Sparks Road Bridge No. B-0018 over Gunpowder Falls	X			X										X
Golden Ring Road Bridge No. B-0110 over Stemmers Run	X			X										X
Rolling Road Bridge No. B-0358 over Branch of Dead Run	X			X										X
Forest Park Avenue Bridge No. B-0097 over Dead Run and Dogwood Road	X			X										X
Rossville Blvd. Bridge No. B-0132 over Amtrak & Orems Rd.	X			X										X
Baltimore County Bridge Inspection Program	X			X										X
Stone Chapel Road over Little Pipe Creek	X			X										X
Countywide Bridge Maintenance, Repair and Replacement	X			X										X
Babylon Road Bridge over Silver Run	X			X										X
Gaither Road Bridge over South Branch of the Patapsco River	X			X										X
McKinstry's Mill Road Bridge over Sam's Creek	X			X										X
Carroll County Bridge Inspection Program	X			X										X
Bata Boulevard Access Road			X	X		X					X	X		X
Tollgate Road			X	X		X								X
Pleasantville Road Bridge # 67	X			X										X
Carrs Mill Road Bridge #216 over Bear Cabin Branch	X			X										X

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<b>TIP project name</b>														
Abingdon Road Bridge #169 over CSX Railroad	X			X										X
Chestnut Hill Bridge #40	X			X										X
Phillips Mill Road Bridge #70 over East Branch Tributary	X			X										X
Robinson Mill Road Bridge #154 over Broad Creek	X			X										X
Stafford Road Bridge #24 over Deer Creek	X			X										X
Glenville Road Bridge #30	X			X										X
Harford County Bridge Inspection Program	X			X										X
Dorsey Run Road: MD 175 to CSX Railroad Spur	X		X	X		X								X
Guilford Road: US 1 to Dorsey Run Road	X		X	X		X								X
MD 175 at Oakland Mills Rd Interchange	X		X	X		X								X
Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	X		X	X		X					X			X
Howard County Bridge Repairs and Deck Replacement	X			X										X
MARC Rolling Stock Overhauls and Replacement	X	X		X		X	X		X					X
MARC Improvements	X	X		X	X	X	X		X					X
MARC Facilities	X			X		X	X	X	X		X			X
MTA Core Bus and Paratransit Vehicle Replacement	X	X		X		X		X	X					X
Urban Transit Systems – Capital Assistance	X	X		X		X		X	X					X
Urban Transit Systems – Operating Assistance		X		X		X		X	X					

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<b>TIP project name</b>	<b>Criteria for prioritizing projects in the TIP</b>													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Small Urban Transit Systems – Capital Assistance	X	X		X		X		X	X					X
Ridesharing - Baltimore Region		X	X	X				X	X					
Bus & Rail System Preservation and Improvement	X	X		X		X		X	X					X
Small Urban Transit Systems - Operating Assistance		X		X		X		X	X					
Light Rail Mid-Life Overhaul	X	X		X		X		X	X					X
Kirk Bus Facility Replacement - Phase 1 & 2	X	X		X				X						X
2017 Bus and Rail Preventive Maintenance	X	X		X		X			X					X
Metro Railcar and Signaling Systems Rehab and Replacement	X	X		X		X			X					X
Seniors and Individuals with Disabilities	X			X		X		X	X					X
Rural Transit Systems - Operating Assistance		X		X		X		X	X					
Water Transit Strategic Plan Implementation		X	X	X		X		X	X		X			X
Susquehanna Bridges	X			X		X	X		X					X
State Safety Oversight				X										X
Port of Baltimore Enhancements	X			X		X	X	X						X
Baltimore and Potomac Tunnel	X			X		X	X	X						X
MD 175: Mapes and Reece Roads Intersection Reconstruction	X		X	X		X								X
MD 175: MD 295 to MD 170	X		X	X		X					X	X		X
MD 198: MD 295 to MD 32	X		X	X		X					X	X		X

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US 50: MD 70 to MD 2	X		X	X		X								
MD 175: Disney Road to Reece Road	X		X	X		X					X	X		X
MD 175: National Business Parkway to McCarron Court	X		X	X		X					X	X		X
MD 295: I-895 to North of Daisy Avenue - Noise Wall				X				X						
I-695: Low-Cost Operational and Safety Improvements	X		X	X										X
I-695: I-95 to MD 122 (Southwest Beltway)	X		X	X										X
MD 140: Painters Mill Road to Owings Mills Boulevard (Phase 2)	X		X	X							X	X		X
I-795: Dolfield Boulevard Interchange	X		X	X										X
MD 140: Garrison View Road to Painters Mill Road – Phase 1	X		X	X							X	X		X
I-695: MD 41 to MD 147 Auxiliary Lane and MD 147 Inner Loop Ramp Reconstruction	X		X	X										X
I-695: US 40 to MD 144	X		X	X										X
I-695 Bridge Replacements at Benson Avenue and US 1	X		X	X								X		X
I-695: Bridge Replacement on Crosby Road	X		X	X										X
I-70 & I-695: Triple Bridges Study	X		X	X										X
MD 25: Bridge Replacement over Georges Run	X			X										X
I-83: Bridge Replacement over Padonia Road	X			X										X
MD 137: Bridge Replacement over I-83	X			X										X
US 1: Bridge Replacement over CSX	X			X										X

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<b>Criteria for prioritizing projects in the TIP</b>	1	2	3	4	5	6	7	8	9	10	11	12	13	14
<b>TIP project name</b>														
US 40: Bridge Replacements over Little & Big Gunpowder Falls	X			X										X
MD 32: MD 26 to I-70 Corridor Study	X		X	X										X
MD 30 Business: North Woods Trail to CSX Railroad	X			X	X			X			X	X		X
MD 86: Bridge Replacement over Gunpowder Falls	X			X										X
MD 496: Bridge Replacement over Big Pipe Creek	X			X										X
MD 22: Beards Hill Road Intersection Reconstruction	X		X	X		X								X
US 40: MD 7 and MD 159 Intersection Reconstruction - Phase 2	X		X	X		X								X
MD 22: Paradise Road Intersection Reconstruction	X		X	X		X						X		X
MD 22: Old Post Rd Intersection Reconstruction	X		X	X		X					X	X		X
MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Sec G	X			X										X
I-95: Montgomery Road to I-895 Noise Barrier				X				X						
US 29: Seneca Drive to MD 175 - Phase 1B			X	X		X								X
US 29: Middle Patuxent River to Seneca Drive - Phase 2			X	X		X								X
US 29: Seneca Drive to MD 175 - Phase 1A, Old Columbia Road Access Only				X										X
MD 32: MD 108 to Linden Church Road	X		X	X		X								X
MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	X		X	X		X								X
MD 32: Triadelphia Road Bridge Replacement	X			X										X

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<b>TIP project name</b>														
Areawide Transportation Alternatives Projects	X	X	X	X	X	X		X	X		X	X		X
Areawide Environmental Projects				X	X			X						
Areawide Congestion Management		X	X	X				X		X				X
Areawide Bridge Replacement and Rehabilitation	X			X										X
Areawide Resurfacing and Rehabilitation	X			X										X
Areawide Safety and Spot Improvements	X		X	X							X	X		X
Areawide Urban Reconstruction	X		X	X							X	X		X
Morgan State University Transportation Research Program				X				X					X	

<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>2. Implements emission reduction measures</li> <li>3. Reduces congestion and prevents congestion in new areas</li> <li>4. Consistent with applicable short- and long-term comprehensive plans</li> <li>5. Implements Transportation Alternatives activities</li> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>7. Provides for connectivity of facilities within the region to facilities outside the region</li> </ul>	<ul style="list-style-type: none"> <li>8. Enhances social, energy and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single occupant vehicle</li> <li>10. Implements transportation system management strategies</li> <li>11. Improves pedestrian safety and access</li> <li>12. Improves bicycle safety and access</li> <li>13. Permits timely advancement and continuity of projects</li> <li>14. Enhances transportation safety</li> </ul>
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**Relating TIP Projects to Long-Range Plan Goals and Performance Measures**

<b>Agency</b>	<b>TIP ID</b>	<b>Project Name</b>	<b>TIP Evaluation Criteria</b> Note: TIP projects generally comply with the TIP evaluation criterion: "Consistent with applicable short- and long-term comprehensive plans."	<b>Long-Range Plan Goals</b>	<b>Long-Range Plan Performance Measures / Targets</b> To conserve space, a list of adopted performance measures and targets follows this table.
Anne Arundel County	11-1103-13	Furnace Avenue Bridge over Deep Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure <sup>1</sup>	System Conditions – Bridges
Anne Arundel County	11-1208-13	Harwood Road Bridge over Stocketts Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Anne Arundel County	11-1402-13	Magothy Bridge Road Bridge over Magothy River	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Anne Arundel County	11-1403-13	O'Connor Road Bridge over Deep Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Anne Arundel County	11-1601-19	McKendree Road Culvert over Lyons Creek	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Anne Arundel County	11-1602-13	Polling House Road Bridge over Rock Branch	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore City	12-1217-25	Citywide Bicycle and Pedestrian Improvements	2. Implements emission reduction measures 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety and access 12. Improves bicycle safety and access	Conserve and Enhance the Environment <sup>2</sup> Improve Accessibility <sup>3</sup> Improve System Safety <sup>4</sup> Improve and Maintain Existing Infrastructure	System Performance – Emissions Accessibility – Pedestrian / Bicycle System Safety – Roadways

<sup>1</sup> Improve the conditions of existing transportation facilities; systematically maintain and replace transportation assets as needed.

<sup>2</sup> Pass on to future generations the healthiest natural and human environments possible.

<sup>3</sup> Help people of all ages and abilities to access specific destinations.

<sup>4</sup> Make conditions safer for pedestrians, bicyclists, transit riders, and motorists.

**Relating TIP Projects to Long-Range Plan Goals and Performance Measures**

Baltimore City	12-1218-07	Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	2. Implements emission reduction measures 3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Conserve and Enhance the Environment Improve and Maintain Existing Infrastructure Increase Mobility <sup>5</sup> Improve System Safety Promote Informed Decision Making <sup>6</sup>	System Performance – Emissions System Performance – Congestion System Safety – Roadways System Safety – Transit
Baltimore City	12-1611-09	SE Baltimore Freight Corridor: Broening Highway Complete Streets	1. Preserves the regional transportation system 11. Improves pedestrian safety and access 12. Improves bicycle safety and access	Conserve and Enhance the Environment Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety	System Conditions – Roadways Accessibility – Pedestrian / Bicycle System Safety – Roadways
Baltimore City	12-1701-04	Transportation Management Center Upgrade	10. Implements transportation system management strategies	Increase Mobility Improve System Security <sup>7</sup>	System Performance – Congestion
Baltimore City	12-0207-11	Citywide Road Resurfacing - Federal Aid Program	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure Improve System Safety	System Conditions – Roadways System Safety - Roadways
Baltimore City	12-1215-13	Perring Parkway Ramp and Hillen Road Bridge	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore City	12-1216-13	Sisson Street Bridge over CSX Railroad	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore City	12-1222-11	Midtown Streetscape/Traffic Improvements	5. Implements Transportation Alternatives activities 11. Improves pedestrian safety and access	Improve Accessibility Increase Mobility Improve System Safety	Accessibility – Pedestrian System Performance – Congestion System Safety – Roadways
Baltimore City	12-1222-19	Citywide Guide Sign Replacement	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Roadways

<sup>5</sup> Help people and freight to move reliably and efficiently.

<sup>6</sup> Ensure that adopted transportation policies and performance measures guide the regional decision making process.

<sup>7</sup> Provide a secure traveling environment for everyone; improve the region’s ability to respond to natural or man-made disasters.

**Relating TIP Projects to Long-Range Plan Goals and Performance Measures**

Baltimore City	12-1402-13	Harford Road Bridge Over Herring Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore City	12-1403-13	Wilkins Avenue Bridge Over Gwynns Falls	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore City	12-1404-11	Belair Road Complete Streets	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety and access 12. Improves bicycle safety and access	Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety	System Conditions – Roadways Accessibility – Pedestrian / Bicycle System Safety – Roadways
Baltimore City	12-1408-12	Greenmount Avenue Reconstruction: 43rd Street to 29th Street	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure Improve System Safety	System Conditions – Roadways System Safety – Roadways
Baltimore City	12-1414-11	Citywide System Preservation	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety and access	Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety	System Conditions – Roadways Accessibility – Pedestrian System Safety - Roadways
Baltimore City	12-1419-13	Hanover Street Bridge Multimodal Corridor	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure Improve Accessibility Promote Prosperity and Economic Opportunity <sup>8</sup>	System Conditions – Bridges Accessibility – Pedestrian / Bicycle
Baltimore City	12-1601-13	Orleans Street Bridge over I-83 and City Streets	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore City	12-1602-13	Remington Avenue Bridge over Stony Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges

<sup>8</sup> Support the revitalization of communities, the development of activity centers, and the movement of goods and services

<b>Relating TIP Projects to Long-Range Plan Goals and Performance Measures</b>					
Baltimore City	12-1603-13	Radecke Avenue over Moores Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore City	12-1604-13	I-83 Concrete Deck Mill and Resurface	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore City	12-1605-13	Moravia Road Ramp Bridge over Pulaski Highway	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore City	12-1607-12	Citywide Road Reconstruction	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure Improve System Safety	System Conditions – Roadways System Safety – Roadways
Baltimore City	12-1609-13	SE Baltimore Freight Corridor: Colgate Creek Bridge Replacement	1. Preserves the regional transportation system 6. Provides accessibility and/or intermodal connectivity among major destinations	Improve and Maintain Existing Infrastructure Improve System Safety Promote Prosperity and Economic Opportunity	System Conditions – Bridges System Safety – Roadways
Baltimore City	12-1610-11	SE Baltimore Freight Corridor: Keith and Holabird Avenue Improvements	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	System Conditions – Roadways System Safety – Roadways
Baltimore City	12-1703-19	Replacement of the Dartmouth Retaining Wall	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Roadways
Baltimore City	12-1704-11	Curtis Avenue Corridor Improvements (Phase I and II)	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	System Conditions – Roadways System Safety – Roadways
Baltimore City	12-1705-13	Hanover Street Bridge Deck Repair over Middle Branch	1. Preserves the regional transportation system 6. Provides accessibility and/or intermodal connectivity among major destinations	Improve and Maintain Existing Infrastructure Promote Prosperity and Economic Opportunity	System Conditions – Bridges
Baltimore City	12-1706-11	MLK Blvd. and Howard St. Intersection Improvements	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety and access	Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety	System Conditions – Roadways Accessibility – Pedestrian System Safety – Roadways

**Relating TIP Projects to Long-Range Plan Goals and Performance Measures**

Baltimore City	12-9903-13	Hawkins Point Bridge over CSX Railroad	1. Preserves the regional transportation system 11. Improves pedestrian safety and access	Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety	System Conditions – Bridges Accessibility – Pedestrian System Safety – Roadways
Baltimore City	12-0002-99	Transportation Career Development Innovation Program (BCDOT)	8. Enhances social, energy, and environmental efforts 13. Permits timely advancement and continuity of projects	Promote Prosperity and Economic Opportunity Foster Participation and Cooperation Among Stakeholders <sup>9</sup>	No performance measures specifically addressing workforce development programs
Baltimore City	12-1201-99	Baltimore City Locked Gate Interstate Access Point Approval (IAPA)	11. Improves pedestrian safety and access	Improve System Safety	System Safety – Roadways
Baltimore City	12-1206-99	Pavement Management System	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure Improve System Safety Promote Informed Decision Making	System Conditions – Roadways System Safety – Roadways
Baltimore County	13-1405-41	Rolling Road Widening - Phase I	3. Reduces congestion and prevents congestion in new areas	Improve System Safety Increase Mobility	System Safety – Roadways System Performance – Congestion
Baltimore County	13-0001-13	Dogwood Road Bridge No. B-0072 Over Dogwood Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-0411-13	Gwynnbrook Avenue Bridge No. B-0202 over Gwynns Falls	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-0803-13	Mohrs Lane Bridge No. B-0143 over CSX Railroad	1. Preserves the regional transportation system 11. Improves pedestrian safety and access	Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety	System Conditions – Bridges Accessibility – Pedestrian System Safety - Roadways
Baltimore County	13-1005-13	Gunpowder Road Bridge No. B-0409	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges

<sup>9</sup> Enable all interested and affected parties to participate and cooperate to find workable solutions.

**Relating TIP Projects to Long-Range Plan Goals and Performance Measures**

Baltimore County	13-1012-13	Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-1105-13	Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-1107-13	Piney Grove Road Bridge No. B-0140 over CSX railroad	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-1108-13	Peninsula Expressway Bridge No. B-0119 over CSX Railroad	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-1109-13	Gores Mill Road Bridges No. B-0136, 0137, 0138 and 0346	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-1201-13	Dogwood Road Bridge No. B-0347 over Dogwood Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-1202-13	Old Ingleside Avenue Bridge No. B-0096 over Dead Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-1203-13	Gorsuch Mill Road Bridge No. B-0071 over Blackrock Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-1204-13	Old Court Road Bridge No. B-0237 over Bens Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-1206-13	Sparks Road Bridge No. B-0018 over Gunpowder Falls	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges

**Relating TIP Projects to Long-Range Plan Goals and Performance Measures**

Baltimore County	13-1208-13	Golden Ring Road Bridge No. B-0110 over Stemmers Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-1209-13	Rolling Road Bridge No. B-0358 over Branch of Dead Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-1210-13	Forest Park Avenue N. Bridge No. B-0097 over Dead Run and Dogwood Road	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-1701-13	Rossville Blvd. Bridge No. B-0132 over Amtrak & Orems Rd.	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-8901-14	Bridge Inspection Program	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure Promote Informed Decision Making	System Conditions – Bridges
Carroll County	14-1103-13	Stone Chapel Road Bridge over Little Pipe Creek	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Carroll County	14-1402-13	Countywide Bridge Maintenance, Repair, and Replacement	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Carroll County	14-1601-13	Babylon Road Bridge over Silver Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Carroll County	14-1602-13	Gaither Road Bridge over South Branch Patapsco River	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Carroll County	14-1603-13	McKinstry's Mill Road Bridge over Sams Creek	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges

**Relating TIP Projects to Long-Range Plan Goals and Performance Measures**

Carroll County	14-9401-14	Bridge Inspection Program	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure Promote Informed Decision Making	System Conditions – Bridges
Harford County	15-1402-42	Bata Boulevard Access Road	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations	Increase Mobility Promote Prosperity and Economic Opportunity	System Performance – Congestion
Harford County	15-1404-42	Tollgate Road	3. Reduces congestion and prevents congestion in new areas	Increase Mobility	System Performance – Congestion
Harford County	15-0406-13	Pleasantville Road Bridge # 67	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Harford County	15-0701-13	Carrs Mill Road Bridge #216 over Bear Cabin Branch	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Harford County	15-1001-13	Abingdon Road Bridge #169 over CSX Railroad	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Harford County	15-1101-13	Chestnut Hill Bridge #40	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Harford County	15-1102-13	Phillips Mill Road Bridge #70 over East Branch Tributary	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Harford County	15-1401-13	Robinson Mill Road Bridge #154 over Broad Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	System Conditions – Bridges System Safety – Roadways
Harford County	15-1501-13	Stafford Road Bridge #24 over Deer Creek	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Harford County	15-1601-13	Glenville Road Bridge #30	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Harford County	15-9411-14	Bridge Inspection Program	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure Promote Informed Decision Making	System Conditions – Bridges

<b>Relating TIP Projects to Long-Range Plan Goals and Performance Measures</b>					
Howard County	16-1403-41	Dorsey Run Road: MD 175 to CSX Railroad Spur	3. Reduces congestion and prevents congestion in new areas	Increase Mobility Promote Prosperity and Economic Opportunity	System Performance – Congestion
Howard County	16-1405-41	Guilford Road: US 1 to Dorsey Run Road	3. Reduces congestion and prevents congestion in new areas	Increase Mobility Promote Prosperity and Economic Opportunity	System Performance – Congestion
Howard County	16-1407-46	MD 175 at Oakland Mills Rd Interchange	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations	Increase Mobility Promote Prosperity and Economic Opportunity	System Performance – Congestion
Howard County	16-1410-41	Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	3. Reduces congestion and prevents congestion in new areas 11. Improves pedestrian safety and access	Increase Mobility Improve Accessibility	System Performance – Congestion Accessibility – Pedestrian
Howard County	16-0436-13	Bridge Repairs and Deck Replacement	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
MTA - Commuter Rail	70-1501-53	MARC Rolling Stock Overhauls and Replacement	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Transit
MTA - Commuter Rail	70-1502-54	MARC Improvements	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 6. Provides accessibility and/or intermodal connectivity among major destinations 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety Improve System Security	System Conditions – Transit Accessibility – Transit System Safety – Transit
MTA - Commuter Rail	70-1503-55	MARC Facilities	1. Preserves the regional transportation system 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Improve and Maintain Existing Infrastructure Conserve and Enhance the Environment Improve Accessibility Improve System Safety Improve System Security	System Conditions – Transit Accessibility – Pedestrian Accessibility – Transit System Safety – Transit

**Relating TIP Projects to Long-Range Plan Goals and Performance Measures**

MTA - Transit	40-1601-05	MTA Core Bus and Paratransit Vehicle Replacement	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>2. Implements emission reduction measures</li> <li>8. Enhances social, energy, and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single-occupant vehicle</li> </ul>	<ul style="list-style-type: none"> <li>Improve and Maintain Existing Infrastructure</li> <li>Conserve and Enhance the Environment</li> <li>Improve Accessibility</li> </ul>	<ul style="list-style-type: none"> <li>System Conditions – Transit</li> <li>System Performance – Emissions</li> <li>Accessibility – Transit</li> </ul>
MTA - Transit	40-1602-05	Urban Transit Systems - Capital	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>2. Implements emission reduction measures</li> <li>8. Enhances social, energy, and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single-occupant vehicle</li> </ul>	<ul style="list-style-type: none"> <li>Improve and Maintain Existing Infrastructure</li> <li>Conserve and Enhance the Environment</li> <li>Improve Accessibility</li> </ul>	<ul style="list-style-type: none"> <li>System Conditions – Transit</li> <li>System Performance – Emissions</li> <li>Accessibility – Transit</li> </ul>
MTA - Transit	40-1603-05	Urban Transit Systems - Operating	<ul style="list-style-type: none"> <li>2. Implements emission reduction measures</li> <li>8. Enhances social, energy, and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single-occupant vehicle</li> </ul>	<ul style="list-style-type: none"> <li>Conserve and Enhance the Environment</li> <li>Improve Accessibility</li> </ul>	<ul style="list-style-type: none"> <li>System Performance – Emissions</li> <li>Accessibility – Transit</li> </ul>
MTA - Transit	40-9502-05	Small Urban Transit Systems - Capital	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>2. Implements emission reduction measures</li> <li>8. Enhances social, energy, and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single-occupant vehicle</li> </ul>	<ul style="list-style-type: none"> <li>Improve and Maintain Existing Infrastructure</li> <li>Conserve and Enhance the Environment</li> <li>Improve Accessibility</li> </ul>	<ul style="list-style-type: none"> <li>System Conditions – Transit</li> <li>System Performance – Emissions</li> <li>Accessibility – Transit</li> </ul>
MTA - Transit	40-9901-01	Ridesharing - Baltimore Region	<ul style="list-style-type: none"> <li>2. Implements emission reduction measures</li> <li>8. Enhances social, energy, and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single-occupant vehicle</li> </ul>	<ul style="list-style-type: none"> <li>Conserve and Enhance the Environment</li> <li>Improve Accessibility</li> </ul>	<ul style="list-style-type: none"> <li>System Performance – Emissions</li> </ul>

**Relating TIP Projects to Long-Range Plan Goals and Performance Measures**

MTA - Transit	40-0015-64	Bus and Rail System Preservation and Improvement	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>8. Enhances social, energy, and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single-occupant vehicle</li> </ul>	<ul style="list-style-type: none"> <li>Improve and Maintain Existing Infrastructure</li> <li>Improve Accessibility</li> </ul>	<ul style="list-style-type: none"> <li>System Conditions – Transit</li> <li>Accessibility – Transit</li> </ul>
MTA - Transit	40-0104-61	Small Urban Transit Systems - Operating	<ul style="list-style-type: none"> <li>2. Implements emission reduction measures</li> <li>8. Enhances social, energy, and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single-occupant vehicle</li> </ul>	<ul style="list-style-type: none"> <li>Conserve and Enhance the Environment</li> <li>Improve Accessibility</li> </ul>	<ul style="list-style-type: none"> <li>System Performance – Emissions</li> <li>Accessibility – Transit</li> </ul>
MTA - Transit	40-1001-64	Light Rail Mid-Life Overhaul	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>8. Enhances social, energy, and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single-occupant vehicle</li> </ul>	<ul style="list-style-type: none"> <li>Improve and Maintain Existing Infrastructure</li> <li>Improve Accessibility</li> </ul>	<ul style="list-style-type: none"> <li>System Conditions – Transit</li> <li>Accessibility – Transit</li> </ul>
MTA - Transit	40-1203-65	Kirk Bus Facility Replacement - Phase 1 & 2	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>2. Implements emission reduction measures</li> <li>8. Enhances social, energy, and environmental efforts</li> </ul>	<ul style="list-style-type: none"> <li>Improve and Maintain Existing Infrastructure</li> <li>Conserve and Enhance the Environment</li> </ul>	<ul style="list-style-type: none"> <li>System Conditions – Transit</li> <li>System Performance – Emissions</li> </ul>
MTA - Transit	40-1204-64	2017 Bus and Rail Preventive Maintenance	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>9. Facilitates transit and/or alternatives to the single-occupant vehicle</li> </ul>	<ul style="list-style-type: none"> <li>Improve and Maintain Existing Infrastructure</li> <li>Improve System Safety</li> <li>Improve System Security</li> </ul>	<ul style="list-style-type: none"> <li>System Conditions – Transit</li> <li>Accessibility – Transit</li> <li>System Safety – Transit</li> </ul>
MTA - Transit	40-1403-64	Metro Railcar and Signaling Systems Rehab and Replacement	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>9. Facilitates transit and/or alternatives to the single-occupant vehicle</li> </ul>	<ul style="list-style-type: none"> <li>Improve and Maintain Existing Infrastructure</li> <li>Improve System Safety</li> <li>Improve System Security</li> </ul>	<ul style="list-style-type: none"> <li>System Conditions – Transit</li> <li>Accessibility – Transit</li> <li>System Safety – Transit</li> </ul>
MTA - Transit	40-1502-69	Seniors and Individuals with Disabilities	<ul style="list-style-type: none"> <li>8. Enhances social, energy, and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single-occupant vehicle</li> </ul>	<ul style="list-style-type: none"> <li>Improve Accessibility</li> </ul>	<ul style="list-style-type: none"> <li>Accessibility – Transit</li> </ul>

**Relating TIP Projects to Long-Range Plan Goals and Performance Measures**

MTA - Transit	40-9204-61	Rural Transit Systems - Operating Assistance	<p>2. Implements emission reduction measures</p> <p>8. Enhances social, energy, and environmental efforts</p> <p>9. Facilitates transit and/or alternatives to the single-occupant vehicle</p>	<p>Conserve and Enhance the Environment</p> <p>Improve Accessibility</p>	<p>System Performance – Emissions</p> <p>Accessibility – Transit</p>
MTA – Transit	42-1701-09	Water Transit Strategic Plan Implementation	<p>2. Implements emission reduction measures</p> <p>8. Enhances social, energy, and environmental efforts</p> <p>9. Facilitates transit and/or alternatives to the single-occupant vehicle</p>	<p>Improve and Maintain Existing Infrastructure</p> <p>Conserve and Enhance the Environment</p> <p>Improve Accessibility</p>	<p>System Conditions – Transit</p> <p>System Performance – Emissions</p> <p>Accessibility – Transit</p>
Office of the Secretary	95-1401-59	Susquehanna Bridges	<p>1. Preserves the regional transportation system</p> <p>9. Facilitates transit and/or alternatives to the single-occupant vehicle</p>	<p>Improve Accessibility</p> <p>Improve and Maintain Existing Infrastructure</p> <p>Improve System Safety</p>	<p>System Conditions – Bridges</p> <p>Accessibility – Transit</p> <p>System Safety – Transit</p>
Office of the Secretary	90-1401-39	State Safety Oversight	<p>14. Enhances transportation safety</p>	<p>Improve System Safety</p>	<p>System Safety – Transit</p>
Office of the Secretary	92-1401-83	Port of Baltimore Enhancements	<p>6. Provides accessibility and/or intermodal connectivity among major destinations</p> <p>7. Provides for connectivity of facilities within the region to facilities outside the region</p> <p>8. Enhances social, energy, and environmental efforts</p>	<p>Promote Prosperity and Economic Opportunity</p>	<p>System Performance – Freight</p>
Office of the Secretary	92-1101-99	Baltimore and Potomac Tunnel	<p>6. Provides accessibility and/or intermodal connectivity among major destinations</p> <p>7. Provides for connectivity of facilities within the region to facilities outside the region</p> <p>8. Enhances social, energy, and environmental efforts</p> <p>14. Enhances transportation safety</p>	<p>Improve and Maintain Existing Infrastructure</p> <p>Increase Mobility</p> <p>Promote Prosperity and Economic Opportunity</p> <p>Improve System Safety</p>	<p>System Safety – Transit</p>

**Relating TIP Projects to Long-Range Plan Goals and Performance Measures**

SHA	60-9903-29	Areawide Transportation Alternatives Projects	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>5. Implements Transportation Alternatives activities</li> <li>8. Enhances social, energy, and environmental efforts</li> <li>11. Improves pedestrian safety and access</li> <li>12. Improves bicycle safety and access</li> </ul>	<ul style="list-style-type: none"> <li>Improve and Maintain Existing Infrastructure</li> <li>Improve Accessibility</li> <li>Improve System Safety</li> <li>Conserve and Enhance the Environment</li> </ul>	<ul style="list-style-type: none"> <li>System Conditions – Roadways</li> <li>Accessibility – Pedestrian / Bicycle</li> <li>System Safety – Roadways</li> </ul>
SHA	60-9506-38	Areawide Environmental Projects	<ul style="list-style-type: none"> <li>5. Implements Transportation Alternatives activities</li> <li>8. Enhances social, energy, and environmental efforts</li> </ul>	<ul style="list-style-type: none"> <li>Improve and Maintain Existing Infrastructure</li> <li>Conserve and Enhance the Environment</li> </ul>	<ul style="list-style-type: none"> <li>Accessibility – Pedestrian / Bicycle</li> </ul>
SHA	60-9504-04	Areawide Congestion Management	<ul style="list-style-type: none"> <li>2. Implements emission reduction measures</li> <li>8. Enhances social, energy, and environmental efforts</li> <li>10. Implements transportation system management strategies</li> </ul>	<ul style="list-style-type: none"> <li>Increase Mobility</li> <li>Conserve and Enhance the Environment</li> <li>Promote Informed Decision Making</li> </ul>	<ul style="list-style-type: none"> <li>System Performance – Congestion</li> <li>System Performance – Emissions</li> </ul>
SHA	60-9310-13	Areawide Bridge Replacement And Rehabilitation	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> </ul>	<ul style="list-style-type: none"> <li>Improve and Maintain Existing Infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>System Conditions – Bridges</li> </ul>
SHA	60-9501-11	Areawide Resurfacing And Rehabilitation	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> </ul>	<ul style="list-style-type: none"> <li>Improve and Maintain Existing Infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>System Conditions – Roadways</li> </ul>
SHA	60-9508-19	Areawide Safety And Spot Improvements	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>11. Improves pedestrian safety and access</li> <li>12. Improves bicycle safety and access</li> <li>14. Enhances transportation safety</li> </ul>	<ul style="list-style-type: none"> <li>Improve and Maintain Existing Infrastructure</li> <li>Improve Accessibility</li> <li>Improve System Safety</li> </ul>	<ul style="list-style-type: none"> <li>System Conditions – Roadways</li> <li>Accessibility – Pedestrian / Bicycle</li> <li>System Safety – Roadways</li> </ul>
SHA	60-9511-19	Areawide Urban Reconstruction	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>11. Improves pedestrian safety and access</li> <li>12. Improves bicycle safety and access</li> </ul>	<ul style="list-style-type: none"> <li>Improve and Maintain Existing Infrastructure</li> <li>Improve Accessibility</li> <li>Improve System Safety</li> </ul>	<ul style="list-style-type: none"> <li>System Conditions – Roadways</li> <li>Accessibility – Pedestrian / Bicycle</li> <li>System Safety – Roadways</li> </ul>

**Relating TIP Projects to Long-Range Plan Goals and Performance Measures**

SHA	60-0702-99	Morgan State University Transportation Research Program	8. Enhances social, energy, and environmental efforts 13. Permits timely advancement and continuity of projects	Foster Participation and Cooperation Among Stakeholders Promote Informed Decision Making	No performance measures specifically addressing transportation research programs
SHA	61-1402-39	MD 175: Mapes Road and Reece Road Intersection Reconstruction	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations	Improve and Maintain Existing Infrastructure Increase Mobility Promote Prosperity and Economic Opportunity	System Performance – Congestion
SHA	61-0605-41	MD 175: MD 295 to MD 170	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations	Improve and Maintain Existing Infrastructure Increase Mobility Promote Prosperity and Economic Opportunity	System Performance – Congestion
SHA	61-1403-41	MD 198: MD 295 to MD 32	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations	Improve and Maintain Existing Infrastructure Increase Mobility Promote Prosperity and Economic Opportunity	System Performance – Congestion
SHA	61-1404-41	US 50: MD 70 to MD 2	3. Reduces congestion and prevents congestion in new areas	Increase Mobility	System Performance – Congestion
SHA	61-1601-41	MD 175: Disney Road to Reece Road	3. Reduces congestion and prevents congestion in new areas	Improve and Maintain Existing Infrastructure Increase Mobility Promote Prosperity and Economic Opportunity	System Performance – Congestion
SHA	61-1701-41	MD 175: National Business Parkway to McCarron Court	3. Reduces congestion and prevents congestion in new areas	Improve and Maintain Existing Infrastructure Increase Mobility Promote Prosperity and Economic Opportunity	System Performance – Congestion
SHA	63-1405-31	MD 295: I-895 to North of Daisy Avenue - Noise Wall	8. Enhances social, energy, and environmental efforts	Conserve and Enhance the Environment	No performance measures specifically addressing noise abatement

<b>Relating TIP Projects to Long-Range Plan Goals and Performance Measures</b>					
SHA	63-1204-04	I-695: Low-Cost Operational and Safety Improvements	3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Increase Mobility Improve System Safety	System Performance – Congestion System Safety – Roadways
SHA	63-0602-41	I-695: I-95 to MD 122 (Southwest Beltway)	3. Reduces congestion and prevents congestion in new areas	Increase Mobility Improve System Safety	System Performance – Congestion System Safety – Roadways
SHA	63-0802-41	MD 140: Painters Mill Road to Owings Mills Boulevard (Phase 2)	3. Reduces congestion and prevents congestion in new areas 12. Improves bicycle safety and access	Increase Mobility Improve Accessibility	System Performance – Congestion Accessibility – Bicycle
SHA	63-0803-46	I-795: Dolfield Boulevard Interchange	3. Reduces congestion and prevents congestion in new areas	Increase Mobility	System Performance – Congestion
SHA	63-1203-41	MD 140: Garrison View Road to Painters Mill Road - Phase 1	3. Reduces congestion and prevents congestion in new areas 11. Improves pedestrian safety and access 12. Improves bicycle safety and access	Increase Mobility Improve Accessibility	System Performance – Congestion Accessibility – Pedestrian / Bicycle
SHA	63-1206-41	I-695: MD 41 to MD 147 Auxiliary Lane and MD 147 Inner Loop Ramp Reconstruction	3. Reduces congestion and prevents congestion in new areas	Increase Mobility Improve System Safety	System Performance – Congestion System Safety – Roadways
SHA	63-1601-41	I-695: US 40 to MD 144	3. Reduces congestion and prevents congestion in new areas	Increase Mobility Improve System Safety	System Performance – Congestion System Safety – Roadways
SHA	63-1602-43	I-695: Bridge Replacements at Benson Ave and US 1	3. Reduces congestion and prevents congestion in new areas 12. Improves bicycle safety and access	Improve and Maintain Existing Infrastructure Increase Mobility Improve Accessibility	System Conditions – Bridges System Performance – Congestion Accessibility – Pedestrian / Bicycle
SHA	63-1702-43	I-695: Bridge Replacement on Crosby Road	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas	Improve and Maintain Existing Infrastructure Increase Mobility	System Conditions – Bridges System Performance – Congestion

<b>Relating TIP Projects to Long-Range Plan Goals and Performance Measures</b>					
SHA	63-1705-43	I-70 & I-695: Triple Bridges Study	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas	Improve and Maintain Existing Infrastructure Increase Mobility	System Conditions – Bridges System Performance – Congestion
SHA	63-1603-13	MD 25: Bridge Replacement over Georges Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
SHA	63-1701-13	I-83: Bridge Replacement over Padonia Road	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
SHA	63-1703-13	MD 137: Bridge Replacement over I-83	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
SHA	63-1704-13	US 1: Bridge Replacement over CSX	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
SHA	63-1706-13	US 40: Bridge Replacements over Little & Big Gunpowder Falls	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure Improve System Safety	System Conditions – Bridges System Safety – Roadways
SHA	64-1703-41	MD 32: MD 26 to I-70 Corridor Study	3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Increase Mobility Improve System Safety	System Performance – Congestion System Safety – Roadways
SHA	64-1401-19	MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Community Safety & Enhancement)	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety and access 12. Improves bicycle safety and access	Improve and Maintain Existing Infrastructure Improve Accessibility	System Conditions – Roadways Accessibility – Pedestrian / Bicycle System Safety – Roadways
SHA	64-1701-13	MD 86: Bridge Replacement over Gunpowder Falls	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
SHA	64-1702-13	MD 496: Bridge Replacement over Big Pipe Creek	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges

<b>Relating TIP Projects to Long-Range Plan Goals and Performance Measures</b>					
SHA	65-1205-41	MD 22: Beards Hill Road Intersection Reconstruction	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations	Improve and Maintain Existing Infrastructure Increase Mobility Promote Prosperity and Economic Opportunity	System Conditions – Roadways System Performance – Congestion
SHA	65-1402-41	US 40: MD 7 & MD 159 Intersection Reconstruction - Phase 2	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations	Improve and Maintain Existing Infrastructure Increase Mobility Promote Prosperity and Economic Opportunity	System Conditions – Roadways System Performance – Congestion
SHA	65-1403-41	MD 22: Paradise Road Intersection Reconstruction	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations	Improve and Maintain Existing Infrastructure Increase Mobility Promote Prosperity and Economic Opportunity	System Conditions – Roadways System Performance – Congestion
SHA	65-1202-12	MD 22: Old Post Road Intersection Reconstruction	3. Reduces congestion and prevents congestion in new areas 11. Improves pedestrian safety and access 12. Improves bicycle safety and access	Improve and Maintain Existing Infrastructure Promote Prosperity and Economic Opportunity	System Performance – Congestion Accessibility – Pedestrian / Bicycle
SHA	65-1601-12	MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure Improve System Safety	System Conditions – Roadways System Safety – Roadways
SHA	66-1701-31	I-95: Montgomery Road to I-895 Noise Barrier	8. Enhances social, energy, and environmental efforts	Conserve and Enhance the Environment	No performance measures specifically addressing noise abatement
SHA	66-1101-41	US 29: Seneca Drive to MD 175 - Phase 1B	3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Increase Mobility Improve System Safety	System Performance – Congestion System Safety – Roadways
SHA	66-1406-41	US 29: Middle Patuxent River to Seneca Drive - Phase 2	3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Increase Mobility Improve System Safety	System Performance – Congestion System Safety – Roadways

**Relating TIP Projects to Long-Range Plan Goals and Performance Measures**

SHA	66-1601-42	US 29: Seneca Drive to MD 175 - Phase 1A, Old Columbia Road Access Only	3. Reduces congestion and prevents congestion in new areas	Improve and Maintain Existing Infrastructure Improve System Safety	System Conditions – Roadways System Safety – Roadways
SHA	66-1602-41	MD 32: MD 108 to Linden Church Road	3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Increase Mobility Improve System Safety Promote Prosperity and Economic Opportunity	System Performance – Congestion System Safety – Roadways
SHA	66-1703-41	MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Increase Mobility Improve System Safety Promote Prosperity and Economic Opportunity	System Performance – Congestion System Safety – Roadways
SHA	66-1702-13	MD 32: Triadelphia Road Bridge Replacement	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges

## **Relating TIP Projects to Long-Range Plan Goals and Performance Measures**

### **Long-Range Plan Performance Measures and Targets**

#### System Safety – Roadways (all public roads)

- Reduce serious injuries per 100 million vehicle miles traveled (VMT) to 3.0 by 2040.
- Reduce fatalities per 100 million VMT to zero by 2040.
- Reduce number of serious injuries to 676 by 2040.
- Reduce number of fatalities to zero by 2040.

#### System Safety – Transit (MTA and local agencies)

- Reduce number of preventable crashes per 100,000 revenue vehicle miles to zero by 2040.

#### System Conditions – Roadways and Bridges

- Maintain portion of state-owned roadway miles with acceptable ride quality at 82% or above.
- Maintain portion of structurally deficient state and local bridges below 5.0%.

#### System Conditions – Transit

- Maintain average age of MTA and local transit agency bus fleets below 7.0 years.

#### System Performance – Congestion

- Maintain portion of VMT in congested conditions on state-owned arterials during the evening peak hour (5-6 PM) below 25%.

#### System Performance – Freight

- Maintain average truck turnaround time at Seagirt Marine Terminal below 58 minutes.

#### System Performance – Emissions

- Maintain levels of VOC, NOx, PM2.5, and CO emissions at levels less than motor vehicle emission budgets in the State Implementation Plan.

#### Measures Beyond MAP-21 Requirements: Accessibility – Pedestrian / Bicycle

- Increase percentage of urban area state-owned directional roadway miles that have sidewalks (both sides of the roadway) to 25% by 2040.
- Increase bicycle/walk-to-work mode share to 5.0% by 2040.

#### Measures beyond MAP-21 Requirements: Accessibility – Transit

- Increase average weekday MTA and local agency transit ridership (all modes) to 500,000 by 2040.



**Maryland Department of Transportation**  
The Secretary's Office

**Larry Hogan**  
Governor  
**Boyd K. Rutherford**  
Lt. Governor  
**Pete K. Rahn**  
Secretary

June 29, 2016

Mr. Todd Lang  
Director  
Transportation Planning  
Baltimore Metropolitan Council  
1500 Whetstone Way, Suite 300  
Baltimore MD 21230

Dear Mr. Lang:

The Baltimore Regional Transportation Board's (BRTB) Fiscal Year 2017-2020 Transportation Improvement Program (TIP) contains all of the projects with which the Maryland Department of Transportation (MDOT) plans to implement in the Baltimore Region. MDOT is submitting the accompanying documentation to demonstrate the financial capacity and financial reasonableness for the funding of those projects that MDOT has identified in the BRTB's TIP. The attached documentation includes a statement of the Submission of Projects, the Operating and Capital Program Summary from MDOT's Consolidated Transportation Program, and the Financial Forecast developed for the BRTB's Long Transportation Range Plan.

At this time, it is expected that all of the programmed projects have funding available for implementation. The statement of Submission of Projects also addresses the fiscal reasonableness of the program and flexibility in the use of federal funds.

Should you need any further information, please contact me at 410-865-1279 or via email at [lerickson@mdot.state.md.us](mailto:lerickson@mdot.state.md.us).

Sincerely,

Lyn Erickson  
Manager and Federal Liaison  
Regional Planning  
Office of Planning and Capital Programming

Enclosures

My telephone number is  
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay  
7201 Corporate Center Drive, Hanover, Maryland 21076

## MARYLAND DEPARTMENT OF TRANSPORTATION

### Submission of Projects for inclusion in the Baltimore Region Transportation Improvement Program FY 2017-2020 July 2016

#### Fiscal Reasonableness of the MDOT Program

The following table entitled “*DEPARTMENT OF TRANSPORTATION OPERATING AND CAPITAL PROGRAM SUMMARY*” provides a summary of the Maryland Department of Transportation’s (MDOT) Operating and Capital Program. All MDOT projects incorporated into the BRTB FY 2017-2020 Transportation Improvement Program come from the legislatively approved MDOT Consolidated Transportation Program. The accompanying table demonstrates that the MDOT program is fiscally reasonable, since programmed outlays do not exceed projected available revenues for the program period.

#### Exercising Flexibility in the use of Federal Funds

The MDOT, in its submission to the Baltimore Region TIP, is exercising the funding flexibility provisions possible under the federal Fixing America’s Surface Transportation Act. MDOT is responsible for a mix of transportation facilities throughout the state that includes highways, transit, port, aviation, as well as bicycle and pedestrian trail projects. This structure assures that intermodal opportunities are considered during all phases of project development.

All MDOT activities are funded from the Maryland Transportation Trust Fund (TTF), which is a dedicated source of funding that can only be used for transportation purposes. This fund combines revenue from transportation user fees, licensing and registration fees, motor fuel taxes, bond proceeds, and federal grants into a source that permits maximum flexibility in addressing intermodal transportation needs. Therefore, there are no administrative barriers to programming TTF money on whatever mode of transportation project best meets a particular need. MDOT’s organizational structure and TTF enable the consideration of all possible applications of federal funding categories.

**DEPARTMENT OF TRANSPORTATION  
OPERATING AND CAPITAL PROGRAM SUMMARY  
BY FISCAL YEAR  
(\$ MILLIONS)**

	CURRENT YEAR 2016	BUDGET YEAR 2017	Planning Years				SIX - YEAR TOTAL
			2018	2019	2020	2021	
<b><u>CAPITAL PROGRAM</u></b>							
The Secretary's Office	104.0	144.8	23.9	32.9	14.8	13.9	334.3
Motor Vehicle Administration	23.2	29.6	28.6	18.6	17.2	16.6	133.9
Maryland Aviation Administration	241.5	196.1	91.3	35.6	34.2	40.5	639.2
Maryland Port Administration	121.2	116.9	220.9	212.8	130.0	107.5	909.4
Maryland Transit Administration	465.8	733.6	862.3	690.0	523.3	469.0	3,744.0
Washington Metropolitan Area Transit	249.3	253.4	255.8	265.3	273.4	284.1	1,581.3
<u>State Highway Administration</u>	<u>1,410.9</u>	<u>1,590.1</u>	<u>1,598.7</u>	<u>1,304.9</u>	<u>1,211.4</u>	<u>1,247.4</u>	<u>8,363.4</u>
<b>TOTAL CAPITAL</b>	<b>2,616.0</b>	<b>3,064.5</b>	<b>3,081.5</b>	<b>2,560.1</b>	<b>2,204.3</b>	<b>2,179.0</b>	<b>15,705.4</b>
Special Funds	1,605.3	1,720.6	1,902.3	1,609.0	1,370.9	1,327.4	9,535.4
Federal Funds	771.4	1,086.2	978.3	771.2	644.1	705.5	4,956.5
Other Funds	239.4	257.8	201.0	179.9	189.4	146.1	1,213.5
<b><u>OPERATING PROGRAM</u></b>							
The Secretary's Office	83.1	83.1	85.0	87.0	89.0	91.0	518.2
Motor Vehicle Administration	204.7	207.0	213.0	220.0	225.0	230.0	1,299.7
Maryland Aviation Administration	186.9	187.2	192.0	197.0	202.0	206.0	1,171.1
Maryland Port Administration	51.0	51.6	52.0	53.0	54.0	55.0	316.6
Maryland Transit Administration	763.3	788.1	799.0	821.0	841.0	859.0	4,871.4
WMATA Grants (WMATA)	320.4	323.4	346.0	350.0	379.0	394.0	2,112.8
<u>State Highway Administration</u>	<u>262.0</u>	<u>271.6</u>	<u>280.0</u>	<u>288.0</u>	<u>295.0</u>	<u>301.0</u>	<u>1,697.6</u>
<b>TOTAL OPERATING</b>	<b>1,871.4</b>	<b>1,912.0</b>	<b>1,967.0</b>	<b>2,016.0</b>	<b>2,085.0</b>	<b>2,136.0</b>	<b>11,987.4</b>
Special Funds	1,773.9	1,813.7	1,870.0	1,919.0	1,988.0	2,039.0	11,403.6
Federal Funds	96.6	97.2	97.0	97.0	97.0	97.0	581.8
Reimbursable Funds	0.9	0.9	-	-	-	-	1.8

	CURRENT	BUDGET	Planning Years				SIX - YEAR TOTAL
	YEAR <u>2016</u>	YEAR <u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	
<b><u>DISTRIBUTION OF SHARED REVENUES</u></b>							
County and Municipal Program	169.3	177.4	179.0	183.0	184.0	187.0	1,079.7
County and Municipal Program - HUR Restoration	-	-	101.0	150.0	200.0	252.0	703.0
County and Municipal Capital	<u>70.8</u>	<u>70.7</u>	-	-	-	-	<u>141.5</u>
<b>TOTAL DISTRIBUTION OF SHARED REVENUES</b>	<b>240.1</b>	<b>248.1</b>	<b>280.0</b>	<b>333.0</b>	<b>384.0</b>	<b>439.0</b>	<b>1,924.2</b>
Special Funds	174.2	182.3	-	-	-	-	356.5
Federal Funds	65.9	65.9	-	-	-	-	131.8
<b><u>DEBT SERVICE REQUIREMENTS</u></b>							
	-	-	-	-	-	-	-
Special Funds	282.7	309.9	354.0	344.0	340.0	401.0	2,031.6
<b><u>DEPARTMENT TOTAL</u></b>	<b><u>4,727.5</u></b>	<b><u>5,224.6</u></b>	<b><u>5,328.5</u></b>	<b><u>4,909.1</u></b>	<b><u>4,673.3</u></b>	<b><u>4,754.0</u></b>	<b><u>29,617.0</u></b>
Special Funds	3,836.1	4,026.5	4,126.3	3,872.0	3,698.9	3,767.4	23,327.1
Federal Funds	933.9	1,249.3	1,075.3	868.2	741.1	802.5	5,670.1
Reimbursable Funds	0.9	0.9	-	-	-	-	1.8
Other Funds	239.4	257.8	201.0	179.9	189.4	146.1	1,213.5

- A- WMATA capital and operating grants in the Secretary's Office budget are shown for informational purposes.
- B- Includes County and Municipality transfer funds from the federal government.
- C- Capital Program WMATA Grants line includes federal funds received by WMATA directly.
- D- "Other" funds are included in the totals for TSO, MAA, MTA and WMATA.
- E- Debt Service for County Bonds is not included in FY 2018 - 2021
- F- Funds not received through the Trust Fund. Includes funds from Passenger Facility Charges (PFC), Maryland Transportation Authority (MdTA) funds, Certificates of Participation (COPs), County participation and federal funds received by WMATA directly.

Financially Constrained Long Range Plan  
Year 2010 to 2040 Update  
For The  
Baltimore Metropolitan Area

Prepared by  
Maryland Department of Transportation

August 2013  
(Extended to 2040 July 2014)

## DOCUMENTATION OF ASSUMPTIONS

**Date:** August 2013 (Extended to 2040 July 2014)

**Subject:** Methodology and Assumptions used to derive the 2013 - 2040 Constrained Long-range Transportation Plan.

### Total Program Revenues/Expenditures (Operating and Capital):

- FY 1981 to FY 2012 figures are actual expenditures from historical records. FY 2013 to FY 2018 figures are from the FY 2013 Trust Fund Forecast and Consolidated Transportation Plan (CTP).
- The federal funds received directly by WMATA are not included in this exercise.
- FY 2019 to FY 2040 projections of state funds use a historical annual average growth rate of 3.89%. A regression model was used to determine the appropriate starting point in FY 2019. Federal fund projections for the same period are based on an average growth rate of 2.75% for Highway and 4.7% for Transit program funds, but also assume an O. A. of 90%.

### Operating Expenditures:

- FY 1981 to FY 2012 are actual expenditures from historical records. Expenditures for FY 2013 to FY 2018 are operating budget projections contained in the FY 2013 Trust Fund Forecast.
- FY 2019 to FY 2040 projections are derived by inflating the previous year with an estimate for the percentage change in CPI-U plus 2%. The Consumer Price Index is a generally accepted measure of inflation. The projected annual change in index figures is based on information received from two econometric firms, Global Insight and Moody's Analytics. A blended average of the forecasts received from the two firms is used. Two percent (2%) is added to the forecasted rate to account for the additional operating costs associated with new capital expansions. The size of this additional factor is decided based on testing to determine what amount, when added to CPI, best approximates the historical trend in operating expenditures.

### Capital - Systems Preservation:

- Department records were used to determine the split between systems preservation and expansion for FY 1981 to FY 2012. FY 2013 to FY 2018

represents the current version of the capital program adjusted for the revenue increase passed during the 2013 legislative session.

- An annual growth rate of 2.2% is assumed for systems preservation for the FY 2019 – FY 2040 period. This growth rate is based on a regression analysis of historical system preservation expenditures.

#### Capital - Expansion:

- Expenditures for capital expansion were derived by subtracting both operating and systems preservation expenditures from the total program expenditures for each year.

#### Baltimore Area - Percentage of Capital Expansion:

- Total capital figures from FY 1981 to Present were split into surface and non-surface. Surface included highway (SHA) and transit (MTA, MARC, & WMAT) costs. Non-surface included port, aviation, and motor vehicle administrations plus the Secretary's Office expenses.
- The surface / non-surface data and the system preservation / expansion data were combined, analyzed, and evaluated to produce estimates of the percentage of Maryland expansion associated with surface transportation for the various time periods.
- Surface capital in the Baltimore Region was derived by adding the expenditures for all of MTA (excluding LOTS and non-Baltimore region Park and Ride expenditures), one-half of MARC and that portion of SHA that pertained to the region (Anne Arundel, Baltimore, Carroll, Harford, and Howard counties).
- These Baltimore specific figures were used to derive estimates of Baltimore surface expansion. These figures, when used with the above-mentioned projections, produce the estimates shown for Baltimore as a percent of Total Surface Expansion.

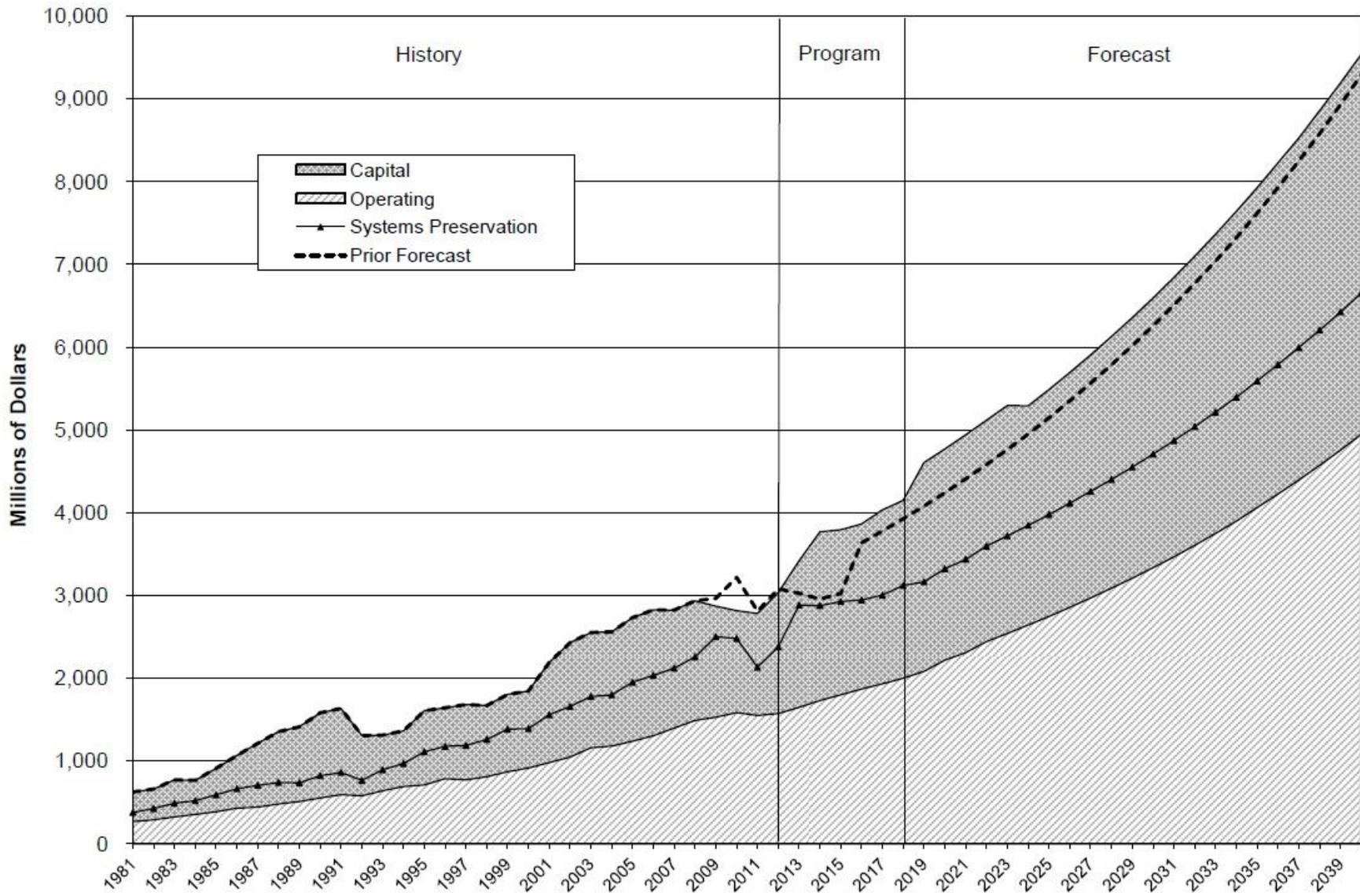
**MDOT Operating & Capital Expenditures - Statewide**  
**History, Program & Forecast**

(Millions of Dollars)

Physical Year	Operating	Systems Preservation	Operating & Systems Pres.	Expansion	Statewide Total
1981	265	111	376	247	623
1982	287	136	423	236	659
1983	322	164	486	284	770
1984	352	167	519	246	765
1985	385	204	589	319	908
1986	428	234	662	403	1,065
1987	441	264	705	506	1,211
1988	478	280	738	615	1,353
1989	508	227	735	677	1,412
1990	551	270	821	780	1,581
1991	591	268	859	773	1,632
1992	577	187	764	542	1,306
1993	638	254	892	418	1,310
1994	689	279	968	393	1,361
1995	709	400	1,109	497	1,606
1996	784	391	1,175	485	1,640
1997	770	417	1,187	493	1,680
1998	808	451	1,259	411	1,670
1999	868	515	1,383	420	1,803
2000	913	476	1,389	455	1,844
2001	979	578	1,557	632	2,189
2002	1,045	612	1,657	772	2,429
2003	1,158	620	1,778	772	2,550
2004	1,178	619	1,797	782	2,559
2005	1,237	714	1,951	780	2,731
2006	1,303	729	2,032	793	2,825
2007	1,366	724	2,120	701	2,821
2008	1,488	766	2,254	680	2,934
2009	1,527	974	2,501	368	2,869
2010	1,583	996	2,479	336	2,815
2011	1,548	583	2,131	650	2,781
2012	1,572	806	2,378	656	3,034
2013	1,646	1,238	2,884	534	3,418
2014	1,728	1,148	2,876	891	3,767
2015	1,798	1,126	2,924	869	3,793
2016	1,867	1,078	2,945	918	3,863
2017	1,831	1,071	3,002	1,031	4,033
2018	1,986	1,121	3,119	1,029	4,148
2019	2,081	1,081	3,162	1,443	4,605
2020	2,217	1,105	3,322	1,447	4,769
2021	2,307	1,129	3,436	1,504	4,940
2022	2,441	1,154	3,595	1,521	5,116
2023	2,539	1,179	3,718	1,576	5,294
2024	2,641	1,205	3,846	1,444	5,290
2025	2,745	1,232	3,977	1,510	5,487
2026	2,855	1,259	4,114	1,579	5,693
2027	2,968	1,287	4,255	1,651	5,906
2028	3,086	1,315	4,401	1,726	6,127
2029	3,207	1,344	4,551	1,805	6,356
2030	3,334	1,373	4,707	1,887	6,594
2031	3,465	1,404	4,869	1,973	6,842
2032	3,604	1,434	5,038	2,061	7,099
2033	3,748	1,466	5,214	2,151	7,365
2034	3,897	1,498	5,395	2,246	7,641
2035	4,061	1,531	5,592	2,336	7,928
2036	4,224	1,565	5,799	2,438	8,227
2037	4,394	1,599	5,993	2,534	8,527
2038	4,571	1,635	6,206	2,652	8,858
2039	4,755	1,670	6,425	2,767	9,192
2040	4,947	1,707	6,654	2,884	9,538

MDOT - Office of Finance  
25-Jul-14

## MDOT Operating & Capital Expenditures - Statewide History, Program & Forecast



## BALTIMORE METROPOLITAN AREA Percentage of Capital Expansion

Surface Enhancement % of Maryland Enhancement
1981 - 2012 <b>87.7%</b>

Baltimore Enhancement % of Surface Enhancement
1981 - 2012 <b>41.6%</b>



Fiscal Year	Statewide Expansion Funds	Surface Percentage	Private Funds	Total Surface Available	Baltimore Percentage	Baltimore New Starts	Total Baltimore Expansion Funds
2010	336						192
2011	650						173
2012	656						229
2013	534						231
2014	891						426
2015	869						250
2016	918						231
2017	1,031						284
2018	1,029						576
2019	1,433	1,257	23	1,280	533	100	633
2020	1,447	1,269	23	1,292	538	100	638
2021	1,504	1,319	23	1,342	559	100	659
2022	1,521	1,334	23	1,357	565	100	665
2023	1,576	1,382	23	1,405	585	97	682
2024	1,444	1,266	24	1,290	537	0	537
2025	1,510	1,324	24	1,348	561	0	561
2026	1,579	1,385	24	1,409	587	0	587
2027	1,651	1,448	24	1,472	613	0	613
2028	1,726	1,514	24	1,538	640	0	640
2029	1,805	1,583	25	1,608	670	0	670
2030	1,887	1,654	25	1,679	699	0	699
2031	1,973	1,730	25	1,755	731	0	731
2032	2,061	1,807	25	1,832	763	0	763
2033	2,151	1,886	25	1,911	796	0	796
2034	2,246	1,969	26	1,995	831	0	831
2035	2,336	2,048	26	2,074	864	0	864
2036	2,438	2,138	26	2,164	901	0	901
2037	2,534	2,222	26	2,248	936	0	936
2038	2,652	2,326	26	2,352	979	0	979
2039	2,767	2,426	27	2,453	1,021	0	1,021
2040	2,884	2,529	27	2,556	1,064	0	1,064
Total 19-40	29,850	26,175	412	26,587	11,072	497	16,470
Total 10-40	36,764						19,062



M A R Y L A N D  
County Executive Steven R. Schuh

OFFICE OF PLANNING AND ZONING  
2664 RIVA ROAD, P.O. BOX 6675  
ANNAPOLIS, MARYLAND 21401

April 22, 2016

Mr. Todd Lang, Transportation Planning Director  
Baltimore Regional Transportation Board  
Offices at McHenry Row  
1500 Whetstone Way, Suite 300  
Baltimore, MD 21230

Dear Mr. Lang:

This letter should serve as documentation for financial capacity and financial reasonableness indicated for funding by Anne Arundel County for the 2017-2020 Transportation Improvement Program (TIP).

Anne Arundel County, subject to appropriation by the County Council, provides the necessary matching operating and capital funds for the Federal transportation related programs within the County. Traditionally, the source of those funds is appropriation from the General Revenue of Anne Arundel County. These funds are used to match Federal/State funds to support the Federal Aid Bridge Program. County funds are also used to plan and construct highways, sidewalks and other transportation facilities.

Documentation and approval of the local funds are contained in Anne Arundel County's Operating and Capital Budgets. Matching funds are appropriated in anticipation of Federal and/or State funds provided through either direct earmarks or from allocation by modes of the Maryland Department of Transportation. Given these facts, it is our belief that the Anne Arundel County 2017-2020 TIP projects are financially reasonable.

If you have any questions, please contact me at (410) 222-7450.

Sincerely,

Larry R. Tom  
Planning and Zoning Officer

cc: Bernie Marczyk, Director, Government Relations  
Brian Ulrich, Planning Administrator

CITY OF BALTIMORE

STEPHANIE RAWLINGS-BLAKE, Mayor



DEPARTMENT OF TRANSPORTATION

WILLIAM JOHNSON, Director  
417 E. Fayette Street, 5th floor  
Baltimore, Maryland 21202

April 29, 2016

**Mr. Todd R. Lang, Director**  
Transportation Planning Director  
Baltimore Metropolitan Council  
1500 Whetstone Way, Suite 300  
Baltimore, Maryland 21230

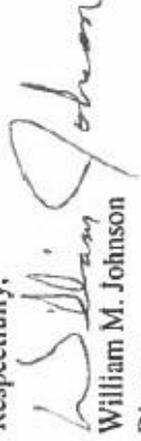
Dear Mr. Lang,

This letter provides the “Statement of Financial Reasonableness” for Baltimore City’s Transportation Improvement Program (TIP) funding request for FY 2017 to FY 2020.

The Baltimore City Board of Estimates adopted the FY 2017 – 2022 Six Year Capital Improvement Program in March 2016. The capital budget for FY 2017 – 2022 provides sufficient local matching funds for federal-funded transportation-related projects, as well as for local projects, all of which are contained in the FY 2017 – 2020 Baltimore City TIP. That is, prior appropriations combined with projected Highway User Revenue / MDOT County Transportation Revenue Bond funds will be sufficient to cover Baltimore City’s matching share for federal-aid requested through the Baltimore Metropolitan Council.

Please feel free to contact Ms. Lindsay Wines, Deputy Director for Administration, at (410) 396-6802 or via email at [Lindsay.Wines@baltimorecity.gov](mailto:Lindsay.Wines@baltimorecity.gov) should you have any questions or concerns regarding the information provided herein.

Respectfully,

  
William M. Johnson  
Director

Cc: Ms. Lindsay Wines, Deputy Director, BCDOT  
Mr. Dharendra Sinha, Chief of Fiscal Services, BCDOT  
Mr. Bimal Devkota, Chief of Transportation Engineering & Construction, BCDOT  
Mrs. Valorie Lacour, Chief of Transportation Planning, BCDOT



KEVIN KAMENETZ  
*County Executive*

EDWARD C. ADAMS, JR., *Director*  
*Department of Public Works*

April 6, 2016

TRANSPORTATION  
RECEIVED

Mr. Todd Lang  
Director, Transportation Planning  
Baltimore Metropolitan Council  
Offices at McHenry Row  
1500 Whetstone Way  
Suite 300  
Baltimore, MD 21230

APR 8 2016

PLANNING DIVISION

Dear Todd:

Baltimore County's portion of the 2017-2020 Transportation Improvement Program (TIP) is financially feasible. Baltimore County General Obligation Bonds and General Funds constitute the local matching funds for Baltimore County's TIP projects. A summary of the approved operating budget and the sources of revenue can be found at <http://resources.baltimorecountymd.gov/Documents/Executive/fy16budgetmessage.pdf>. As stated on the website, the General Obligation Bonds are backed by the Debt Service category and General Funds are included in the Capital-Pay-As-You-Go category.

Should you have any questions, please contact me at 410-887-3554.

Sincerely,

A handwritten signature in black ink, appearing to read "Emery A. Hines".

Emery A. Hines,  
Manager  
Bureau of Traffic Engineering  
and Transportation Planning

EJH/jfa

**Philip R. Hager**  
Director/Legislative Liaison  
Department of Planning

410-386-2145, fax 410-386-2836  
Toll-free 1-888-302-8978  
MD Relay service 7-1-1/800-735-2258



**Lynda Eisenberg, Chief**  
Bureau of Comprehensive Planning

Carroll County Government  
225 North Center Street  
Westminster, Maryland 21157  
email: ccplanning@ccg.carr.org

**April 25, 2016**

Todd Lang  
Director of Transportation Planning  
Baltimore Metropolitan Council  
Offices at McHenry Row  
1500 Whetstone Way, Suite 300  
Baltimore, MD 21230

**Re: Letter of Financial Commitment for the FY 2017-2020 Transportation  
Improvement Program (TIP)**

Dear Mr. Lang,

Carroll County's list of projects for the FY 2017-2020 TIP includes five (5) projects to replace County-maintained bridges and a bridge inspection program for County-owned and maintained structures.

The County has committed funding in prior Community Investment Plans (CIP's) for three (3) of the bridge projects. The remaining two (2) bridge projects and the bridge inspection program are contained in the current FY 2016-2021 CIP and the proposed FY 2017-2022 CIP.

It is my understanding that this letter satisfies the financial commitment requirement of the TIP process. If you need additional information, please contact Bobbi Moser at (410) 386-2145 ([bmoser@ccg.carr.org](mailto:bmoser@ccg.carr.org)).

Sincerely,

A handwritten signature in cursive script that reads "Lynda Eisenberg".

Lynda D. Eisenberg, Chief  
Bureau of Comprehensive Planning

cc: Jeffrey K. Topper, Deputy Director, Department of Public Works  
David P. Reese, Sr., Deputy Director, Department of Public Works  
Bobbi Moser, Comprehensive Planner, Bureau of Comprehensive Planning

**DEPARTMENT OF PLANNING**  
*Planning for success in Carroll County*

**BARRY GLASSMAN**  
HARFORD COUNTY EXECUTIVE

**BILLY BONIFACE**  
DIRECTOR OF ADMINISTRATION



**BRADLEY F. KILLIAN**  
DIRECTOR OF PLANNING & ZONING

**TRANSPORTATION**  
RECEIVED

**APR 25 2016**

April 19, 2016

**PLANNING DIVISION**

Todd Lang  
Director, Transportation Division  
Baltimore Metropolitan Council  
Offices @ McHenry Row  
1500 Whetstone Way, Suite 300  
Baltimore, Maryland 21230

RE: Harford County's 2017-2020 Transportation Improvement Program

Dear Mr. Lang:

This letter provides documentation to satisfy the "Statement of Financial Reasonableness" requirement of the FY 2017-2020 Transportation Improvement Program. Harford County's submittal for the Baltimore region's Transportation Improvement Program includes bridge rehabilitation and replacement projects. Please note that all transit projects will be submitted on behalf of Harford County by the Maryland Transit Administration.

Conformity Qualification

Harford County recommends that all projects qualify as air quality conformity projects that do not impact regional emissions or require a local carbon monoxide impact analysis. The bridge projects are preservation projects, consisting of structural and safety-related improvements. Most of the bridge projects improve the existing span and improve road alignment and safety-related improvements. Most of the bridge projects improve the existing span and improve road alignment; two bridges increase capacity from a one-lane bridge to a two-lane bridge, allowing vehicles to travel across these bridges from either side without waiting. Allowing traffic to move in both directions at the same time eliminates idling and reduces carbon monoxide emissions.

*Maryland's New Center Of Opportunity*

410.638.3103 | 410.879.2000 | TTY Maryland Relay 711 | [www.harfordcountymd.gov](http://www.harfordcountymd.gov)  
220 South Main Street, Bel Air, Maryland 21014

THIS DOCUMENT IS AVAILABLE IN ALTERNATIVE FORMAT UPON REQUEST

Todd Lang  
Baltimore Metropolitan Council  
April 19, 2016  
Page 2

Priority Statement

Harford County requests that the projects listed in the Transportation Improvement Program be prioritized by the year in which the funding is requested. The priority will be placed on a year to year basis. If more than one project is submitted for funding in the same year, each project has the same priority.

Financial Reasonableness

All projects in the Transportation Improvement Program are required to have a match from Harford County. The match for the roadway projects come from funds already approved in the FY 17 County Capital Budget under Highway Capital Projects. The Capital Budget for Bridge Replacement and Restoration allocates funds for land acquisition, engineering and construction from the Highway General Fund Revenue, Future County Bonds and/or Transportation Revenue Sharing funding sources.

If you have any questions or need additional information, please contact Alex Rawls, (410) 638-3103, extension 1372.

Sincerely,



Bradley F. Kilham,  
Director of Planning and Zoning

AR/lp

cc: The Honorable Barry Glassman, Harford County Executive  
Jeffrey M. Stratmeyer, Acting Director, Department of Public Works  
Robert Andrews, Administrator, Harford County Transit Services  
Jenny B. King, Deputy Director, Department of Planning and Zoning  
Anthony S. McClune, Current Planning Chief, Department of Planning and Zoning  
Alex A. Rawls, Transportation Planner, Department of Planning and Zoning



**HOWARD COUNTY OFFICE OF TRANSPORTATION**  
3430 Court House Drive ■ Elicott City, Maryland 21043 ■ 410-313-0702

Clive Graham, Administrator

[www.howardcountymd.gov](http://www.howardcountymd.gov)  
FAX 410-313-3467  
TDD 410-313-2323

April 18, 2016

Mr. Todd Lang  
Director of Transportation Planning  
Baltimore Metropolitan Council  
Office @ McHenry Row  
1500 Whetstone way, Suite 300  
Baltimore, MD 21230

Dear Mr. Lang:

This letter provides documentation to satisfy the financial reasonableness requirement of the Transportation Improvement Program (TIP) process.

Howard County's project submissions for the FY 2017-2020 TIP are for bridge repairs and deck replacements throughout the county. The Regionally Significant Projects include Dorsey Run Road reconstruction from MD 175 south to the CSX Railroad spur crossing, Guilford Road reconstruction from US 1 to Old Dorsey Run Road, MD 175 interchange at Oakland Mills Road and Snowden River Parkway widening from Broken Land Parkway to Oakland Mills Road.

The County has committed adequate matching funds in the form of bonds and local revenues to match the aforementioned projects. The projects are funded by year of expenditure. The anticipated availability of these local matching funds is documented in the Howard County Spending Affordability Advisory Committee Report, Fiscal Year 2017 and the Howard County Fiscal Year 2017 Capital Budgets. These documents will be provided via an electronic mail correspondence for your review.

Should you have any questions, please call me at 410-313-0702.

Sincerely,

Clive Graham  
Administrator

Cc: Lonnie Robbins, Chief Administrative Officer  
Diane B. Wilson, Chief of Staff  
James Irvin, Director, DPW



*Queen  
Anne's  
County*

**County Commissioners:**

James J. Moran, At Large  
Jack N. Wilson, Jr., District 1  
Stephen Wilson, District 2  
Robert Charles Buckley, District 3  
Mark A. Anderson, District 4

**DEPARTMENT OF PUBLIC WORKS**  
312 Safety Drive  
Centreville, MD 21617

Telephone: (410) 758-0925  
Fax: (410) 758-3341  
[www.qac.org](http://www.qac.org)

May 3, 2016

Mr. Todd Lang  
Director of Transportation Planning  
Baltimore Metropolitan Council  
1500 Whetstone Way, Suite 300  
Baltimore, Maryland 21230

**Re: Required Matching Funds for Cross County Connector Trail**

Dear Mr. Lang:

This Letter provides documentation to satisfy the financial reasonableness requirements of the TIP process. Federal funds for this project are included in an area wide Transportation Alternatives project. Therefore, the project will receive Federal funds through the Transportation Alternatives Program administered by Maryland Department of Transportation.

Queen Anne's County has prepared construction drawings and bid documents to move forward with construction of the Cross County Connector Trail in FY 17. The proposed Cross County Connector Trail (CCCT) is a bicycle/pedestrian trail to be situated near Grasonville in Queen Anne's County, Maryland. The CCCT will generally follow an east-west alignment parallel with and adjacent to the westbound lane of U.S. Rt. 50/301 and within the U.S. Rt. 50/301 right-of-way. The Cross County Connector Trail's western trailhead will connect to the eastern terminus of Kent Island's existing Cross Island Trail (CIT) at Kent Narrows, from which it will then run easterly for a distance of approximately 1.2 miles to its eastern trailhead at Long Point Park, where existing parking will be expanded.

The County has committed \$800,000 in the form of bonds as the necessary matching funds for the grants provided to the County that are administered through Maryland Department of Transportation. The funds are reflected in the Capital FY 16 budget for expenditure in FY 2017. The funds are again reflected in the attached pages of Queen Anne's County proposed FY 17 budget.

Please feel free to call me with any questions at 410-758-0920.

Sincerely,



Todd R. Mottin, P.E.  
Director



**QUEEN ANNE'S COUNTY  
CAPITAL BUDGET SUMMARY BY EXPENDITURE**

**FY 2017-2022**

DESCRIPTION	FY17	FY18	FY19	FY20	FY21	FY22	TOTAL
SOFT LAUNCH WATER ACCESS	50,000	50,000	50,000	-	-	-	150,000
CAPITAL EQUIPMENT - LANDINGS	-	-	23,000	-	-	-	23,000
CORSICA RIVER DREDGING	300,000	-	-	-	-	-	300,000
DOMINION PARKING LOT PAVING	-	49,000	-	-	-	-	49,000
GOODHAND'S CREEK PARKING PAVING	-	-	49,000	-	-	-	49,000
KINGSTOWN OLD BRIDGE LANDING	30,000	-	-	-	-	-	30,000
KENT NARROWS RAMP PARKING PAVING	-	-	-	-	49,000	-	49,000
KENT NARROWS DREDGING	25,000	750,000	-	-	-	-	775,000
DEEP CREEK LANDING BULKHEAD	-	-	-	150,000	-	-	150,000
PUBLIC LANDINGS LAND - UNDESIGNATED	10,000	10,000	10,000	10,000	10,000	10,000	60,000
PUBLIC LANDINGS MAINTENANCE & IMPROVEMENT	5,000	5,000	5,000	5,000	5,000	5,000	30,000
THOMPSON CREEK BULKHEAD	-	-	-	225,000	-	-	225,000
<b>TOTAL PUBLIC LANDINGS ENTERPRISE</b>	<b>420,000</b>	<b>894,000</b>	<b>137,000</b>	<b>390,000</b>	<b>64,000</b>	<b>15,000</b>	<b>1,890,000</b>
BLUE HERON GOLF COURSE - COURSE IMPROVEM	60,000	-	-	-	-	-	60,000
<b>TOTAL GOLF COURSE ENTERPRISE</b>	<b>60,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>60,000</b>
SOUTH APRON AND RUNWAY 11-29 GEOTECH	-	-	-	-	-	30,000	30,000
NEW AIRPORT TERMINAL BUILDING	-	675,000	-	-	-	-	675,000
AIRPORT CAPITAL EQUIPMENT	-	57,000	-	-	-	-	57,000
LAND ACQUISITION/OBSTRUCTION REMOVAL	470,000	350,000	-	-	-	-	820,000
CONSTRUCT APRON PHASE II	-	-	200,000	-	2,800,000	-	3,000,000
RUNWAY REHAB DESIGN	-	250,000	400,000	350,000	-	-	1,000,000
<b>TOTAL BAY BRIDGE AIRPORT ENTERPRISE</b>	<b>470,000</b>	<b>1,332,000</b>	<b>600,000</b>	<b>350,000</b>	<b>2,800,000</b>	<b>30,000</b>	<b>5,582,000</b>
HOUSING REHABILITATION LOANS	50,000	50,000	50,000	50,000	-	-	200,000
<b>TOTAL HOUSING AND COMMUNITY SERVICES</b>	<b>50,000</b>	<b>50,000</b>	<b>50,000</b>	<b>50,000</b>	<b>-</b>	<b>-</b>	<b>200,000</b>
CAPITAL EQUIPMENT - HYBRID VEHICLES	-	35,000	-	-	-	-	35,000
CAPITAL EQUIPMENT - LIGHT VEHICLES/MAINTENA	290,000	90,000	160,000	-	160,000	-	700,000
CAPITAL EQUIPMENT - HEAVY & CONSTRUCTION VI	410,000	330,000	540,000	620,000	380,000	250,000	2,530,000
CAPITAL EQUIPMENT - MISC SMALL & NON-MOTORI	60,000	60,000	60,000	60,000	60,000	60,000	360,000
ASPHALT OVERLAYS	2,517,950	2,500,000	2,400,000	2,500,000	2,500,000	2,500,000	14,917,950
PARKING LOT OVERLAYS	260,015	100,000	50,000	50,000	50,000	50,000	560,015
<b>CROSS COUNTY CONNECTOR TRAIL</b>	<b>4,000,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4,000,000</b>
KENT NARROWS PUBLIC PARKING	-	500,000	-	-	-	-	500,000
TAYLOR MILL ROAD BRIDGE	-	-	-	-	-	1,100,000	1,100,000
<b>TOTAL ROADS BOARD CAPITAL PROJECTS</b>	<b>7,537,965</b>	<b>3,615,000</b>	<b>3,210,000</b>	<b>3,230,000</b>	<b>3,150,000</b>	<b>3,960,000</b>	<b>24,702,965</b>
DISCHARGE PUMP REPLACEMENTS	-	50,000	-	50,000	-	-	150,000
VACUUM PUMP REPLACEMENTS	-	-	60,000	-	60,000	-	120,000
CAPITAL EQUIPMENT REPLACEMENT	180,000	17,500	-	150,000	25,000	-	372,500
PUMP STA 5 REHABILITATION	100,000	-	-	-	-	-	100,000
FORCE MAIN REHABILITATION - GENERAL	-	250,000	250,000	-	250,000	-	750,000
COUNTY WIDE ORTHO/PLANIMETRIC MAPPING	5,000	5,000	5,000	5,000	5,000	5,000	30,000
COMPREHENSIVE MASTER WATER & SEWERAGE P	30,000	-	-	-	-	-	30,000
GENERATOR REPLACEMENTS	-	-	50,000	-	-	-	50,000
COLLECTION STATION METERING	25,000	25,000	25,000	25,000	25,000	25,000	150,000
INDIVIDUAL SEPTIC SYSTEM INSTALLS	500,000	500,000	500,000	500,000	-	-	2,000,000
SOUTHERN KENT ISLAND - PHASE II STEP	-	-	175,000	205,000	1,320,000	1,250,000	2,950,000
SOUTHERN KENT ISLAND - PHASE II COMMUNITY M	-	-	80,000	350,000	240,000	150,000	820,000
SOUTHERN KENT ISLAND - SEWER FORCE MAIN	4,490,000	4,490,000	-	-	-	-	8,980,000
SOUTHERN KENT ISLAND - SEWER PHASE I COMM	1,875,000	1,750,000	-	-	-	-	3,625,000
SOUTHERN KENT ISLAND - SEWER PHASE I STEP	3,250,000	4,250,000	3,200,000	-	-	-	10,700,000
<b>TOTAL SEWER ENTERPRISE</b>	<b>10,455,000</b>	<b>11,337,500</b>	<b>4,295,000</b>	<b>1,335,000</b>	<b>1,925,000</b>	<b>1,480,000</b>	<b>30,827,500</b>
KENT NARROWS TOWER & DISTRIBUTION	-	-	-	-	1,000,000	-	1,000,000
COUNTY WIDE ORTHO/PLANIMETRIC MAPPING	5,000	5,000	5,000	5,000	5,000	5,000	30,000
STEVENSVILLE WTP UPGRADE	-	250,000	-	-	-	-	250,000
GRASONVILLE WTP UPGRADE	-	-	-	250,000	-	350,000	600,000
CAPITAL EQUIPMENT REPLACEMENT	160,000	-	135,000	50,000	25,000	-	370,000
REHABILITATION OF WATER TREATMENT PLANT ST	-	-	50,000	-	50,000	-	100,000
CRITICAL INTERCONNECTIONS	500,000	500,000	-	-	2,500,000	-	3,500,000
GAS DISINFECTION ELIMINATION PROJECT	30,000	30,000	-	-	-	-	60,000
RESIDENTIAL METER REPLACEMENT	-	-	-	-	125,000	-	125,000
WATER - GENERATORS	-	-	-	85,000	-	-	85,000
WTP BACKWASH CONTROL PROJECT	25,000	25,000	25,000	25,000	25,000	25,000	150,000
WATER - FOUR SEASONS 750 gpm WTP EXPANSION	-	-	-	-	2,500,000	-	2,500,000
<b>TOTAL WATER ENTERPRISE</b>	<b>720,000</b>	<b>810,000</b>	<b>215,000</b>	<b>415,000</b>	<b>6,230,000</b>	<b>380,000</b>	<b>8,770,000</b>
<b>TOTAL ALL CAPITAL PROJECTS</b>	<b>35,880,968</b>	<b>40,496,088</b>	<b>22,264,724</b>	<b>14,760,197</b>	<b>19,208,629</b>	<b>15,086,506</b>	<b>147,697,133</b>

**QUEEN ANNE'S COUNTY  
CAPITAL BUDGET BY YEAR**

**FY 2017**

DESCRIPTION	PAYGO	GRANTS	OPERATING			OTHER	TOTAL
			BONDS	FUNDS	CAPITAL		
CAPITAL EQUIPMENT - LIGHT VEHICLES/MAINTENANCE E	-	-	-	-	290,000	-	290,000
CAPITAL EQUIPMENT - HEAVY & CONSTRUCTION VEHICL	-	-	410,000	-	-	-	410,000
CAPITAL EQUIPMENT - MISC SMALL & NON-MOTORIZED E	-	-	-	-	60,000	-	60,000
ASPHALT OVERLAYS	-	-	2,517,950	-	-	-	2,517,950
PARKING LOT OVERLAYS	-	-	-	-	260,015	-	260,015
<b>CROSS COUNTY CONNECTOR TRAIL</b>	<b>-</b>	<b>3,200,000</b>	<b>800,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4,000,000</b>
<b>TOTAL ROADS BOARD CAPITAL PROJECTS</b>	<b>-</b>	<b>3,200,000</b>	<b>3,727,950</b>	<b>-</b>	<b>610,015</b>	<b>-</b>	<b>7,537,965</b>
CAPITAL EQUIPMENT REPLACEMENT	-	-	-	180,000	-	-	180,000
PUMP STA 5 REHABILITATION	-	-	-	100,000	-	-	100,000
COUNTY WIDE ORTHO/PLANIMETRIC MAPPING	-	-	-	5,000	-	-	5,000
COMPREHENSIVE MASTER WATER & SEWERAGE PLAN	-	-	-	30,000	-	-	30,000
COLLECTION STATION METERING	-	-	-	25,000	-	-	25,000
INDIVIDUAL SEPTIC SYSTEM INSTALLS	-	500,000	-	-	-	-	500,000
SOUTHERN KENT ISLAND - SEWER FORCE MAIN	-	-	-	-	-	4,490,000	4,490,000
SOUTHERN KENT ISLAND - SEWER PHASE I COMMUNITY	-	-	-	-	-	1,875,000	1,875,000
SOUTHERN KENT ISLAND - SEWER PHASE I STEP	-	-	-	-	-	3,250,000	3,250,000
<b>TOTAL SEWER ENTERPRISE</b>	<b>-</b>	<b>500,000</b>	<b>-</b>	<b>340,000</b>	<b>-</b>	<b>9,615,000</b>	<b>10,455,000</b>
COUNTY WIDE ORTHO/PLANIMETRIC MAPPING	-	-	-	5,000	-	-	5,000
CAPITAL EQUIPMENT REPLACEMENT	-	-	-	160,000	-	-	160,000
CRITICAL INTERCONNECTIONS	-	-	-	-	-	500,000	500,000
GAS DISINFECTION ELIMINATION PROJECT	-	-	-	30,000	-	-	30,000
WTP BACKWASH CONTROL PROJECT	-	-	-	25,000	-	-	25,000
<b>TOTAL WATER ENTERPRISE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>220,000</b>	<b>-</b>	<b>500,000</b>	<b>720,000</b>
<b>TOTAL ALL CAPITAL PROJECTS</b>	<b>2,107,782</b>	<b>5,105,037</b>	<b>12,596,789</b>	<b>570,000</b>	<b>5,122,957</b>	<b>10,378,423</b>	<b>35,880,988</b>

# **APPENDIX C**

## **SELF CERTIFICATION**

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

**BALTIMORE REGIONAL TRANSPORTATION BOARD  
RESOLUTION #17-6**

**APPROVING THE SELF-CERTIFICATION REVIEW OF THE  
BALTIMORE REGIONAL TRANSPORTATION BOARD**

**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; and representatives of the Maryland Departments of Transportation, the Environment, Planning, and the Maryland Transit Administration; and

**WHEREAS**, the Metropolitan Transportation Planning Final Rule was jointly issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on May 27, 2016 and requires that the MPO shall annually certify to the FHWA and the FTA that the planning process is addressing the major issues facing the metropolitan area and is being conducted in accordance with all applicable requirements as listed below; and

**WHEREAS**, §450.336 of the Metropolitan Planning Rule directs all Transportation Management Areas, meaning urbanized areas with a population of 200,000 or more, concurrent with the submittal of the proposed Transportation Improvement Program to the FHWA and the FTA as part of the Statewide Transportation Improvement Program approval, to certify that the metropolitan transportation planning process is being carried out by the State and the MPO in accordance with all applicable requirements (see Attachment 1) including:

- 1) 23 U.S.C. 134, 49 U.S.C. Section 5303 and 23 U.S.C. 450 Subpart 335 (Metropolitan Planning);
- 2) In nonattainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93 (Conformity Determination);
- 3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21(Nondiscrimination-Civil Rights);
- 4) 49 U.S.C. Section 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity (Nondiscrimination-General);
- 5) Section 1101(b) of the Fixing America's Surface Transportation Act, known as FAST, (Public Law 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT-funded projects (DBE);

- 6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts (Equal Employment Opportunity);
- 7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38 (Nondiscrimination-ADA);
- 8) The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance (Nondiscrimination-Aging),
- 9) Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender (Nondiscrimination-Gender); and
- 10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities (Nondiscrimination- Disabilities); and

**NOW, THEREFORE, BE IT RESOLVED** the Baltimore Regional Transportation Board has reviewed and documented that the transportation planning process is addressing the major issues in the Baltimore metropolitan planning area and is being conducted in accordance with all the applicable federal requirements.

**WE HEREBY CERTIFY** that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the aforementioned resolution at its July 26, 2016 meeting.



Date \_\_\_\_\_  
 Clive R. Graham, Chairman  
 Baltimore Regional Transportation Board



Date \_\_\_\_\_  
 Pete K. Rahn, Secretary  
 Maryland Department of Transportation

**BALTIMORE REGIONAL TRANSPORTATION BOARD  
2016 SELF CERTIFICATION**

**BACKGROUND**

*Baltimore Regional Transportation Board*

Under the Fixing America's Surface Transportation Act, known as FAST, every urbanized area in the U.S. with a population greater than 50,000 is required to have a metropolitan planning organization (MPO). The functions of the MPO include:

- coordinating federal funding for transportation
- transportation planning in cooperation with the federal government, state agencies, and the operators of publicly owned transit services
- ensuring that transportation expenditures are based on a continuing, cooperative, and comprehensive (3-C) planning process
- providing reasonable opportunity for input from the public and interested parties

The Baltimore Regional Transportation Board (BRTB) is the federally designated MPO for the Baltimore region. The BRTB includes official representatives of the cities of Annapolis and Baltimore; the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's; the Maryland Departments of Transportation, the Environment, and Planning; and the Maryland Transit Administration. The BRTB certifies that the Baltimore region metropolitan transportation planning process complies with applicable requirements, noted in the resolution, to meet the requirements of 23 USC 134 and 23 CFR 450.336. This is evidenced by the summaries that follow.

Metropolitan planning in the Baltimore region is coordinated closely with the U.S. Department of Transportation through the Federal Highway Administration (FHWA), Delmar Division Maryland Office, and the Federal Transit Administration (FTA) Region 3 Office; the Maryland Department of Transportation; member jurisdictions; locally operated transit service providers; and the public.

*Baltimore Metropolitan Council*

The Baltimore Metropolitan Council (BMC) serves as the host agency of the BRTB. In this capacity, the BMC provides technical staff to assist the BRTB and its advisory committees. The technical staff includes transportation planners and engineers, traffic modelers, demographers, urban designers, GIS specialists, and other planning professionals.

The BMC staff supports transportation planning for the region by providing demographic and economic analyses, travel demand modeling, air quality modeling, environmental coordination, and GIS services. This includes developing the transportation plans and programs for the BRTB. BMC staff members also maintain a database of building permits issued throughout the region.

The BMC also serves as the host agency for other important regional functions and programs. These include the Regional Information Center, Urban Area Work Group (responsible for coordinating regional emergency preparedness activities), Reservoir Watershed Protection Committee, and Regional Cooperative Purchasing Committee.

#### *BRTB Subcommittees and Advisory Groups*

Several committees, subcommittees, and groups advise the BRTB in specific technical and policy areas. Through these committees, the BRTB is able to learn more about specific areas of interest, receive feedback and recommendations, and engage professionals in related fields and the general public. The work of the committees also aids the BRTB as it works to ensure that transportation planning is integrated into the region's efforts to address economic development and quality of life issues.

Current BRTB subcommittees and advisory groups include:

- Executive Committee
- Bicycle and Pedestrian Advisory Group
- Budget Subcommittee
- Public Advisory Committee
- Cooperative Forecasting Group
- Freight Movement Task Force
- Interagency Consultation Group
- Safety Committee
- Technical Committee
- Traffic Incident Management for the Baltimore Region
- Traffic Signal Subcommittee
- Transportation & Public Works Subcommittee

#### *Baltimore Region Urbanized Area*

On June 27, 2013 the BRTB adopted a new urbanized area boundary for the Baltimore region.

At a minimum, a Metropolitan Planning Area (MPA) must cover the urbanized area and contiguous geographic areas likely to become urbanized within the next 20 years. The Baltimore MPA consists of Baltimore City; all of Anne Arundel, Baltimore, Carroll, Harford, and Howard counties; and a portion of Queen Anne's County (see Figure 1 for the geographic location of each participating local jurisdiction).



Figure 1- Baltimore Metropolitan Planning Area

The planning area is part of the 2010 U.S. Census Bureau's Baltimore-Towson Metropolitan Statistical Area (MSA), containing the Baltimore Urbanized Area, the Aberdeen – Havre De Grace – Bel Air Urbanized Area, and the Westminster Urbanized area. Also included within the Baltimore region are 13 smaller incorporated municipalities.

#### TRANSPORTATION PLANNING PROCESS Federal Planning Factors

The FAST Act and federal regulations (23 CFR 450.306) stipulate that the metropolitan transportation planning process incorporate eight specific factors reflecting sound planning principles. These factors are to be explicitly considered, analyzed as appropriate, and reflected in each MPO's planning products (including the LRTP and TIP). These 10 factors are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

#### Regional Transportation Goals

To address the federal planning factors and advance regional and local priorities, the BRTB established a set of regional goals for the surface transportation system:

- Improve System Safety – Make conditions safer for pedestrians, bicyclists, transit riders, and motorists.
- Improve and Maintain the Existing Infrastructure – Improve the conditions of existing transportation facilities; systematically maintain and replace transportation assets as needed.
- Improve Accessibility – Help people of all ages and abilities to access specific destinations.
- Increase Mobility – Help people and freight to move reliably and efficiently.
- Conserve and Enhance the Environment – Pass on to future generations the healthiest natural and human environments possible
- Improve System Security – Provide a secure traveling environment for everyone; improve the region's ability to respond to natural or man-made disasters
- Promote Prosperity and Economic Opportunity – Support the revitalization of communities, the development of activity centers, and the movement of goods and services.
- Foster Participation and Cooperation among Stakeholders – Enable all interested and affected parties to participate and cooperate to find workable solutions.
- Promote Informed Decision Making – Ensure that adopted transportation policies and performance measures guide the regional decision making process.

#### **FHWA Performance Management Measures / National Goals**

The FAST Act's predecessor, known as Moving Ahead for Progress in the 21st Century, or MAP-21, placed a major emphasis on managing and measuring the performance of the surface transportation system. The FAST Act maintains this commitment. The national transportation goals for highway systems are:

- Safety – Achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- Infrastructure Condition – Maintain the highway infrastructure asset system in a state of good repair
- Congestion Reduction – Achieve a significant reduction in congestion on the National Highway System
- System Reliability – Improve the efficiency of the surface transportation system
- Freight Movement And Economic Vitality – Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- Environmental Sustainability – Enhance the performance of the transportation system while protecting/enhancing the natural environment
- Reduced Project Delivery Delays – Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

#### **FTA Performance Management Measures / National Standards**

MAP-21 also required the Federal Transit Administration to develop a National Transit Safety Plan and to issue minimum safety performance standards for public transportation vehicles used in revenue operations. The FAST Act continues this requirement.

Each recipient of Section 5307 or Section 5311 funds will be required to certify that it has a Transit Agency Safety Plan that conforms to the national plan. In addition, the FTA is required to develop standards for a Safety Certification Training Program, and each fund recipient must have a safety training program consistent with the national standards.

The FTA also is required to establish a National Transit Asset Management (TAM) System. All recipients and subrecipients of FTA funds must develop a TAM Plan. As part of the national TAM system, the FTA is required to define "Transit State of Good Repair" and establish standards for measuring the condition of the capital assets of fund recipients.

#### **BRTB Performance Management Measures and Targets**

Consistent with the federal legislation's emphasis on performance-based planning, the BRTB established several performance measures and targets. These will enable the BRTB to monitor and evaluate, over time, the performance of the region's transportation system relative to the regional goals.

The adopted measures cover the areas required by federal legislation:

- System Safety – Roadways
- System Safety – Transit
- System Conditions – Roadways and Bridges
- System Conditions – Transit
- System Performance – Congestion
- System Performance – Freight
- System Performance – Emissions

In addition, the BRTB adopted several non-required measures to address accessibility (bicycle/pedestrian and transit) issues.

The federal agencies have not yet published all of the final performance-related regulations. BMC staff will continue to monitor proposed federal regulations related to performance measures. Also, staff will continue to work with MDOT, SHA, and MTA staffs to identify performance measures and targets common to the state and the MPO and to refine the processes for gathering data for performance measures.

#### **AIR QUALITY CONFORMITY**

According to 42 U.S.C. 7506 (c)(1): "No metropolitan planning organization designated under section 134 of title 23, shall give its approval to any project, program or plan which does not conform to an implementation plan approved or promulgated under section 7410 of this title." The Intermodal Surface Transportation Efficiency Act of 1991 included provisions responsive to the mandates of the CAA. Subsequent implementing regulations have maintained this strong connection. Provisions governing air quality-related transportation planning are incorporated in a number of metropolitan planning regulations.

The region's air quality State Implementation Plan (SIP) is prepared by the Maryland Department of the Environment (MDE). The SIP must demonstrate how a state will attain and/or maintain national ambient air quality standards (NAAQS) established by the U.S. Environmental Protection Agency (EPA). The EPA sets the NAAQS for certain air pollutants, called "criteria pollutants," to protect public health. The EPA then determines the areas of the country that do not meet the NAAQS. For each MPO, "conformity" means that the programs and projects in its regional transportation plans will not cause new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS.

The Baltimore region is currently designated by EPA as a "moderate" nonattainment area for the 2008 8-hour ozone standard, a "maintenance" area for carbon monoxide (CO), and a maintenance area for annual PM 2.5.

For MPOs that are declared to be air quality nonattainment or maintenance areas, there are many special requirements in addition to the basic requirements for a metropolitan planning process. These include formal agreements to address air quality planning requirements, requirements for setting metropolitan planning area boundaries, interagency coordination, transportation plan content and updates, requirements for a congestion management process, public meeting requirements, and conformity determinations on the regional transportation plans and programs.

#### **CONSULTATION WITH STAKEHOLDERS AND THE PUBLIC**

The FAST Act requires MPOs to consult with state and local officials, transit operators, and the public when conducting transportation planning. As did its predecessor legislation, the FAST Act emphasizes the broadening of public participation to include stakeholders who have not traditionally been involved in providing input to transportation decisions.

In ensuring full and effective participation by the public and other interested parties, the BRTB adheres to the following guiding principles:

- Public involvement is an important element of a high quality transportation planning process, not a simple "add on" to meet federal requirements.

- Effective transportation planning must include the participation of those whose everyday lives are critically affected by how they are able to get to work, home, school, stores, and services.
- It is essential to ask for public participation, not just wait for it. It is essential to respect and seriously consider input that is received, not just collect it.
- Informing and educating the public about transportation planning issues and the transportation planning process is key to obtaining good quality public input.
- Additional emphasis should be placed on involving persons and groups typically under-represented in transportation planning or with special transportation needs, including low-income, minority, elderly, and disabled populations.

#### *Public Involvement Plan*

The Public Participation Plan (PPP) for the Baltimore region, approved in 2014 in accordance with MAP-21, assists the BRTB in carrying out its responsibility to reach out to and engage the public and other interested parties. The PIP provides an open process that offers complete information, timely public notice, full public access to key decisions, and support for early and continued involvement of stakeholders.

#### *Public Advisory Committee*

The BRTB continues to implement various efforts to engage the public in the transportation planning process. The purpose of the Public Advisory Committee (PAC) is to review and evaluate public involvement techniques, particularly as they relate to the L RTP and new strategies for public involvement and outreach and to provide independent, region-oriented advice regarding regional transportation planning and related issues. Members also assist in promoting equity and public awareness and public participation in the planning process.

BMC staff continues to coordinate monthly meetings of the PAC and the two subcommittees: Policy & Legislation and Public Involvement. Recent presentations to the PAC have been on topics such as Title VI and transportation equity, BMC Transit Study, 2016 Maryland General Assembly Transportation Legislative Recap, federal certification of the BRTB, BaltimoreLINK, *Maximize2040*, the TIP and amendments to the TIP, and the UPWP. Members of the PAC helped to collect public project ideas for *Maximize2040* by assisting with outreach at local events and at transit stations.

#### *Other Examples of the BRTB's Commitment to Public Involvement*

All meetings of the BRTB, its subcommittees and advisory groups are open to the public. The BMC website includes minutes of past BRTB and committee meetings; agendas for upcoming meetings; documents distributed for public review; and publications.

Other features include:

- more than 1,100 ideas collected from the public during the *Maximize2040* call for project ideas
- surveys to evaluate public opinion of its plans and programs, including over 60 surveys collected during comment period on federal certification review
- notification of new comment periods and events posted on BMC website and over 5,500 followers on social media, as well as emailed to over 600 interested parties
- the launch of a new event series featuring well known speakers about technology and other related issues facing the region
- scheduled public appearances at various locations throughout the region to discuss issues face-to-face
- translation of the PPP and a summary of the L RTP and TIP into Spanish

- publication of *B'more Involved* in a new *COG Quarterly* e-newsletter, distributed to over 5,000 subscribers, as well as cross posted on Facebook and Twitter to nearly 3,000 followers
- cross posting of e-newsletters and press releases on social media and on the BMC website at [www.baltometro.org](http://www.baltometro.org).

The BRTB also hosts a library, called the Regional Information Center, in partnership with the Enoch Pratt Free Library (Baltimore City's public library system).

#### TITLE VI / ENVIRONMENTAL JUSTICE

As an MPO, the BRTB is required to convene its members, stakeholder organizations, interested parties and citizens in order to conduct a cooperative, comprehensive and continuing (3C) transportation planning process. And as a subrecipient of federal financial assistance via the Maryland Department of Transportation, the BRTB is required to be compliant with Title VI of the Civil Rights Act of 1964.

In particular, Title VI of the Civil Rights Act of 1964 provides that no person in the United States shall, on the grounds of race, color or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal financial assistance.

The Civil Rights Restoration Act of 1987 broadened the coverage of Title VI by expanding the definition of the term "programs or activities" to include all programs or activities of federal aid recipients, sub-recipients, and contractors, whether such programs and activities are federally assisted or not.

In accordance with Title VI, the BRTB must submit a signed assurance to the United States Department of Transportation that it will not discriminate in the administration of its programs and activities. And it must document its compliance with Title VI in accordance with Federal Transit Administration (FTA) Circular C4702.1B: Title VI Requirements and Guidelines for Federal Transit Administration Recipients (2012). This circular placed a renewed emphasis on Title VI in the transportation planning process.

On January 27, 2015, the Baltimore Regional Transportation Board approved, via BRTB Resolution #15-19, its Title VI Program. Documentation of the program details how the BRTB meets the requirements of the aforementioned authorities—in particular the requirements set forth in FTA Circular C4702.1—in the MPO planning process for the Baltimore region. The BRTB published its most recent Title VI Annual Report in April 2016. Recent accomplishments include:

- Evaluated and updated the BMC website to improve online access to Title VI / nondiscrimination policies and information.
- Completed new Four-Factor Analysis based on the most recent American Community Survey Five-Year Estimates. Drafted and approved, via BRTB Resolution #16-5, the Language Assistance Program and Limited English Proficiency Plan.
- Developed and rolled out (to staff, BMC partners, and the public) an ArcGIS web application for the Vulnerable Population Index (VPI) and its composite data on the location and concentration of seven vulnerable populations in the Baltimore region.
- Initiated the second phase of contact relationship management (CRM) implementation to better connect with vulnerable populations / interested parties in the region.
- Utilized approved method to evaluate the benefits and burdens of anticipated investments from the most recent long-range plan, *Maximize2040*, and the most recent transportation improvement program (TIP).

## REGIONAL TRANSPORTATION PLANNING – REQUIRED DOCUMENTS

The FAST Act requires that MPOs produce three documents:

- Unified Planning Work Program (UPWP)
- Long-Range Transportation Plan (LRTP)
- Transportation Improvement Program (TIP), a short-range transportation plan

### Unified Planning Work Program – UPWP

The UPWP is the basis for the Baltimore region annual transportation planning work scope. Annually, the MPO begins developing the program in November and FHWA/FTA approves it by June. The UPWP identifies the planning budget and the planning activities to be undertaken by the agencies participating in the BRTB's metropolitan planning process during the program year. The UPWP also serves as the project budget for planning tasks funded by the FHWA and FTA. In addition, the UPWP supports the BRTB's priorities. The total funding amount for FY 2017 transportation planning activities for the Baltimore region is \$ 6,502,910.

The development of the UPWP is a joint responsibility of the BRTB and MDOT. The public transit operators and other local agencies responsible for carrying out transportation and related planning activities also assist in the development and approval of the UPWP through their participation on the Technical Committee.

The BRTB has been timely in its submittal of the draft and final report for approval. However, the Federal Review Team recommended during the certification review that the BRTB increase its efforts to close out projects, submit invoices, and report in a timely manner. The BRTB produces monthly reports for each planning grant. These reports document staff salary, planning consultant, and other expenditures.

### Transportation Plans – LRTP and TIP

The LRTP provides information on the region's transportation-related goals and policies as well as socioeconomic, environmental, and other factors that will affect the operation of the transportation system over the next 20-25 years. The document includes a list of major federally funded capital projects planned for this time frame, their estimated year-of-expenditure costs, and the revenues reasonably expected to be available to fund the projects. The LRTP is updated every four years.

The TIP is a 4-year listing of all federally funded transportation projects, generally updated every year. The TIP serves as the programming element of the LRTP, showing those projects with committed funds and established schedules. The TIP includes a listing of projects for which federal funds have been obligated in the preceding year. This list is compiled annually and published online.

Both the LRTP and the TIP are required by law to be fiscally constrained. In the case of the LRTP, this means projecting the amount of funding the region reasonably anticipates will be available over the next 20-25 years. The total estimated cost of the projects and programs in the LRTP cannot exceed the projected funding. For the TIP, this means providing (1) budgets showing committed funding for whichever project phase (planning, engineering, right of way acquisition, or construction) is being covered and (2) realistic implementation schedules based on when these committed funds will be available.

Another way of expressing fiscal constraint is that neither the LRTP nor the TIP can be a "wish list" of projects. Both of these documents must show how the region expects to pay for each project.

#### *Current Long-Range Transportation Plan*

The BRTB adopted the current LRTP, titled *Maximize2040: A Performance-Based Transportation Plan*, in November 2015. Federal agency approval followed in January 2016.

#### *Regional Goals, Strategies, and Performance Measures/Targets*

As part of the development of “*Maximize2040: A Performance-Based Transportation Plan*,” the current regional long-range transportation plan, the BRTB adopted broad regional goals, specific implementation strategies, regional performance measures, and regional performance targets to comply with federal requirements. These efforts will enable the region to monitor and evaluate system performance more effectively. This in turn will enable the BRTB to respond to trends indicating specific areas that may merit additional attention.

#### *Evaluation of Candidate Projects / Fiscal Constraint of Plan*

BMC staff scored the candidate projects submitted by the jurisdictions and modal agencies for consideration. This scoring applied BRTB-adopted evaluation criteria, based on regional goals and performance measures, to determine the relative technical merits of each candidate project. BMC staff provided the results to the Technical Committee and the BRTB to use as a tool in determining the best mix of major projects and programs to advance regional goals and address transportation needs.

In addition, SHA, MTA, and the jurisdictions provided 2015 cost estimates for these projects. BMC staff applied an inflation factor, consistent with Maryland Department of Transportation (MDOT) methodology, to these estimates to determine year of expenditure cost estimates. The Technical Committee and BRTB then determined the best mix of projects, ensuring that given the YOE estimated costs did not exceed anticipated revenues provided by MDOT. In this way, *Maximize2040* was demonstrated to be fiscally constrained, in accordance with federal requirements.

#### *Public Outreach and Engagement*

Throughout the nearly 2-year process to develop *Maximize2040*, the BRTB shared information through publishing flyers and e-newsletters as well as through providing links on the BMC website that people could use to follow *Maximize2040* on Twitter and Facebook. In addition, the BRTB provided the public with opportunities to comment on draft goals and implementation strategies, share ideas about critical future trends and possible future conditions, submit project ideas, attend public meetings, and give feedback throughout the process.

The BRTB made the draft *Maximize2040* available to the public for review and comment for a 45-day period in September and October 2015. The BRTB addressed these comments in preparing the final version of *Maximize2040*.

#### *FY 2017-2020 TIP*

The BRTB and its Technical Committee reviewed the projects proposed for the 2017-2020 TIP. This included review by BMC staff for consistency with the LRTP, MDOT’s Consolidated Transportation Program (CTP), the local Transit Development Plans, and adopted local government comprehensive plans. The BRTB worked with its subcommittees, particularly the Public Advisory Committee, to review and evaluate the proposed list of projects. Based on results of this evaluation, the proposed projects were selected for inclusion in the TIP.

Projects identified in the first two years of the TIP are funded using current/available revenue sources listed in the state’s six-year CTP. The estimated total cost of projects in the 2017-2020 TIP is \$2.71 billion.

BMC staff annually reviews the previous year's list of priority projects to determine those projects programmed in MDOT's CTP. Projects must support the L RTP goals before they can be included in the TIP. In addition, capacity projects must come from the approved L RTP and have been considered in the congestion management process for the region.

#### *FY 2017-2020 TIP Financial Considerations*

As noted, the 2017-2020 TIP uses current and available revenue sources listed in the 2016 CTP. The TIP also includes letters of financial reasonableness from agencies and jurisdictions stating that funding has been committed and will be available to apply to the listed projects. Schedules and budgets included in the TIP show the allocation of these current/available funding sources to cover the estimated year of expenditure costs of each phase of each project. In these ways, the TIP demonstrates fiscal constraint as required under the FAST Act.

#### *FY 2017-2020 TIP Public Involvement*

Public involvement for development of the TIP was provided primarily through review by the PAC. The public review period for the draft FY 2017-2020 TIP and the associated draft Air Quality Conformity Determination took place from May 23 through June 24, 2016. Three public meetings and an open Public Advisory Committee meeting were held to present information and accept input/comments. The BRTB also posted the draft TIP online along with an interactive map of TIP projects and advertised in three major newspapers.

#### *Air Quality Conformity – FY 2017-2020 TIP and Amended Plan*

The conformity rule, as it applies to the Baltimore nonattainment area, requires the L RTP and TIP to conform to the motor vehicle emissions budgets established in the SIP. The applicable SIPs for the Conformity Determination of the 2017-2020 TIP are the 2012 RFP SIP for 8-hour ozone (determined to be adequate on March 27, 2009) and the PM 2.5 maintenance SIP.

The results of the conformity analysis for the Baltimore nonattainment area indicate that the projected mobile source emissions are below the applicable motor vehicle emission budgets for the established analysis years of 2017, 2025, 2035, and 2040. Therefore, the BRTB, in its capacity as the Metropolitan Planning Organization for the Baltimore region, has concluded that the 2017-2020 TIP and the amended *Maximize2040* are found to be in conformity with the requirements of the Clean Air Act Amendments of 1990 and the relevant sections of the Final Transportation Conformity Regulations (40 CFR Part 93).

#### **DISADVANTAGED BUSINESS PROGRAM (DBE) / EQUAL EMPLOYMENT OPPORTUNITY**

##### *Disadvantaged Business Enterprise (DBE) Program*

BRTB actively seeks to ensure that the planning process gains input and includes participation by minority, disabled, and elderly representatives through committee representation and public participation. In addition, the BRTB seeks to ensure equity through its consultant contracting DBE participation requirements and through equal opportunity employment practices. The BRTB adopted DBE procedures to define clearly the standards for ensuring DBE participation. DBE targets are set annually. In FY 2015, the DBE target was set at 29%. The BRTB exceeded this target with a DBE participation level of 32% for awarded contracts. The BRTB set a target of 29% for FY 2016 as well.

The BRTB participates in the Regional Procurement Diversity Expo, "Meet the Primes," which is sponsored, in part, by the Baltimore Regional Cooperative Purchasing Committee. The most recent Expo took place in October 2015. More than 340 attendees and 278 exhibitors participated. The event featured individual introductory sessions between prime contractors and minority- and women-owned subcontractors.

Additionally, all cooperative contracting led by participating entities in the Baltimore Regional Cooperative Purchasing Committee comply with the lead entity's minority business enterprise procedures and goals. This allows for flexibility for entities that choose to participate in these contracts to increase these goals should their individual minority business enterprise goals be higher than what is set by the lead entity.

#### *Equal Employment Opportunity*

BMC's Equal Employment Opportunity policy is included as Policy Number 101 in the BMC Policy and Procedure Manual (PPM). The new PPM will go into effect on July 1, 2016. The Equal Employment Opportunity policy, unchanged since the last update of the manual (from March 1, 2007), states:

In order to provide equal employment opportunity to all individuals, employment decisions at BMC will be based on qualifications, abilities, and performance. BMC does not discriminate in employment opportunities or practices on the basis of race, color, religion, sex, national origin, age, disability, sexual orientation, or any other characteristic protected by law.

BMC will make reasonable accommodations for qualified individuals with known disabilities unless doing so would result in an undue hardship. This policy governs all aspects of employment, including selection, job assignment, compensation, discipline, termination, and access to benefits and training.

#### **AMERICANS WITH DISABILITIES ACT / REHABILITATION ACT *Americans with Disabilities Act***

The BRTB and its subcommittees are fully committed to the spirit and intent of the ADA legislation. To facilitate participation by people with disabilities, the following guidelines and activities apply:

- All public meetings and formal events of the BRTB will be held in facilities that are accessible to persons with disabilities. Additional accommodations will be provided on an as-needed basis.
- All public notices of BRTB events state that accommodations for qualified individuals with disabilities will be provided on request. One-week notice is required for provisions of appropriate auxiliary aids and services.
- All documents available to the public will be provided in alternative formats for qualified individuals with disabilities, upon request.
- The website is accessible to and usable by individuals with vision impairments.
- The telephone number of the Maryland Relay Service will be included on all agendas and materials for public review of the BRTB.
- A list of resources for auxiliary aids and services has been developed and is maintained.

The Public Advisory Committee maintains a strong role in the consideration of the disabled population. In addition, the planning process now utilizes the most recent, applicable data from the U.S. Census Bureau to identify possible concentrations of disabled individuals. Such an approach, based on public input and the best possible planning assumptions, is similar to those used by the MTA and the Locally Operated Transit Systems (LOTS) in developing fixed-route and on-demand transit services across the region.

#### *Other ADA-related Activities*

The BMC undertook an ADA Self-Evaluation and the associated Transition plan. Recognizing the importance of the offices where employees work on a regular basis as well as where public meetings are held on monthly, the BMC completed a review of the interior of the offices. Several areas have been

noted where improvements are needed to maintain a fully compliant space. The exterior is under review by the development company and will be added to the report in the near future.

BRTB staff participates in trainings and offers assistance and advice on pedestrian accessibility issues through participation in steering committees for bicycle and pedestrian plans and review of L RTP and TIP projects for pedestrian accommodations. In 2013, a staff member participated in "Understanding ADA" training (which incorporated Section 504 considerations as well) through the National Transit Institute at WMATA headquarters in Washington, DC. Staff has also given presentations on the subject of pedestrian and transit accommodations for people with disabilities to a variety of audiences, including the self-advocacy group of the Arc of Howard County.

#### *Rehabilitation Act*

Section 504 of the Rehabilitation Act of 1973 (29 USC 794 and 49 CFR part 27) addresses accessible features such as curb cuts, ramps, continuous sidewalks, and detectible warnings, particularly as they relate to the needs of children, the elderly, and people with physical disabilities. The activities and work done to comply with and promote understanding of the ADA also relates to the provisions of the Rehabilitation Act.

#### **OLDER AMERICANS ACT**

The BRTB acknowledges that older residents are a growing percentage of the population and continues to monitor aging residents of the Baltimore region to ensure that this segment of the population is served by the transportation system as required by the Older Americans Act, as amended (42 U.S.C. 6101). Information on travel studies related to the needs of the elderly (see examples below) is posted on the BMC web site: [www.baltometro.org](http://www.baltometro.org).

#### *1999 - Baltimore Region Elderly Travel Study*

This study explores the activity patterns and travel characteristics of the elderly in the Baltimore region. In addition, the study also documents the major causal factors which directly affect how, when, and where the elderly travel, including the pervasive influence of the in-place retirement phenomena on elderly travel behavior. This study was one of the first regional elderly travel studies in the United States. Its findings have been since been confirmed by other elderly travel studies.

*2012 - Naturally Occurring Retirement Communities (NORCs) in the Baltimore Region:2010 Census Update*  
This study documents the distribution of the elderly population in the Baltimore region. The findings of this study show that the existing elderly population is widely scattered throughout low density suburban areas where public transportation service is not available and possibly not feasible. The study also documented that portions of the existing elderly population are concentrated in 31 population clusters throughout the region. These elderly population clusters could serve as the basis for planning transportation services to meet the travel needs of elderly residents that are no longer able to drive.

#### *2015 – The Aging of the Regional Population and Its Effect on Travel*

The Baby Boom Generation (born 1946 through 1964) began to turn 65 in 2011. As they age, the elderly population of the Baltimore region will increase, with consequences for transportation, healthcare, and economics. Part of the series "Directions: Travel Trends in the Baltimore Region."

#### **TRANSPORTATION SERVICES FOR DISABLED PEOPLE AND THE ELDERLY**

The BRTB strives to provide transportation options for individuals with disabilities as stated by the Americans with Disabilities Act of 1990 (42 U.S.C. 1210 and 49 CFR parts 27, 37 and 38). There are a

number of travel options for people with disabilities, the elderly, and/or others with special mobility needs. Paratransit program information is posted on the BMC web site: [www.baltometro.org](http://www.baltometro.org).

*Coordinated Public Transit – Human Services Transportation Plan*

The BRTB partnered with the state in developing the 2015 *Baltimore Area Coordinated Public Transit – Human Services Transportation Plan*. This plan meets SAFETEA-LU's federal planning requirement that projects selected for funding under the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310), Job Access and Reverse Commute (JARC), and New Freedom programs be derived from a locally developed, coordinated public transit-human services transportation plan. Although the FAST Act's predecessor, MAP-21, eliminated the JARC and New Freedom programs, these type of services continue to be eligible for funding other FTA programs.

In June 2015, two regional workshops provided a forum for stakeholders to discuss and update the transportation needs in the 2010 Plan. Strategies for how to best to serve the needs of seniors and the disabled as well as the low-income employed were finalized at an August 2015 meeting also attended by regional stakeholders

*MTA Mobility/Paratransit*

Mobility/Paratransit is a specialized, curb-to-curb service for people with disabilities who are not able to ride fixed-route public transportation including lift-equipped buses.

*Anne Arundel County*

Regional Transportation Agency of Central Maryland (RTA) Mobility is a specialized transportation service for individuals who cannot ride fixed route buses. RTA Mobility consists of two service components: General Paratransit and ADA Services.

*Baltimore County*

CountyRide provides specialized transportation services to Baltimore County residents 60 years of age or older, persons with disabilities ages 18 to 59, and rural residents of all ages. Destinations include medical appointments, shopping and other general purpose trips.

*Carroll County*

Butler Medical provides demand-response transportation to meet the needs of seniors, people with disabilities, and the transportation disadvantaged of Carroll County.

*Harford County*

Harford Transit provides services in accordance with the ADA. Vehicles are wheelchair accessible.

*Howard County*

Regional Transportation Agency of Central Maryland (RTA) Mobility is a specialized transportation service for individuals who cannot ride fixed route buses. RTA Mobility consists of two service components: General Paratransit and ADA Services.

*Action in Maturity (AIM)*

AIM is a senior center without walls providing transportation and social services to aging adults in Baltimore City.

*Neighbor Ride*

Neighbor Ride provides affordable, volunteer-based supplemental transportation for Howard County's seniors.

*Partners In Care*

Partners In Care is a nonprofit organization that helps Anne Arundel County's older adults remain independent in their homes. It provides no-cost transportation to members for doctors' appointments, pharmacy trips, shopping and running various other errands via a team of volunteer drivers.

# **APPENDIX D**

## **AREAWIDE PROJECTS**

**Based on the 2016-2021 Consolidated Transportation Program  
KNOWN FY 2017 AREAWIDE PROJECTS AT TIME OF SUBMITTAL**

<b>Jurisdiction</b>	<b>Route</b>	<b>Termini</b>	<b>Description of Improvements</b>
<b>Areawide Transportation Alternatives Projects (60-9903-29)</b>			
Anne Arundel County		Rutland Road at North River	Fish Passage
Carroll County		Eldersburg	Stormwater Treatment
<b>Areawide Environmental Projects (60-9506-38)</b>			
Baltimore County		Jones Falls	Wetlands replacement
Anne Arundel County	I-97	at Oakdale Community	Noise Barrier
Anne Arundel County	US 50, I-97	US 50: Prince Georges County Line to I-97 & I-97: US 50 to MD 3	Vegetation Management
<b>Areawide Congestion Management Projects (60-9504-04)</b>			
Anne Arundel County	MD 424	at US 50 Interchange	Park & Ride Lot Expansion
Statewide		Office of Traffic Safety	Operations Center Renovations
<b>Areawide Safety and Spot Improvement (60-9508-19)</b>			
Anne Arundel County		Various locations in Anne Arundel County	Drainage improvement
Anne Arundel County	MD 258	at MD 794	Geometric improvements
Baltimore County	I-695	at Cromwell Bridge Road	Drainage improvement
Carroll County	MD 26	Emerald Lane to Calvert Lane	Widening and Resurfacing
Carroll County	MD 27	at Center Street	Widening and Resurfacing
Harford County	MD 623	Franklin Church Road to Glen Cove Road	Drainage improvements
Howard County	US 29 NB	at MD 175	Geometric improvements

Howard County	MD 97	at Burntwoods Road	Geometric improvements
<b>Areawide Urban Reconstruction Projects (60-9511-19)</b>			
Baltimore County	US 1	Baltimore City Line to I-695	Sidewalks & Resurfacing
Baltimore County	US 40	At Mohr's Lane	Intersection Improvements
<b>Areawide Bridge Replacement and Rehabilitation Projects (60-9310-13)</b>			
Baltimore County	MD 695	at Northeast Creek	Bridge Rehabilitation
Baltimore County	MD 695	at MD 702 over Amtrak	Clean & Paint Bridges
<b>Areawide Resurfacing and Rehabilitation Projects (60-9501-11)</b>			
Anne Arundel County	MD 980 B	Wrighton Road to Talbot Road	Resurfacing
Baltimore County	US 1	I-695 to Still Meadow Road	Resurfacing
Baltimore County	MD 122	I-695 to Baltimore County/City line	Resurfacing
Baltimore County	MD 140	Milford Mill Road to Baltimore County/City line	Resurfacing
Baltimore County	I-195	Francis Avenue to Anne Arundel County line	Resurfacing
Carroll County		Various Locations in Carroll County	Resurfacing
Harford County	MD 22	Prospect Mill Road to MD 136	Resurfacing
Howard County	MD 32 NB	Structure 13114 over Middle Patuxent River to north of MD 108	Resurfacing
	MD 32 SB	North of MD 108 to structure 13114 over Middle Patuxent River	Resurfacing
	US 40	East of St. John's Lane to structure 13032	Resurfacing

# APPENDIX E

## PROJECTS BETWEEN FUNDING STAGES (ON HOLD) AND INFORMATIONAL PROJECTS

## Projects Between Funding Stages (On Hold)

Project Id	Project Title	Jurisdiction	Year of Operation	Project Category	Project Type
12-0723-19	Reversible Lane System Replacement	Baltimore City	Ongoing	Highway Preservation	Other
12-1030-13	Citywide Bridge Preservation and Rehabilitation	Baltimore City	Ongoing	Highway Preservation	Bridge repair/deck replacement
12-1102-42	Boston Street Realignment and Reconstruction	Baltimore City	2016	Highway Capacity	New or extended roadways
12-1116-42	New Vail Street	Baltimore City	2014	Highway Capacity	New or extended roadways
12-1406-12	Waterview Avenue and Hollins Ferry Road Reconstruction	Baltimore City	2017	Highway Preservation	Road reconstruction
12-1409-11	Seton Hill Complete Streets	Baltimore City	2017	Highway Preservation	Road resurfacing/rehabilitation
12-1410-11	Citywide Roundabout Construction	Baltimore City	2018	Highway Preservation	Road resurfacing/rehabilitation
12-1413-56	Bayview MARC Intermodal Station	Baltimore City	2018	Commuter Rail	New rail facilities
12-1416-11	Citywide Concrete Pavement Rehabilitation	Baltimore City	Ongoing	Highway Preservation	Road resurfacing/rehabilitation
12-1417-39	Citywide ADA Improvements	Baltimore City	Ongoing	Environmental/Safety	Other
12-1606-12	Reconnecting Charles Street – Mt. Royal to Lanvale Street	Baltimore City	2018	Highway Preservation	Road reconstruction
13-1406-42	Security Boulevard Extension	Baltimore County	2018	Highway Capacity	New or extended roadways
16-1409-42	Skylark Boulevard extended to MD 216	Howard County	2017	Highway Capacity	New or extended roadways
72-1202-56	MARC Bayview	MTA – Commuter Rail	2020	Commuter Rail	New rail facilities
75-1101-02	MARC Aberdeen Station Parking Expansion D&E	MTA – Commuter Rail	2018	Emission Reduction Strategy	Park-and-ride lots
61-0105-41	MD 3: US 50 to MD 32	SHA	NA	Highway Capacity	Roadway Widening
61-0505-41	MD 295: MD 100 to I-195	SHA	NA	Highway Capacity	Roadway Widening
63-9305-41	I-695: I-83 to I-95 (Northeast Beltway) Study	SHA	NA	Highway Capacity	Roadway Widening
66-0501-19	US 1: Baltimore County to Prince George's County Line Study	SHA	NA	Highway Preservation	Other
66-1403-41	I-70: MD 32 to US 29	SHA	NA	Highway Capacity	Roadway widening



# Memorandum

Subject: Fiscal Year 2016-2019 Transportation Improvement Program Mid-Year Update

Date: MAR 10 2016

From: Ms. Karen A. Schmidt  
Director, Program Administration

In Reply Refer To: HFPP-15

To: Mr. Gregory K. Murrill  
Division Administrator  
HDA-MD

The Eastern Federal Lands Highway Division (EFLHD) has developed a FY 2016-2019 Transportation Improvement Program (TIP) Mid-Year Update for transportation projects within Federal Lands. The Federal requirement under Title 23 U.S.C. § 204 requires that the TIP be developed as part of the transportation planning process for Federal Lands projects. The attached spreadsheet contains an overall list of projects for your State. This list will soon be placed on the EFLHD website (<http://www.efl.fhwa.dot.gov>) in order to provide reference and information for citizens, affected public agencies, transportation agencies, private providers of transportation, and other interested parties.

Through this transmittal, we are seeking your assistance in transmitting the EFLHD's TIP to your State Department of Transportation for inclusion (*as an appendix*) into their Statewide Transportation Improvement Program (STIP) and to applicable Metropolitan Planning Organizations (MPO). If you have questions or comments regarding the TIP, please contact Mr. Lewis Grimm, Planning Team Leader, at (703) 404-6289 or [Lewis.Grimm@dot.gov](mailto:Lewis.Grimm@dot.gov). Thank you for your assistance.

Attachment

cc: Mr. Kwame Arhin, Planning Program Manager, FHWA, HDA-MD, Baltimore, MD



**FY2016 - FY2019 Transportation Improvement Program**  
 Federal Highway Administration  
 Eastern Federal Lands Highway Division  
 Mid-Year Update (Reflects Additional Projects Since October 1, 2015)

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	PROGRAM AMOUNT (RANGE)	FUNDS FROM TITLE	DELIVERED BY	PHASE	CONGRESSIONAL DISTRICT	FLMA REGION
<b>MD – Maryland</b>													
FW_PATU_16(3)	FY2018	MD	Anne Arundel	Patuxent Research Refuge	Rehab Wildlife Loop (South) from Duvall Bridge Road to 300' south of Little Patuxent River bridge.	3RL	OTHER	TBD	Title 23	EFLHD	In Design	MD-04	FWS_R5
NP_BAWA_1(4)_2(4)	FY2016	MD	Prince George's, Anne Arundel	Baltimore Washington Parkway	Resurface BW Parkway, I-495 to approx Beaver Dam Rd	3RL	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	MD-05	NPS_NC
CATO_11(2)	FY2017	MD	Frederick	Catoctin Mountain Park	Repair Rte 11 Section 0 Foxville-Deerfield Road	3RL	FLTP	Between \$250,000 and \$500,000	Title 23	EFLHD	In Design	MD-06	NPS_NC
CATO_900(1)	FY2017	MD	Frederick	Catoctin Mountain Park	Replacement of the Visitor Center Bridge at Catoctin Mountain National Park	BRRP	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	MD-06	NPS_NC
NP_ANTL_TRL(1)	FY2017	MD	Washington	Antietam National Battlefield	Replace 4850 ft sq of ped. pathway & 3500 ft sq of exposed agg. surface on Burnside Bridge	3RH	FLTP	Between \$250,000 and \$500,000	Title 23	EFLHD	Planned	MD-06	NPS_NC
SUIT_1(2)_2(2)	FY2017	MD	Prince George's	National Capital Parks-East	Improve Ped Cross at SUIT Pkwy & Forestville Rd incl. sdwlk, signals, lights, signing, pvmt markings	MISC	FLTP	Between \$100,000 and \$250,000	Title 23	EFLHD	In Design	MD-05	NPS_NC
BAWA_1A26_E20	FY2018	MD	Anne Arundel	Baltimore Washington Parkway	Rehabilitate walls along Baltimore Washington Parkway near Rt 197.	RW	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	MD-05	NPS_NC
GREE_11(1)	FY2018	MD	Prince George's	Greenbelt Park	Main Entrance Rd. & Park Central Rd. Bridge Replacement and Resurfacing of Rtes. 10, 11, 200 & 201	3RH_BRRP	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	MD-05	NPS_NC
GWMP_6(1)_7(2)	FY2018	MD	Montgomery and Prince George's	George Washington Memorial Parkway	Clara Barton Pkwy mill and overlay includes guardrail and guardwall	3RH	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	_VARIOUS	NPS_NC
NP_BAWA_1(5)_2(5)	FY2018	MD	Prince George's	Baltimore Washington Parkway	Resurface BW Parkway, approx Beaver Dam Rd to MD 197.	3RL	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	Planned	MD-05	NPS_NC
SO_NP_ASIS_221058	FY2016	MD	Worcester MD and Accomack VA	Assateague Island National Seashore	FY 16 Pavement Preservation of Routes 011, 012 and 910	3RL	FLTP	Between \$500,000 and \$1,000,000	Title 23	NPS	Planned	MD-02	NPS_NE

# APPENDIX F

## FY 2016-2019 TIP AMENDMENT AND ADMINISTRATIVE MODIFICATION LOG

## Summary of 2016 – 2019 TIP Amendments and Administrative Modifications

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
12-1218-07	Citywide Traffic Safety and Intelligent Transportation System	Baltimore City	This administrative modification is a request to shift \$400,000 in Federal STP funds and \$100,000 in matching funds from the construction phase to the PE phase for each of FY 2016 through FY 2019. The total amount of funding remains unchanged at \$20 million.	Intelligent Transportation System (ITS) related work includes but is not limited to: Traffic Signal System Integration, Traffic Surveillance Camera Expansion, Traffic Signal Replacement and Upgrade, Fiber Optic Connections, Variable Message Signs, and Traffic Detector Upgrade. Includes Signal Reconstruction Program, ITS Improvement, and Traffic Safety programs from Baltimore City DOT CIP.  <b>Conformity Status:</b> Exempt	Admin Mod: 10/9/2015
12-1215-13	Perring Parkway Ramp and Hillen Road Bridge	Baltimore City	This administrative modification is a request to remove \$400,000 in Federal STP funds and \$100,000 in matching funds from the PE phase for FY 2017 and FY 2018 and to add \$600,000 in Federal STP funds and \$120,000 in matching funds to the PE phase for FY 2016. The modification also shifts construction funds in the amount of \$5.2 million Federal and \$1.3 million matching from FY 2019 to FY 2018. These changes result in a funding decrease from \$7.5 million to \$7.22 million. The year of operation changes from 2019 to 2021.	Replace Perring Parkway Ramp over Herring Run and Hillen Road Bridge over Herring Run  <b>Conformity Status:</b> Exempt	Admin Mod: 10/9/2015
65-1402-41	US 40: MD 7 & MD 159 Intersection Reconstruction - Phase 2	State Highway Administration	This administrative modification is to: (a) change the funding category for construction to the National Highway Performance Program (NHPP); (b) increase total Surface Transportation (STP) funding for Right-of-Way from \$239,000 to \$993,000; and (c) decrease funding for construction from \$18.9 million to \$18.14 million in NHPP funds. The total funding for the project remains the same at \$19.135 million.	The project includes widening US 40 from two through lanes to three through lanes in each direction, plus added turn lanes. Westbound US 40 widening will extend approximately 2,500 feet west of MD 7. Eastbound US 40 widening will extend approximately 3,000 feet east to tie into previous widening at the MD 715 interchange. MD 159 will be modified to tie into US 40 eastbound widening. The bridge over Cranberry Run will also be widened. Funds allocated for the PE phase are reflected in the Areawide Project for BRAC near Aberdeen Proving Ground.  <b>Conformity Status:</b> Not Exempt	Admin Mod: 10/9/2015
12-1608-12	East Baltimore Development Inc. (EBDI) Road Reconstruction	Baltimore City	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.	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.  <b>Conformity Status:</b> Exempt	Resolution 16-7: 11/24/2015

12-0207-11	Citywide Road Resurfacing – Federal Aid Program	Baltimore City	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.	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.  <b>Conformity Status:</b> Exempt	Resolution 16-7: 11/24/2015
40-0602-69	Baltimore Red Line	MTA – Transit	The Baltimore Red Line project is not moving forward. This amendment updates the TIP sheet to reflect FY 2016 funding for project close out activities in the amount of \$4.5 million in state funds.	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: 1. Assemble and archive documents in electronic and hard format. 2. Decommission 150 monitoring wells. This accounts for approximately 50% of the \$4.5 million project cost. 3. Complete an existing contract for environmental mitigation.  <b>Conformity Status:</b> Not Exempt	Resolution 16-8: 11/24/2015
40-1204-64	2016 Bus and Rail Preventive Maintenance	MTA – Transit	This administrative modification updates Section 5307 and Section 5337 funds to reflect FY 2016 capital awards. Section 5307 funds increase by \$2.983 million (\$2.387 million federal/\$596,000 matching). Section 5337 funds decrease by \$2.45 million (\$1.96 million federal/\$490,000 matching). Total funding in the 2016-2019 TIP increases from \$191.523 million to \$192.056 million, an increase of \$533,000.	Provides preventative maintenance on the Bus, Light Rail, and Metro systems to improve safety, reliability, and passenger comfort.  <b>Conformity Status:</b> Exempt	Admin Mod: 2/5/2016
40-1403-64	Metro Railcar and Signaling Systems Rehab	MTA – Transit	This administrative modification updates Section 5307 and CMAQ construction funds to reflect FY 2015 apportionments that will now be obligated in FY 2016 and to also show previously unallocated funds. Section 5307 funds increase by \$12.745 million (\$10.196 million federal/\$2.549 million matching). CMAQ funds increase by \$3.384 million (\$2.707 million federal/\$677,000 matching). Total funding in the 2016-2019 TIP increases from \$187.9 million to \$204 million, an increase of \$16.1 million.	The Metro Railcar fleet consists of 90 cars (45 semi-permanent married pairs). Based on the 30 year design life, the Metro cars are due for replacement. The replacement of the railcar fleet will provide passengers with enhanced comfort, conveniences and ensure improved reliability.  Note: In addition to the matching funds listed, MTA has committed \$47 million in state dollars.  <b>Conformity Status:</b> Exempt	Admin Mod: 2/5/2016
40-9502-05	Small Urban Transit Systems – Capital	MTA – Transit	This administrative modification decreases Section 5339 funds to reflect updated FY 2016 capital awards. Section 5339 federal funds decrease from \$291,000 to \$132,000 in fiscal years 2016 through 2019. Matching funds in each of those fiscal years decrease from \$73,000 to \$33,000. Total funding in the 2016-2019 TIP decreases from \$2.256 million to \$1.46 million, a decrease of \$796,000. Section 5307 funds remain unchanged.	Capital assistance to small urban transit systems throughout the region to purchase vehicles, equipment and facilities. Baltimore region small urban transit systems include Carroll County and Anne Arundel County.  <b>Conformity Status:</b> Exempt	Admin Mod: 2/5/2016

40-1602-05	Urban Transit Systems – Capital	MTA – Transit	This administrative modification decreases Section 5307 funds to reflect updated FY 2016 capital awards. It also adds new Section 5339 funds. Section 5307 federal funds decrease from \$620,000 to \$293,000 in fiscal years 2016 through 2019 while matching funds in each of those fiscal years decrease from \$155,000 to \$73,000. New Section 5339 funds are added in each fiscal year in the amount of \$201,000 federal and \$50,000 matching. Total funding in the 2016-2019 TIP decreases from \$3.1 million to \$2.468 million, a decrease of \$632,000.	Capital assistance to Urban Transit Systems throughout the region to purchase vehicles, equipment, and facilities. Transit agencies eligible for funding in the Baltimore region include Harford County.  <b>Conformity Status:</b> Exempt	Admin Mod: 2/5/2016
12-1217-25	Citywide Bicycle and Pedestrian Improvements	Baltimore City	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.	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.  <b>Conformity Status:</b> Exempt	Resolution 16-11: 2/23/2016
12-1030-13	Citywide Bridge Preservation and Rehabilitation	Baltimore City	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.	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.  <b>Conformity Status:</b> Exempt	Resolution 16-11: 2/23/2016
12-1202-13	Waterview Ave/Annapolis Road Bridge Replacements	Baltimore City	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.	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.  <b>Conformity Status:</b> Exempt	Resolution 16-11: 2/23/2016

12-1609-13	SE Baltimore Freight Corridor: Colgate Creek Bridge Replacement	Baltimore City	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.	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.  <b>Conformity Status:</b> Exempt	Resolution 16-11: 2/23/2016
12-1610-11	SE Baltimore Freight Corridor: Keith and Holabird Avenue Improvements	Baltimore City	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.	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.  <b>Conformity Status:</b> Exempt	Resolution 16-11: 2/23/2016
12-1611-09	SE Baltimore Freight Corridor: Broening Highway Complete Streets	Baltimore City	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.	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.  <b>Conformity Status:</b> Exempt	Resolution 16-11: 2/23/2016
15-0701-13	Carrs Mill Road Bridge #216 over Bear Cabin Branch	Harford County	This administrative modification increases federal Surface Transportation Program construction funds in FY 2016 from \$150,000 to \$400,000. Matching funds in FY 2016 shift from the other phase to the construction phase. The year of operation shifts from 2016 to 2017.	This project is to replace the triple-cell concrete pipe bridge that carries Carrs Mill Road over Bear Cabin Branch. The concrete pipes and the slate headwalls are severely deteriorated and need to be replaced.  <b>Conformity Status:</b> Exempt	Admin Mod: 3/4/2016
13-1109-13	Gores Mill Road Bridges No. B-0136, 0137, 0138 and 0346	Baltimore County	This administrative modification increases federal Surface Transportation Program construction funds in FY 2016 by \$760,000. Matching funds increase by \$240,000. The year of operation shifts from 2017 to 2018.	Replacement of three bridges (136, 138, and 346) in close proximity to one another on Gores Mill Road. All three bridges provide inadequate roadway width. The project also includes the widening of Bridge 137 from 19'-1" to 22' for traffic safety purposes given the close proximity of this bridge to Bridge 138. Bridge 137 is otherwise in good condition. Bridges 136 & 138 qualify for Federal aid funding. Bridges 137 and 346 will be all County funded projects.  PE funding in a previous TIP.  <b>Conformity Status:</b> Exempt	Admin Mod: 3/4/2016

61-1601-41	MD 175: Disney Road to Reece Road	State Highway Administration	This administrative modification shifts Surface Transportation Program construction funds from FY 2017 to FY 2016 in the amount of \$1.744 million federal and \$3.388 million matching. All other funds remain unchanged.	This project is a breakout of the MD 175: MD 295 to MD 170 corridor project, TIP ID #61-0605-41. It will widen MD 175 from Disney Road to Reece Road, from the existing two lane roadway to a six lane roadway. Bicycle and pedestrian facilities will be provided.  <b>Conformity Status:</b> Not Exempt	Admin Mod: 3/10/2016
40-0015-64	Bus and Rail System Preservation and Improvement	MTA – Transit	This amendment updates Section 5307 funds to show FY 2015 apportionments that will now be obligated in FY 2016 and to add section 5307 funds to FY 2017 and FY 2018. The project now includes three BaltimoreLink related projects: BusLink Transitways, BusLink Transit Signal Priority, and BusLink Transit Hubs. The project adds preliminary engineering and project planning funds in FY 2016 in the amount of \$5.375 million (\$4.3 million federal/\$1.075 million matching) and \$625,000 (\$500,000 federal/\$125,000 matching), respectively. These funds are for BusLink Transitways. Construction funding increases in FY 2016, FY 2017, and FY 2018 are \$26 million (\$20.8 million federal/\$5.2 million matching), \$6.911 million (\$5.529 million federal/\$1.382 million matching), and \$5.264 million (\$4.211 million federal/\$1.053 million matching), respectively. Total funding in the 2016-2019 TIP increases from \$10.407 million to \$54.582 million, a total increase of \$44.175 million.	This is an ongoing project to rehabilitate Bus, Light Rail, and Metro vehicles, facilities and infrastructure, including operating division, MTA offices, park-and-ride lots, bus turnarounds, bridges, tunnels, track, and equipment. This on-going project also includes funding for the BaltimoreLink project to include Transit Hubs, Transit Signal Priority, and Link Transitways. Note: In addition to the matching funds listed, MTA has committed \$27.6 million in state dollars.  <b>Conformity Status:</b> Exempt	Resolution 16-12: 3/22/2016
40-1601-05	MTA Core Bus and Paratransit Vehicle Replacement	MTA – Transit	This amendment updates Section 5307 and CMAQ funds to show FY 2015 apportionments that will now be obligated in FY 2016 and to show previously unallocated funding. Section 5307 funds increase by \$26.572 million (\$21.257 million federal/\$5.315 million matching). CMAQ funds increase by \$12.818 million (\$10.254 million federal/\$2.564 million matching). Total funding in the 2016-2019 TIP increases from \$117.821 million to \$157.211 million, a total increase of \$39.39 million. Of this \$39.39 million, \$3.5 million (\$2.8 million federal/\$700,000 matching) will go toward 10 forty-foot clean diesel buses for the BaltimoreLink project.	This project provides for the routine replacement of buses past their useful service life. Planned bus purchases include 60 forty-foot clean diesel buses - 50 for fleet replacement and 10 buses to contribute to the BaltimoreLink project. This project will also cover the purchase of vehicles under MTA's Mobility (paratransit) program. Mobility is a specialized door-to-door service for people with disabilities who are not able to ride fixed route public transportation, including lift equipped buses. Mobility service is provided within 3/4 of a mile of any fixed route service. Note: In addition to the matching funds listed, MTA has committed \$39.6 million in state dollars.  <b>Conformity Status:</b> Exempt	Resolution 16-12: 3/22/2016

40-1401-66	Bus New Main Shop	MTA – Transit	This amendment adds a project to the TIP utilizing Section 5307 and Section 5339 funds. It was previously in the FY 2014-2017 TIP showing funding for FY 2015 only. However, those funds weren't obligated until FY 2016, resulting in an amendment to add this project to the FY 2016-2019 TIP. The project adds Section 5307 construction funds in FY 2016 in the amount of \$9.329 million federal and \$2.332 million matching. The project adds Section 5339 construction funds in FY 2016 in the amount of \$1.664 million federal and \$416,000 matching. The total amount of funds added to the FY 2016-2019 TIP is \$13.741 million.	This project entails the construction of a new "sustainably designed" maintenance facility at 1300 Bush Street, which would increase the capacity for maintenance and allow additional articulated buses to be staged. The demolition of the existing building has already been initiated under an existing funded program. The initial implementation plans and layout for the building have also been completed along with the required environmental studies. Note: In addition to the matching funds listed below, MTA has committed \$9.1 Million in state dollars to complete the funding package for this project.  <b>Conformity Status:</b> Exempt	Resolution 16-12: 3/22/2016
40-1203-65	Kirk Bus Facility Replacement – Phase 1 & 2	MTA – Transit	This amendment updates Section 5307 and Section 5339 construction funds to show FY 2015 apportionments that will now be obligated in FY 2016. Section 5307 funds increase in FY 2016 by \$12.907 million (\$10.325 million federal/\$2.582 million matching). Section 5339 funds increase in FY 2016 by \$2.606 million (\$2.085 million federal/\$521,000 million matching). Total funding in the 2016-2019 TIP increases from \$43.987 million to \$59.5 million, a total increase of \$15.513 million.	Approximately 163 buses are stored, operated and maintained at the Kirk Division Bus Facility. Operations include preventive bus maintenance, inspections, heavy repairs, fueling, washing, administration, operator support facilities and dispatching. Phase I is the construction of a 100,000 square foot state-of-the-art, sustainable design, energy-efficient/green technology building that will house maintenance work to be performed in an enclosed environment, thereby enabling MTA to better control noise, exhaust fumes and visibility of the buses to the surrounding community. Phase II is the construction of a similar building to store buses overnight. Note: In addition to the matching funds listed, MTA has committed \$28.6 million in state dollars.  <b>Conformity Status:</b> Exempt	Resolution 16-12: 3/22/2016
40-9901-01	Ridesharing – Baltimore Region	MTA – Transit	This amendment updates the funding in the 2016-2019 TIP to reflect the correct amount apportioned to the Baltimore region. The funding previously listed in the TIP erroneously reflected the total statewide apportionment. There are no changes in programming or staffing for this project. Federal CMAQ funds decrease from \$1.55 million to \$666,000 in fiscal years 2016 through 2019, a decrease of \$3.536 million. Total funding in the TIP decreases from \$6.2 million to \$2.664 million.	The ridesharing project covers the activities of the ridesharing program in all jurisdictions in the Baltimore region, including the Guaranteed Ride Home (GRH) Program.  <b>Conformity Status:</b> Exempt	Resolution 16-12: 3/22/2016
12-1404-11	Belair Road Complete Streets	Baltimore City	This administrative modification shifts Surface Transportation Program funds in the amount of \$240,000 federal and \$60,000 matching from the construction phase in FY 2017 to the PE phase in FY 2016. The total amount of funding remains unchanged.	Design and construction for street, sidewalk, bike improvements and greening at key nodes on Belair Road, including Frankford Ave., Erdman Ave., and Fleetwood. Project is a major implementation item from the Urban Land Institute Belair Road report and BCDOT traffic study. Phase I includes intersection improvements at Belair Rd and Frankford Ave node.  <b>Conformity Status:</b> Exempt	Admin Mod: 4/12/2016

40-1204-64	2016 Bus and Rail Preventive Maintenance	MTA – Transit	This administrative modification updates Section 5307 and Section 5337 funds for FY 2016 and FY 2017 to reflect new apportionments. Section 5307 funds decrease by \$6.796 million (\$5.437 million federal/\$1.359 million matching). Section 5337 funds increase by \$6.73 million (\$5.383 million federal/\$1.347 million matching). Total funding in the 2016-2019 TIP decreases from \$192.056 million to \$191.99 million, a decrease of \$66,000.	Provides preventative maintenance on the Bus, Light Rail, and Metro systems to improve safety, reliability, and passenger comfort.  <b>Conformity Status:</b> Exempt	Admin Mod: 4/12/2016
66-1602-41	MD 32: MD 108 to Linden Church Road	State Highway Administration	This amendment adds a new project to the TIP utilizing state funds. The project adds preliminary engineering funds in the amounts of \$1.5 million in FY 2016 and \$800,000 in FY 2017. The project also adds construction funds in the amounts of \$4.05 million in FY 2017, \$11.27 million in FY 2018, and \$14.666 million in FY 2019. The total amount of funding is \$32.286 million. Howard County is contributing \$16.5 million to the construction phase of this project, which is included in the project totals.	This project will widen MD 32 in both directions, from two lanes to a four lane divided roadway, from MD 108 to Linden Church Road. This project is segment 1 of the MD 32: MD 108 to I-70 Corridor Study. Partial funding for the preliminary engineering phase of this project was flowed under the MD 32 corridor study project, TIP Reference #66-1405-41.  <b>Conformity Status:</b> Not Exempt	Resolution 16-14: 4/26/2016
40-1001-64	Light Rail Mid-Life Overhaul	MTA – Transit	This administrative modification updates CMAQ funds for FY 2016, FY 2017, and FY 2018 to reflect new apportionments. Total funding in the 2016-2019 TIP decreases from \$69.842 million to \$60.89 million, a decrease of \$8.952 million (\$7.162 million federal/\$1.79 million matching). The scope of the project is not changing.	Plan and design the facilitation of maintenance objectives for the Light Rail vehicle fleet: perform a 15-year inspection of the major and sub-assemblies of the original 35-vehicle fleet, identify and remedy all obsolete parts issues, overhaul the major and sub-assemblies according to manufacturer recommendations and facilitate any modifications deemed necessary by engineering or OEM for 15-year maintenance. First vehicles will be placed back in service starting in 2015, and last vehicle will be placed back in service in 2019. Note: In addition to matching funds, MTA has committed \$17.6 million in state dollars.  <b>Conformity Status:</b> Exempt	Admin Mod: 5/10/2016
40-1403-64	Metro Railcar and Signaling Systems Rehab and Replacement	MTA – Transit	This administrative modification updates Section 5307 funds to show the FY 2015 apportionment that will now be obligated in FY 2016. FY 2016 construction funds increase by a total of \$17.203 million (\$13.763 million federal/\$3.44 million matching). Total funds in the 16-19 TIP increase from \$204.07 million to \$221.273 million.	The Metro Railcar fleet consists of 90 cars (45 semi-permanent married pairs). Based on the 30 year design life, the Metro cars are due for replacement. The replacement of the railcar fleet will provide passengers with enhanced comfort, conveniences and ensure improved reliability. Note: In addition to the matching funds listed, MTA has committed \$25 million in state dollars.  <b>Conformity Status:</b> Exempt	Admin Mod: 5/10/2016
40-0015-64	Bus and Rail System Preservation and Improvement	MTA – Transit	This administrative modification updates Section 5307 funds to show the FY 2015 apportionment that will now be obligated in FY 2016. FY 2016 construction funds increase by a total of \$3.975 million (\$3.18 million federal/\$795,000 matching). Total funds in the 16-19 TIP increase from \$54.582 million to \$58.557 million.	This is an ongoing project to rehabilitate Bus, Light Rail, and Metro vehicles, facilities and infrastructure, including operating division, MTA offices, park-and-ride lots, bus turnarounds, bridges, tunnels, track, and equipment. This on-going project also includes funding for the BaltimoreLink project to include Transit Hubs, Transit Signal Priority, and Link Transitways. Note: In addition to the matching funds listed, MTA has committed \$27.6 million in state dollars.  <b>Conformity Status:</b> Exempt	Admin Mod: 5/10/2016

15-0701-13	Carrs Mill Road Bridge #216 over Bear Cabin Branch	Harford County	This amendment updates Surface Transportation Program funds. The amendment adds FY 2017 construction funds in the amount of \$1.148 million federal and \$287,000 matching. It also adds other phase funds in the amount of \$80,000 federal and \$20,000 matching. Total funding in the 16-19 TIP increases from \$500,000 to \$2.035 million.	This project is to replace the triple-cell concrete pipe bridge that carries Carrs Mill Road over Bear Cabin Branch. The concrete pipes and the slate headwalls are severely deteriorated and need to be replaced.  <b>Conformity Status:</b> Exempt	Resolution 16-17: 5/24/2016
12-1414-11	Citywide System Preservation	Baltimore City	This administrative modification updates Surface Transportation Program (STP) funds and adds National Highway Performance Program (NHPP) funds. STP funds in FY 2016 for preliminary engineering decrease to \$96,000 federal with a \$24,000 match while NHPP funds are added to the preliminary engineering phase in FY 2016 in the amount of \$400,000 federal with a \$100,000 match. In addition, FY 2016 construction funds in the amount of \$2.2 million federal with a \$525,000 match are shifted to FY 2017 and the funding source changes to NHPP. Total funding in the 2016-2019 TIP increases from \$12.5 million to \$12.72 million.	Citywide system preservation includes rehabilitation and maintenance, streetscapes, and intersection improvements, including ADA ramps and sidewalk improvements.  <b>Conformity Status:</b> Exempt	Admin Mod: 6/08/16
70-1501-53	MARC Rolling Stock Overhauls and Replacement	MTA – Commuter Rail	This amendment updates Section 5337 funds in FY 2016 and FY 2017 to reflect FY 2015 funds that will now be obligated in FY 2016 and an \$862,000 cost increase associated with one grant included in the project. Total funding in the TIP increases from \$43.96 million to \$55.172 million, an increase of \$11.212 million (\$8.97 million federal/\$2.242 million matching).	This is an ongoing project for the overhaul and replacement of MARC rolling stock. The overhaul of MARC coaches and locomotives is performed in accordance with "10-year Minor" and "20-year Midlife" schedules and/or the manufacturer's schedule. MARC vehicles will be upgraded with federally-mandated Positive Train Control safety features.  Note: In addition to matching funds listed, MTA has committed \$20.3 million in state dollars.  <b>Conformity Status:</b> Exempt	Resolution 17-1: 7/26/2016
70-1502-54	MARC Improvements	MTA – Commuter Rail	This amendment updates Section 5337 funds in FY 2016 and FY 2017. FY 2016 funds increase by a total of \$21.266 million (\$17.013 million federal/\$4.253 million matching) to reflect a \$2.3 million cost increase on one grant included in the project, FY 2015 funds that will now be obligated in FY 2016, and funds that were transferred from the Washington MARC Improvements project to the Baltimore region project. FY 2017 funds decrease by a total of \$8.268 million (\$6.614 million federal/\$1.654 million matching). Total funding in the TIP increases from \$29.254 million to \$42.252 million, an increase of \$12.998 million.	This project provides funding to implement ongoing improvements derived from the MARC Master Plan and Amtrak Operating Agreement. These improvements include: Baltimore Penn Station Lighting Design, B&P Tunnel Block Ties, B&P Lighting Improvements, Inner Track Platform upgrades, Lead Track to Jessup Yard, Camden Positive Train Control, and MARC Station Parking Lot Beautification.  Note: In addition to the matching funds listed, MTA has committed \$25.2 million in state dollars.  <b>Conformity Status:</b> Exempt	Resolution 17-1: 7/26/2016

70-1503-55	MARC Facilities	MTA – Commuter Rail	<p>This amendment updates Section 5337 funds to show federal funds that were not obligated in FY 2015 that will now be obligated in FY 2016 and to show FY 2017 federal funds that were inadvertently left out of the call for projects. Section 5337 federal funds increase by \$11.09 million with an increase of \$2.77 million in matching funds for a total increase of \$13.86 million. The year of operation has been updated from ongoing since all project elements are anticipated to be completed by 2021. The estimated total cost now reflects the total cost of all projects rather than the cost encompassed by the four years of the TIP.</p>	<p>1) Procure Riverside Maintenance Facility, which CSXT has offered to sell to MTA. Maintenance activities for equipment on the MARC Camden Line would then be under direct control of MARC.</p> <p>2) BWI - Comprehensive structural inspection of both garages #1 &amp; #2, with design &amp; construction of recommended structural repairs. Scope also includes repairs to mechanical, plumbing, fire protection and electrical systems &amp; elevators.</p> <p>3) West Baltimore Station Improvements Phase I – Make improvements to the existing West Baltimore MARC Station to allow for barrier free access &amp; to make it ADA compliant.</p> <p>4) MARC Martin State Airport – Purchase private property &amp; construct two additional storage tracks with related infrastructure.</p> <p>Note: In addition to the matching funds listed, MTA has committed \$16.6 million in state dollars.</p> <p><b>Conformity Status:</b> Exempt</p>	Resolution 17-1: 7/26/2016
12-1612-23	Inner Harbor Water Taxi Terminal	Baltimore City	<p>This amendment adds a new project to the 2016-2019 TIP utilizing Section 1702 High Priority Project funds. The project allocates construction funds in FY 2016 in the amount of \$1.84 million federal and \$460,000 matching. The total amount of funding added to the 2016-2019 TIP is \$2.3 million.</p>	<p>The City of Baltimore is proposing to replace the existing two-story visitor's center. The new building will serve as the Baltimore water taxi terminal and will provide access to the USS Constellation. The new building will mainly be used for the water taxi ticket sales terminal and will provide a climate controlled waiting area for water taxi patrons. The proposed improvements include a new 5,000 square foot building with an extensive green roof and terrace, new entry plaza, and service utility connections to the existing utilities located below Pier 1.</p> <p><b>Conformity Status:</b> Exempt</p>	Resolution 17-2: 7/26/2016

# **APPENDIX G**

## **PUBLIC PARTICIPATION COMPONENT**

**ADVERTISEMENT placed in the following publications:**

- **Baltimore Sun**
- **Baltimore Sun Online**
- **Carroll County Times**
- **Carroll Eagle**

**Also used in the following ways:**

- **Posted in BMC Offices**
- **Distributed to Public Advisory Committee**
- **Posted on BMC web site**
- **Shared via social media**



# INVESTING IN THE FUTURE OF OUR REGION

The Baltimore Regional Transportation Board (BRTB) has a **\$2.7 billion plan** for investing in the region during the next 5 years and we want to know what you think!

The BRTB brings together local decision-makers, state and local agencies, and the public to plan for the Baltimore region's future and make the best use of limited resources for the region's residents and businesses. Please join us for a meeting and make a comment on these plans!

In addition to the draft 2017-2020 Transportation Improvement Program, the BRTB also welcomes comments on an amendment to *Maximize2040: A Performance-Based Transportation Plan* for the MD 32 Widening Project, and an air quality analysis of these plans.

## What do you think? Tell us at a Meeting:



**Wednesday, June 1** – 4:30 to 5:30 p.m.  
@ BRTB Public Advisory Committee (PAC) Policy Subcommittee  
Baltimore Metropolitan Council – Offices @ McHenry Row  
1500 Whetstone Way, Suite 300, Baltimore, MD 21230

**Wednesday, June 8** – 6:30 to 8:30 p.m.  
Baltimore County Public Library, Woodlawn Branch  
1811 Woodlawn Dr, Woodlawn, MD 21207

**Thursday, June 9** – 5 to 7:30 p.m.  
@ SHA MD 32 Planning Study public meeting  
Sykesville Freedom District Fire Department Legacy Hall  
6680 Sykesville Rd., Sykesville, MD 21784

**Tuesday, June 14** – 6:30 to 8:30 p.m.  
Baltimore County Public Library, Essex Branch  
1110 Eastern Blvd, Essex, MD 21221

## Send your comments on these plans by June 24 to:



**Email:** [comments@baltometro.org](mailto:comments@baltometro.org)      **Twitter:** @BaltoMetroCo @Bmoreinvolved #BRTBlistens  
**Mail:** The Baltimore Regional Transportation Board, 1500 Whetstone Way, Suite 300, Baltimore, MD 21230



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[baltometro.org](http://baltometro.org)  

## PRESS RELEASE



Baltimore  
Metropolitan  
Council

**FOR IMMEDIATE RELEASE**  
**CONTACT: Laura Van Wert, 410-732-9564**

### **BRTB SEEKS PUBLIC COMMENT ON \$2.71 BILLION IN TRANSPORTATION PROJECTS**

**BALTIMORE, MD (May 23, 2016)** – The Baltimore Regional Transportation Board (BRTB) as the Metropolitan Planning Organization (MPO) for the Baltimore region seeks public comments through **Friday, June 24** on three transportation-related documents – the draft *2017-2020 Transportation Improvement Program (TIP)*, an amendment to *Maximize2040: A Performance-Based Transportation Plan*, and the associated Air Quality Conformity Determination.

The BRTB is scheduled to vote on these documents on **Tuesday, July 26**.

#### **2017-2020 Transportation Improvement Program (TIP)**

The draft *2017—2020 TIP* is a listing of transportation projects requesting funding that includes about \$2.71 billion in proposed federal, state and local money for highway, transit, bicycle and pedestrian projects throughout the region during the next four years. The funding will go towards maintaining, operating and expanding the transportation system.

Please view the draft *2017-2020 TIP* or project highlights [online](#) or through BRTB's [interactive project map](#).

#### **Maximize2040 Amendment to MD 32 Widening Project**

The Baltimore Regional Transportation Board (BRTB) also seeks public comments for one amendment to *Maximize2040: A Performance-Based Transportation Plan* for the Maryland State Highway Administration's (SHA) **MD 32 Widening Project**.

*Maximize2040* is the region's long-range transportation plan developed by the BRTB. *Maximize2040* serves as the blueprint for fiscally constrained transportation planning in the Baltimore region from the years 2020 through 2040. The plan also establishes the region's broad transportation goals and performance measures, which now serve as guiding principles as the region plans and carries out projects.

Please learn more about the [BRTB's summary information](#) of the project.

#### **Air Quality Conformity Determination of the 2017-2020 TIP and Amended *Maximize2040***

The Baltimore region has been designated as not meeting National Ambient Air Quality Standards and, as a result, the BRTB must review its current transportation plan and program to ensure conformity with the state plan to meet these standards, known as the State

Implementation Plan (SIP). The air quality conformity determination report details a comprehensive analysis of effects of the draft 2017-2020 TIP for the Baltimore region and the long-range projects in Maximize 2040 (as amended). The report addresses the following criteria pollutants: ozone and fine particulate matter.

The conformity results show that implementation of these projects will not worsen the region's air quality or delay the timely attainment of national air quality standards. The draft air quality conformity determination is available in PDF format [for download](#).

### **Public Comment Information**

BRTB will host the following public meetings:

- **Wednesday, June 1, 4:30-5:30 p.m.**, during the Public Advisory Committee (PAC) policy subcommittee meeting at the Baltimore Metropolitan Council, located at the Offices @ McHenry Row, 1500 Whetstone Way, Suite 300, Baltimore, MD 21230
- **Wednesday, June 8, 6:30-8:30 p.m.**, at the Baltimore County Public Library Woodlawn Branch, located at 1811 Woodlawn Drive, Woodlawn, MD 21207
- **Thursday, June 9, 5-7:30 p.m.**, in conjunction with the SHA MD 32 planning study public meeting at the Sykesville Freedom District Fire Department Legacy Hall, located at 6680 Sykesville Road Sykesville, MD 21784
- **Tuesday, June 14, 6:30-8:30 p.m.**, at the Baltimore County Public Library Essex Branch, located at 1110 Eastern Boulevard, Essex, MD 21221

To share your thoughts and ideas, send all comments in writing to:

The Baltimore Regional Transportation Board  
Attn: Public Involvement Coordinator  
Offices @ McHenry Row  
1500 Whetstone Way, Suite 300  
Baltimore, MD 21230

Fax: 410-732-8248

Email: [comments@baltometro.org](mailto:comments@baltometro.org)

Twitter: [@BaltoMetroCo](#) and [@BmoreInvolved](#) using the hashtag #BRTBlistens

The public participation process for the TIP will also meet the FTA public participation requirements for the MTA's Program of Projects (POP).

###

*The Baltimore Metropolitan Council (BMC) works collaboratively with the chief elected officials in the region to create initiatives to improve the quality of life and economic vitality. BMC, as the Baltimore region's council of governments (COG), hosts the Baltimore Regional Transportation Board (BRTB), the federal metropolitan planning organization (MPO), and supports local government by coordinating efforts in a range of policy areas including emergency preparedness, housing, cooperative purchasing, environmental planning and workforce development.*

*BMC's Board of Directors includes the executives of Anne Arundel, Baltimore, Harford and Howard counties, the mayor of the City of Baltimore, a member of the Carroll County Board of Commissioners, a member of the Maryland State Senate, a member of the Maryland House of Delegates, and a gubernatorial appointee from the private sector.*

## WEBSITE (Page 1 of 2)

The website featured downloadable copies of the documents, an interactive map of projects, and details on how to submit a comment. Links to the site were shared on BMC social media accounts multiple times.



The screenshot shows the Baltimore Metropolitan Council website. The header includes the BMC logo, a language selector, and navigation links for Home, About Us, and Contact Us. Below the header is a search bar and a navigation menu with options like 'About BMC', 'About BRTB', 'Our Work', 'Information Center', and 'Be Involved'. A large banner image shows a city street scene. Below the banner is a tweet from the Baltimore Metro Council (@BaltoMetroCo) dated June 24, 2017, mentioning a hot summer and air quality. The main content area features the title '2017-2020 Transportation Improvement Program' and a sub-headline: '\$2.71 Billion in Transportation Projects Open for Public Comment Through Friday, June 24'. The text below states that the BRTB is seeking public comments on three documents: the draft 2017-2020 TIP, an amendment to Maximize2040, and an Air Quality Conformity Determination. It specifies that comments are due by Friday, June 24, and the BRTB will vote on Tuesday, July 26. A link is provided for more details.

### 2017 – 2020 Transportation Improvement Program (TIP)

The draft 2017–2020 TIP is a listing of transportation projects requesting funding that includes about \$2.71 billion in proposed federal, state and local money for highway, transit, bicycle and pedestrian projects throughout the region during the next four years. The funding will go towards maintaining, operating and expanding the transportation system.

Select projects throughout the region in the draft 2017-2020 TIP include:

- **Regionally:** Improvements to Maryland Transit Administration (MTA) infrastructure, facilities and vehicles; and minor improvements to State Highway Administration (SHA) roads and bridges.
- **Anne Arundel County:** Widening of MD 175 from National Business Parkway to McCarron Court as part of a larger project to address current and future congestion near Fort Meade; and repairs or replacement for six local bridges including Magothy Bridge Road over the Magothy River.
- **Baltimore City:** Upgrades to the South East Baltimore Freight Corridor to improve truck access, reduce congestion and reroute trucks away from residential areas of Broening Highway through; the replacement of the Colgate Creek Bridge; resurfacing and geometric improvements to Keith and Holabird avenues; and Broening Highway Complete Streets improvements (for enhanced bikeability/walkability for residents). Also, the creation of a multimodal plan to serve as the framework for the eventual rehabilitation or replacement of the Hanover Street Bridge.
- **Baltimore County:** Rehabilitation or replacement of 18 local bridges; Baltimore Beltway improvements, including adding a lane on both loops of I-695 from MD 41 to MD 147, and adding a lane on the outer loop of I-695 from US 40 to MD 144. Also several new bridge replacement projects including: Crosby Road over I-695; U.S. 40 over Little and Big Gunpowder Falls; and a study to address rehabilitation or replacement for bridges at the interchange of I-695 and I-70.
- **Carroll County:** Creating a study to determine capacity and safety improvements along MD 32 from MD 26 to I-70; and two new projects, which include bridge replacements at MD 86 over the Gunpowder Falls and MD 496 over Big Pipe Creek.
- **Harford County:** Reconstruction of the intersection at U.S. 40 and MD 7/MD 159 and widening of U.S. 40 in the vicinity of this intersection; Reconstruction of two intersections along MD 22 with Beards Hill and Paradise roads, as well as the widening of MD 22 from 4 to 6 lanes between these intersections; Bridge repair or replacement for eight local bridges including the Abingdon Road Bridge over the CSX Railroad near Pulaski Highway.
- **Howard County:** Widening MD 32 from two lanes to a four-lane divided roadway from MD 108 to I-70, and adding a third lane in each direction and sidewalks to Snowden River Parkway- from Broken Land Parkway to Oakland Mills Road.

Please view the draft 2017-2020 TIP through BRTB's interactive project map. The draft 2017–2020 TIP also is available in PDF format for download:

[Download the Draft 2017-2020 TIP](#) | [Introduction and Background](#) | [Financial Plan](#)

[Projects by jurisdiction: Low-income and Minority Concentration](#) | [Appendices](#)

Projects in the 2017-2020 TIP below are sorted by project sponsor, either a local jurisdiction or state agency.

[Anne Arundel County](#) | [Baltimore City](#) | [Baltimore County](#) | [Carroll County](#)

[Harford County](#) | [Howard County](#) | [MTA](#) | [Office of the Secretary and SHA](#)

## WEBSITE (Page 2 of 2)

### Maximize2040 Amendment to MD 32 Widening Project

The Baltimore Regional Transportation Board (BRTB) also seeks public comments for one amendment to *Maximize2040: A Performance-Based Transportation Plan* for the Maryland State Highway Administration's (SHA) MD 32 Widening Project.

*Maximize2040* is the region's long-range transportation plan developed by the BRTB. *Maximize2040* serves as the blueprint for fiscally constrained transportation planning in the Baltimore region from the years 2020 through 2040. The plan also establishes the region's broad transportation goals and performance measures, which now serve as guiding principles as the region plans and carries out projects.

[Download a summary of the \*Maximize2040\* amendment to the MD 32 Widening Project](#)

### Analysis of Air Quality Conformity

The Baltimore region has been designated as not meeting the federal air quality standards and so must review its current transportation plan and program to ensure conformity with the State Air Quality Implementation Plan (SIP). The Air Quality Conformity Determination report details a comprehensive analysis of effects of the draft 2017-2020 TIP for the Baltimore region and the long-range projects in *Maximize2040* (as amended). The report addresses the criteria pollutants ozone and fine particulate matter.

The conformity results show that implementation of these projects will not worsen the region's air quality or delay the timely attainment of National Ambient Air Quality Standards. The draft Conformity Determination is available in PDF format for download:

[Conformity Determination](#) | [Conformity Determination - Appendices](#)

### Share Your Thoughts

A comment period will be held from **Monday, May 23, through Friday, June 24**. The public participation process for the TIP will also meet the FTA public participation requirements for the MTA's Program of Projects (POP).

Those interested in commenting on projects may do so publicly during the following meetings in June:

- o **Wednesday, June 1** from 4:30 to 5:30 p.m., during the Public Advisory Committee (PAC) policy subcommittee  
Baltimore Metropolitan Council  
Offices @ McHenry Row, 1500 Whetstone Way, Suite 300, Baltimore, MD 21230
- o **Wednesday, June 8** from 6:30 to 8:30 p.m.,  
Baltimore County Public Library Woodlawn Branch  
1811 Woodlawn Drive, Woodlawn, MD 21207
- o **Thursday, June 9** from 5 to 7:30 p.m., in conjunction with the SHA MD 32 planning study public meeting  
Sykesville Freedom District Fire Department Legacy Hall  
6680 Sykesville Road Sykesville, MD 21784
- o **Tuesday, June 14** from 6:30 to 8:30 p.m.,  
Baltimore County Public Library Essex Branch,  
1110 Eastern Boulevard, Essex, MD 21221



Please view these presentations online if you cannot attend the meetings.

[Download the public meeting presentation](#) | [Flyer](#)

To share your thoughts and ideas, send all comments in writing to:

The Baltimore Regional Transportation Board  
Attn: Public Involvement Coordinator  
Offices @ McHenry Row  
1500 Whetstone Way, Suite 300  
Baltimore, MD 21230

Fax: 410-732-8248

Email: [comments@baltometro.org](mailto:comments@baltometro.org)

Twitter: [@BaltoMetroCo](#) and [@BmoreInvolved](#) using the hashtag #BRTBlistens

### For more information:

Contact Regina Aris, assistant transportation director, by email [raris@baltometro.org](mailto:raris@baltometro.org), or by phone at 410-732-0500 ext. 1046.

### Notice

*The Baltimore Regional Transportation Board operates its programs and services without regard to race, color, or national origin in accordance with Title VI of the Civil Rights Act of 1964, and other applicable laws. Appropriate services can be provided to qualified individuals with disabilities or those in need of language assistance who submit a request at least seven days prior to a meeting. Call 410-732-0500.*

Last Updated on Friday, 27 Feb 2016 14:55

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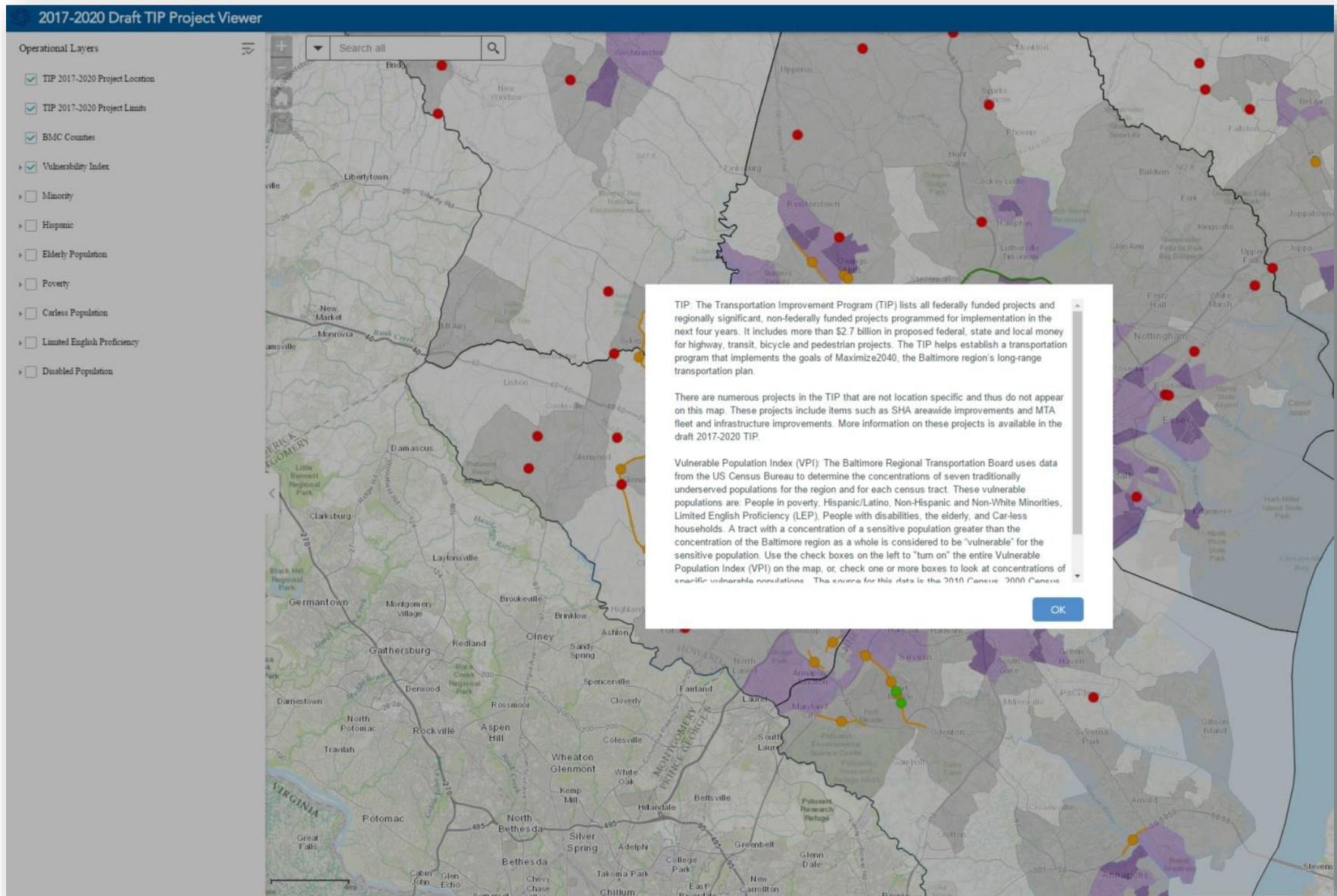


Baltimore Metropolitan Council  
410-732-0500  
1500 Whetstone Way, Suite 300  
Baltimore, MD 21230

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# INTERACTIVE TIP PROJECT MAP (Page 1 of 2)





**PUBLIC COMMENTS (Page 1 of 2)**



**WE WELCOME YOUR COMMENTS!**

What do you like about this project or plan?  
 What suggestions do you have for improving the project or plan?  
 Do you have any other comments for the BRTB or its members?

*Plan's focus on highway projects is disappointing.  
 More resources for bus stop improvements including shelters,  
 maps, trash cans and benches are sorely needed to bring  
 the system up to very basic and minimum standards.  
 Required inclusion of sidewalks to all new street reconstruction  
 projects/improvement projects should be standard, as should  
 bike lanes.*

Was this public meeting helpful?

Name: Kristine Dunkerton  
 Address: Baltimore, MD 21207  
 E-mail: \_\_\_\_\_  
 Would you like to be added to our mailing list?  E-mail  Mail

**Thank You!**

For more info, contact the Public  
 Involvement Coordinator at  
[comments@baltimore.org](mailto:comments@baltimore.org)  
 or 410-732-0500 x1047  
 or visit [www.baltimore.org](http://www.baltimore.org).



**WE WELCOME YOUR COMMENTS!**

What do you like about this project or plan?  
 What suggestions do you have for improving the project or plan?  
 Do you have any other comments for the BRTB or its members?

*- Seems comprehensive - hope to see more transit/bike/pedestrian projects  
 but very helpful to hear from the state & MTA on how  
 the work is integrated into other projects  
 - Personally, issues with bike/pedestrian on west Baltimore city  
 streets - esp. Forest Park Ave  
 - Hope to see more light rail/heavy rail transit expansion for the  
 east side of the city less \$\$\$ for CS&H highway*

Was this public meeting helpful?

Name: Elsa Leaks  
 Address: Baltimore, MD 21207  
 E-mail: \_\_\_\_\_  
 Would you like to be added to our mailing list?  E-mail  Mail

**Thank You!**

For more info, contact the Public  
 Involvement Coordinator at  
[comments@baltimore.org](mailto:comments@baltimore.org)  
 or 410-732-0500 x1047  
 or visit [www.baltimore.org](http://www.baltimore.org).



**WE WELCOME YOUR COMMENTS!**

What do you like about this project or plan?  
 What suggestions do you have for improving the project or plan?  
 Do you have any other comments for the BRTB or its members?

*~~Outdated~~ The bridge over Linden Church was replaced a couple of  
 years ago. Why wasn't it made larger (like the bridge further N  
 on 32) to support 4 lanes under it without being replaced? I'm  
 sure there's a reason, I was just curious.*

Was this public meeting helpful?

Name: Adrienne  
 Address: \_\_\_\_\_  
 E-mail: \_\_\_\_\_  
 Would you like to be added to our mailing list?  E-mail  Mail

**Thank You!**

For more info, contact the Public  
 Involvement Coordinator at  
[comments@baltimore.org](mailto:comments@baltimore.org)  
 or 410-732-0500 x1047  
 or visit [www.baltimore.org](http://www.baltimore.org).



**WE WELCOME YOUR COMMENTS!**

What do you like about this project or plan?  
 What suggestions do you have for improving the project or plan?  
 Do you have any other comments for the BRTB or its members?

*☆ Issues between 40→70 + 29→70  
 on a daily morning and evening  
 basis.*

Was this public meeting helpful? Yes

Name: Kevin Schwartz  
 Address: \_\_\_\_\_  
 E-mail: \_\_\_\_\_  
 Would you like to be added to our mailing list?  E-mail  Mail

**Thank You!**

For more info, contact the Public  
 Involvement Coordinator at  
[comments@baltimore.org](mailto:comments@baltimore.org)  
 or 410-732-0500 x1047  
 or visit [www.baltimore.org](http://www.baltimore.org).

## PUBLIC COMMENTS (Page 2 of 2)

Kimberly Letke

Joppa Md 21085

Monday, May 23, 2016

- **Tuesday, June 14, 6:30-8:30 p.m.**, at the Baltimore County Public Library Essex Branch, located at 1110 Eastern Boulevard, Essex, MD 21221

To share your thoughts and ideas, send all comments in writing to:  
The Baltimore Regional Transportation Board  
Attn: Public Involvement Coordinator  
Offices @ McHenry Row  
1500 Whetstone Way, Suite 300  
Baltimore, MD 21230

Fax: 410-732-8248  
Email: [comments@baltometro.org](mailto:comments@baltometro.org)  
Twitter: [@BaltoMetroCo](https://twitter.com/BaltoMetroCo) and [@BmoreInvolved](https://twitter.com/BmoreInvolved) using the hashtag #BRTBlistsens

During the past 30 years of DOT- Maryland SHA , I have noticed that woman are not being hired as electrical, mechanical , Bridge inspectors, Bridge Painters, and are kept down on low paying jobs as flaggers and traffic control or laborers.

The Engineering companies are not hiring woman at higher level jobs and do not pay the woman the same as their male workers in higher paying jobs as inspectors.

The wage scale officer helps with laborers and painters and electrical but not in the area of Engineers- Inspectors or Project Managers or secretary.

Nor do I see Out reach for woman in social Media or the contractors .

I, Kim Letke hire woman when we win contracts and employe woman. The Military has woman veterans looking for work and no one is approaching these woman from APG- Navy- AIRFORCE- Marines, Coast Guard.

I would request the DOT - MD SHA do out reach for woman and run help wanted adds targeting woman who are being discriminated against by the Engineers- the Contractors and Maryland Labor who all say that woman do not apply. They do not apply because no one is telling them where the jobs are and who to call.

I respectfully request to be heard at the June 14, 2016 meeting.

Respectfully,  
Kim Letke

## BRTB RESPONSE TO PUBLIC COMMENTS (Page 1 of 2)

BALTIMORE REGION 2017 – 2020 TIP AND MD 32 PLAN AMENDMENT			
1	<ul style="list-style-type: none"> <li>Issues between US 40 and I-70 as well as US 29 and I-70 on a daily morning and afternoon basis.</li> </ul>	Kevin Schwartz	<ul style="list-style-type: none"> <li>MDOT takes Howard County’s transportation priorities into account when programming projects. Widening northbound US 29 between the Middle Patuxent River and MD 175 has been the County’s priority. For a study of widening I-70 to continue, the project would need to be a higher priority for the County. We recommend advocating this project with your elected officials in order for it to possibly move up on the priority list.</li> </ul>
2	<ul style="list-style-type: none"> <li>The bridge over Linden Church was replaced a couple of years ago. Why wasn't it made larger (like the bridge further north on MD 32) to support 4 lanes under it without being replaced? I'm sure there's a reason, I was just curious.</li> </ul>	Adrienne	<ul style="list-style-type: none"> <li>The bridge along Linden Church Road over MD 32 was completed in 2014 and will accommodate the funded projects to widen MD 32 through the interchange.</li> </ul>
3	<ul style="list-style-type: none"> <li>TIP focus on highways is disappointing.</li> <li>More resources for bus stop improvements including shelters, maps, trash cans and benches are sorely needed to bring the system up to very basic and minimum standards.</li> </ul>	Kristine Dunkerton	<ul style="list-style-type: none"> <li>Over time the funding in the TIP changes from higher levels to transit and then to highways. In the 2017 TIP there is considerable highway preservation which has been a priority of the state.</li> <li>BaltimoreLINK has a variety of improvements that will impact the core service. While the main thrust of BaltimoreLINK is a redesign of the current system, we are investing in improvements to also improve the customer experience. As part of the transfer facility project we are looking to improve amenities at locations with high transfer rates. Amenities at each site will vary but will draw from a list that includes installation of real-time signage, security cameras, bicycle storage facilities, improved shelters, safer pedestrian crossings, and much more. Furthermore, the MTA is redesigning and replacing all 6,000+ bus stop signs in our system in an attempt to provide a better, more informative sign. Finally, while the focus is on getting infrastructure in place for next summer, it is important to remember that when we go live with BaltimoreLINK that is not an end. In fact, it is the beginning of a new core system that we will continually look to improve. Bus shelter replacement, improved customer amenities, and many other areas of improvement will play a big role in the continual improvement of what the MTA offers and</li> </ul>



Summary of public comments and BRTB Response  
 2017-2020 TIP Released for public review: May 23 to June 24, 2016  
[www.baltometro.org](http://www.baltometro.org) Page 1 of 2

*Note: This matrix includes a summary of comments received during the public comment period with responses from the BRTB. Additional comments that may have been submitted verbally at a BRTB meeting prior to a vote are not included. Please refer to meeting minutes at [www.baltometro.org](http://www.baltometro.org) for documentation of any verbal comments received during BRTB meetings.*

## BRTB RESPONSE TO PUBLIC COMMENTS (Page 2 of 2)

	<ul style="list-style-type: none"> <li>Require inclusion of sidewalks to all new street reconstruction projects/improvement projects should be standard, as should bike lanes.</li> </ul>		<p>provides the region. See TIP #40-0015-64, Bus and Rail System Preservation and Improvements.</p> <ul style="list-style-type: none"> <li>The City of Baltimore has existing policy to evaluate the feasibility of improving bicycle and pedestrian facilities in all transportation planning, design, and construction projects. Through this policy, BCDOT reviews every project 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 the 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.</li> </ul>
4	<ul style="list-style-type: none"> <li>TIP seems comprehensive – hope to see more transit, bike and pedestrian projects.</li> <li>It was helpful to hear from SHA and MTA on how their work is integrated with other projects.</li> <li>I have issues with bike/ped facilities in West Baltimore, particularly Forest Park Avenue.</li> </ul>	Elsa L	<ul style="list-style-type: none"> <li>MTA is currently working on a major revamp of bus routes in the region and further transit planning will wait to see how well BaltimoreLINK addresses transit needs before planning additional projects. All highway projects have to take bicycle and pedestrian access into account and is likely being included in many projects. This occurs in addition to standalone projects that receive funds dedicated to bike and pedestrian projects.</li> <li>Part of the reason why the BRTB doesn't use "public hearings" for their process is that it does not allow for the kind of conversation you referred to. Our format is more about dialogue and creating an environment where questions can be answered.</li> <li>BCDOT currently has a project in final design for the West Baltimore Bike Boulevard, which will add protected bicycle lanes on West Baltimore Street, between S. Franklinton Road and Stricker Street. Other pedestrian and bicycle improvements along Baltimore Street and Forest Park Avenue will be evaluated for future projects.</li> </ul>
5	<ul style="list-style-type: none"> <li>During the past 30 years MDOT and SHA are not hiring women as electrical, mechanical, bridge inspectors, or bridge painters and are kept down on low paying jobs as flaggers and traffic control laborers.</li> </ul>	Kim Letke	<ul style="list-style-type: none"> <li>The BRTB does not have any influence over the hiring or contracting practices of the MDOT or SHA. You should raise your concern with MDOT's Minority Business Enterprise, and either SHA's <u>Office of Procurement and Contract Management</u> or Office of Equal Opportunity.</li> </ul>



Summary of public comments and BRTB Response  
 2017-2020 TIP Released for public review: May 23 to June 24, 2016  
[www.baltometro.org](http://www.baltometro.org) Page 2 of 2

*Note: This matrix includes a summary of comments received during the public comment period with responses from the BRTB. Additional comments that may have been submitted verbally at a BRTB meeting prior to a vote are not included. Please refer to meeting minutes at [www.baltometro.org](http://www.baltometro.org) for documentation of any verbal comments received during BRTB meetings.*

# **APPENDIX H**

## **ASSOCIATED BRTB RESOLUTIONS**

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

**BALTIMORE REGIONAL TRANSPORTATION BOARD RESOLUTION #17-4**

**APPROVAL OF THE BALTIMORE REGION  
FY 2017-2020 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 FY 2017-2020 Baltimore Region Transportation Improvement Program was prepared in response to MAP-21's successor, the Fixing America's Surface Transportation (FAST) Act, and meets all of the requirements of the February 2007 final rule governing the development of metropolitan plans and programs, and all projects and activities funded in the FY 2017-2020 TIP have been developed in relationship to the regionally adopted *Maximize2040: A Performance-Based Transportation Plan* and subsequent amendments; and

**WHEREAS**, the FY 2017-2020 Baltimore Region Transportation Improvement Program is a prioritized program of transportation projects which are financially constrained by year and includes a financial plan that demonstrates that projects can be implemented using current revenue sources; and

**WHEREAS**, a range of outreach strategies was employed to share information about the FY 2017-2020 Baltimore Region Transportation Improvement Program including a public review from May 23, 2016 to June 24, 2016. The public review included four public meetings and a presentation to the Public Advisory Committee. The FY 2017-2020 TIP was also supported by an online interactive map and presentation. All comments were considered by the BRTB with responses prepared in advance of the scheduled vote; and

**WHEREAS**, the FY 2017-2020 Baltimore Region Transportation Improvement Program uses federal and matching funds for the following project categories:

- 47 percent highway preservation,
- 19 percent transit,
- 15 percent highway capacity,
- 9 percent emission reduction strategies,
- 3 percent environmental/safety,
- 3 percent commuter rail,
- 2 percent miscellaneous,

1 percent ports, and  
1 percent enhancement program.

**NOW, THEREFORE, BE IT RESOLVED** that the Baltimore Regional Transportation Board approves the FY 2017-2020 Baltimore Region Transportation Improvement Program.

**I HEREBY CERTIFY** that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the aforementioned resolution at its July 26, 2016 meeting.

7-26-16  
Date

  
\_\_\_\_\_  
Clive Graham, Chairman  
Baltimore Regional Transportation Board

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

BALTIMORE REGIONAL TRANSPORTATION BOARD  
RESOLUTION #17-5

APPROVAL OF THE CONFORMITY DETERMINATION FOR THE  
FY 2017-2020 BALTIMORE REGION TRANSPORTATION IMPROVEMENT PROGRAM  
AND THE AMENDED PLAN: **MAXIMIZE2040**

**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, and the Maryland Transit Administration; and

**WHEREAS**, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, is required under the Clean Air Act Amendments of 1990 and the U.S. Environmental Protection Agency's Transportation Conformity Rule to conduct analyses to ensure that the region's transportation plans and programs conform with state implementation plans (SIPs); and

**WHEREAS**, the FY 2017-2020 Baltimore Region Transportation Improvement Program is a prioritized program of transportation projects which are financially constrained by year and includes a financial plan that demonstrates that projects can be implemented using current revenue sources. The FY 2017-2020 Baltimore Region Transportation Improvement Program was prepared in accordance with 23 CFR Part 450 Subpart C Metropolitan Transportation Planning and Programming Requirements, and all projects and activities funded in this document have been developed in relationship to the regionally adopted *Maximize2040*, as amended; and

**WHEREAS**, the Interagency Consultation Group (ICG), which includes the Maryland Department of the Environment, the Maryland Department of Transportation and a local jurisdiction representative of the Baltimore Regional Transportation Board, reviewed and approved the air quality conformity methodology used as well as the results of the technical analysis; and

**WHEREAS**, The ICG has approved the conformity analysis as reported in the "Conformity Determination of FY 2017-2020 Baltimore Region Transportation Improvement Program and Amended *Maximize2040*," dated July 2016, which provides the basis for a finding of conformity (Attachment 1: Tables 1 to 4) to the latest EPA-deemed adequate/approved SIP motor vehicle emissions budgets for 8-hour ozone and annual levels of fine particulate matter; and

WHEREAS, the results of the conformity analysis for the Baltimore nonattainment area indicate that the projected mobile source emissions are below the applicable motor vehicle emission budgets for the established analysis years of 2017, 2025, 2035 and 2040 (as attached); and

WHEREAS, a 30-day public comment period was provided, including a public meeting on project elements of the FY 2017-2020 Baltimore Region Transportation Improvement Program, the Amended Plan, and the results of the conformity analysis. All public comments were duly considered by the Metropolitan Planning Organization.

NOW, THEREFORE, BE IT RESOLVED that it is the conclusion of the Baltimore Regional Transportation Board, in its capacity as the Metropolitan Planning Organization for the Baltimore region, that the FY 2017-2020 Baltimore Region Transportation Improvement Program and the amended *Maximize2040* are found to be in conformity with the requirements of the Clean Air Act Amendments of 1990 and the relevant sections of the Final Transportation Conformity Regulations 40 CFR part 93.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the aforementioned resolution at its July 26, 2016 meeting.

7-26-16

Date



Clive Graham, Chairman

Baltimore Regional Transportation Board

Table 5. VOC Emissions Test Results (average summer weekday, tons/day)

	2017	2025	2035	2040
Total Emissions Modeled	26.6	16.7	10.5	9.9
Conformity Budget <sup>1</sup>	40.2	40.2	40.2	40.2
Conformity Result	Pass	Pass	Pass	Pass

<sup>1</sup> 2012, 8-hour ozone Reasonable Further Progress (RFP) SIP budget for the Baltimore region (motor vehicle emission budgets determined adequate by EPA on February 22, 2016)

Table 6. Weekday NOx Emissions Test Results (average summer weekday, tons/day)

	2017	2025	2035	2040
Total Emissions Modeled	66.9	31.9	19.1	18.6
Conformity Budget <sup>1</sup>	93.5	93.5	93.5	93.5
Conformity Result	Pass	Pass	Pass	Pass

<sup>1</sup> 2012, 8-hour ozone Reasonable Further Progress (RFP) SIP budget for the Baltimore region (motor vehicle emission budgets determined adequate by EPA on February 22, 2016)

Table 7. Annual NOx Emissions Test Results (tons/year)

	2017	2025	2035	2040
Total Emissions Modeled	25,771.08	12,433.96	7,655.96	7,505.03
Conformity Budget <sup>2</sup>	29,892.01	21,594.96	21,594.96	21,594.96
Conformity Result	Pass	Pass	Pass	Pass

<sup>2</sup> Baltimore Nonattainment Area PM2.5 Maintenance State Implementation Plan (Approved December 2014.)

Table 8. Annual Direct PM2.5 Emissions Test Results (tons/year)

	2017	2025	2035	2040
Total Emissions Modeled	1,161.88	635.33	426.75	411.76
Conformity Budget <sup>2</sup>	1,218.60	1,051.39	1,051.39	1,051.39
Conformity Result	Pass	Pass	Pass	Pass

<sup>2</sup> Baltimore Nonattainment Area PM2.5 Maintenance State Implementation Plan (Approved December 2014.)

# **APPENDIX I**

## **GLOSSARY OF TERMS**

## GLOSSARY OF TERMS

3-C	Coordinated, comprehensive, and continuing	MARC	Maryland Commuter Rail
ADA	Americans with Disabilities Act of 1990	MBE/WBE	Minority Business Enterprise/Women Business Enterprise
BMC	Baltimore Metropolitan Council	MCT	Major Traffic Corridors
BRTB	Baltimore Regional Transportation Board	MDE	Maryland Department of the Environment
CAA	Clean Air Act Amendments of 1990	MDOT	Maryland Department of Transportation
CAC	Citizens Advisory Committee	MMTIS	Multi-modal Traveler Information System
CFR	Congressional Federal Register	MPO	Metropolitan Planning Organization
CIP	Capital Improvement Program	MTA	Maryland Transit Administration
CMAQ	Congestion Mitigation and Air Quality	NAAQS	National Ambient Air Quality Standards
CMP	Congestion Management Process	NEPA	National Environmental Policy Act
CO	Carbon Monoxide	NHS	National Highway System
CTP	Consolidated Transportation Program	NOx	Oxides of Nitrogen
DOT	Department of Transportation	OA	Obligation Authority
EJ	Environmental Justice	PC	Programmatically Conforming
EPA	Environmental Protection Agency	PM2.5	Particles smaller than 2.5 micrometers
ERS	Emission Reduction Strategy	ROW	Right-of-Way
FAST	Fixing America's Surface Transportation	RPACG	Regional Protective Action Coordination Guidelines
FHWA	Federal Highway Administration	SDP	Strategic Deployment Plan
FTA	Federal Transit Administration	SHA	State Highway Administration
HUR	Highway User Revenue	SIP	State Implementation Plan
ICG	Interagency Consultation Group	STIP	State Transportation Improvement Program
ITS	Intelligent Transportation Systems	TIP	Transportation Improvement Program
JARC	Job Access and Reverse Commute	TMA	Transportation Management Association
M&O	Management and Operations	TTF	Transportation Trust Fund
MAA	Maryland Aviation Administration	USC	United States Code
MAP-21	Moving Ahead for Progress in the 21st Century	WMATA	Washington Metropolitan Area Transit Authority