



CMP Committee

June 3, 2025

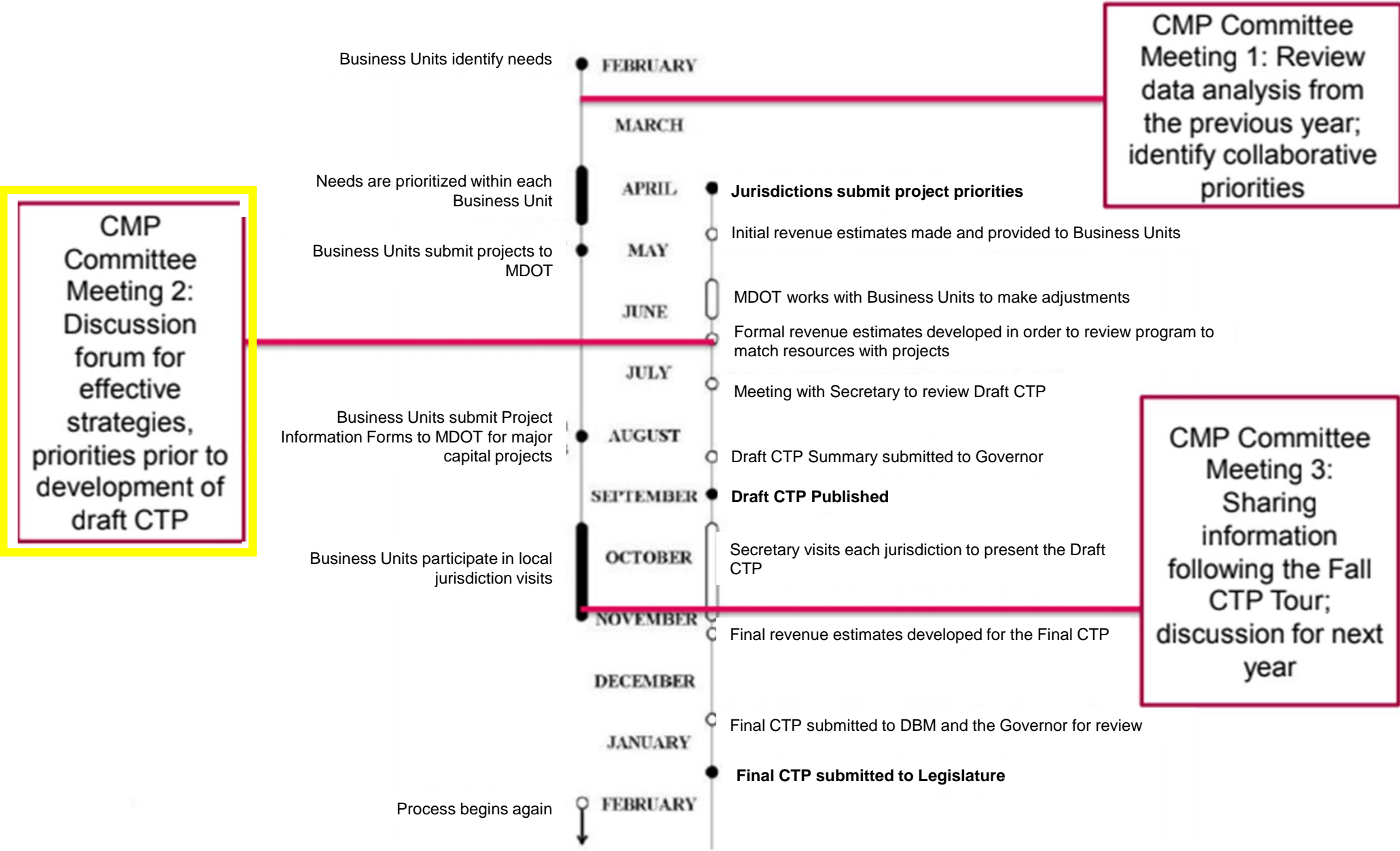


Agenda

1. **WELCOME AND INTRODUCTIONS** (5 min.)
2. **APPROVAL OF MINUTES FROM MARCH 4, 2025 MEETING** (5 min.)
3. **CMP STRATEGIES SELECTED FOR 2026 – 2029 TIP PROJECTS** (15 min.)
Ms. Ndemazea Fonkem will present an overview of the CMP strategies selected for projects submitted to the 2026 – 2029 TIP.
4. **UPDATE TO ONLINE CMP TOOL** (10 min.)
BMC staff will highlight updates to the [Online CMP Tool](#).
5. **2025 PRIORITY LETTERS** (10 min.)
The group will discuss the development of priority letters for 2025.
6. **OTHER BUSINESS** (10 min.)
 - Future presentations of interest.

2025 Meetings – November 4

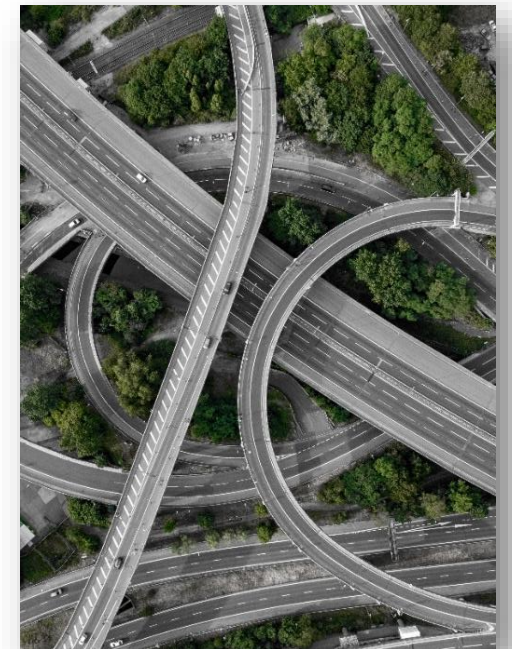
Reminder: CMP Committee Schedule



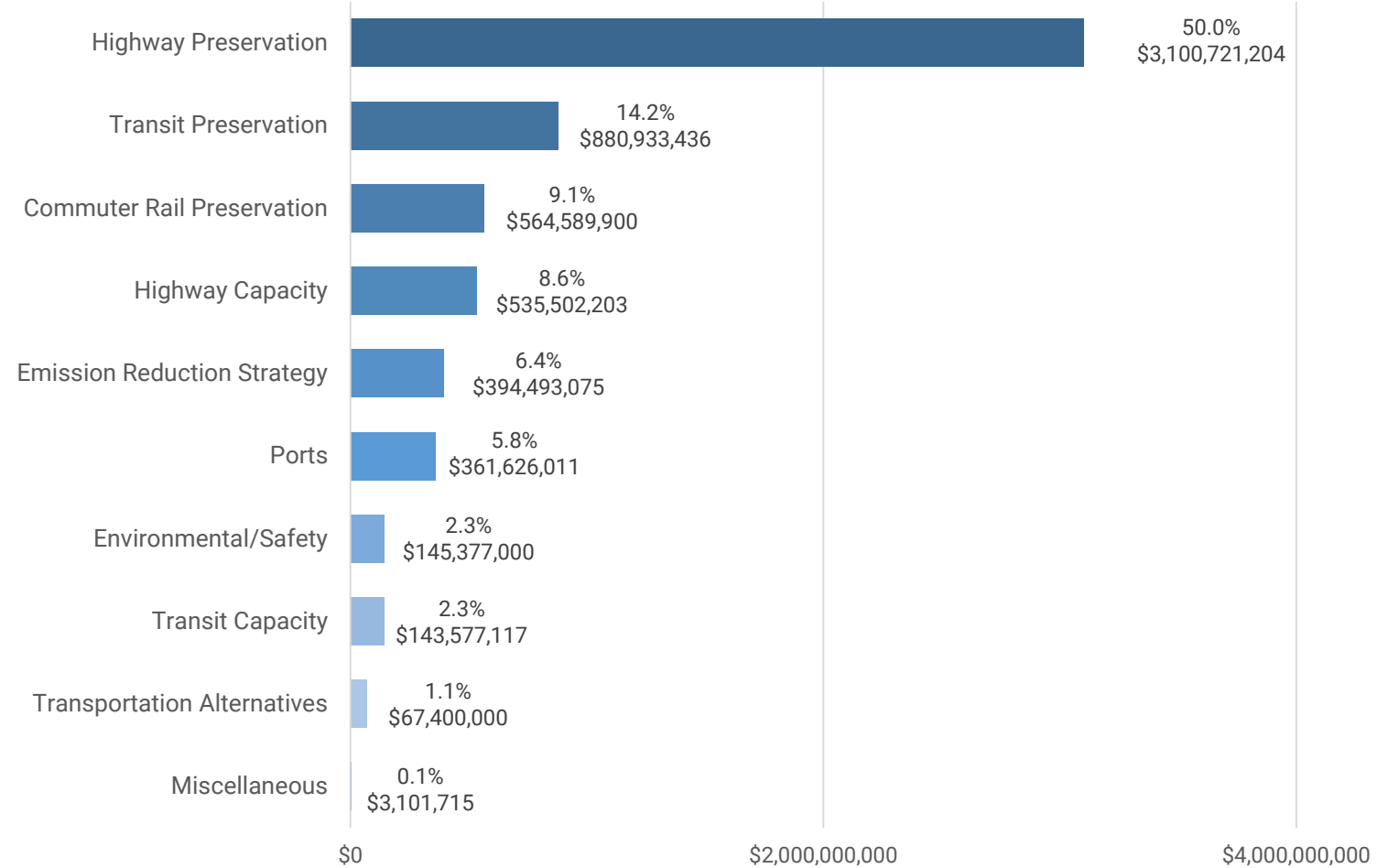
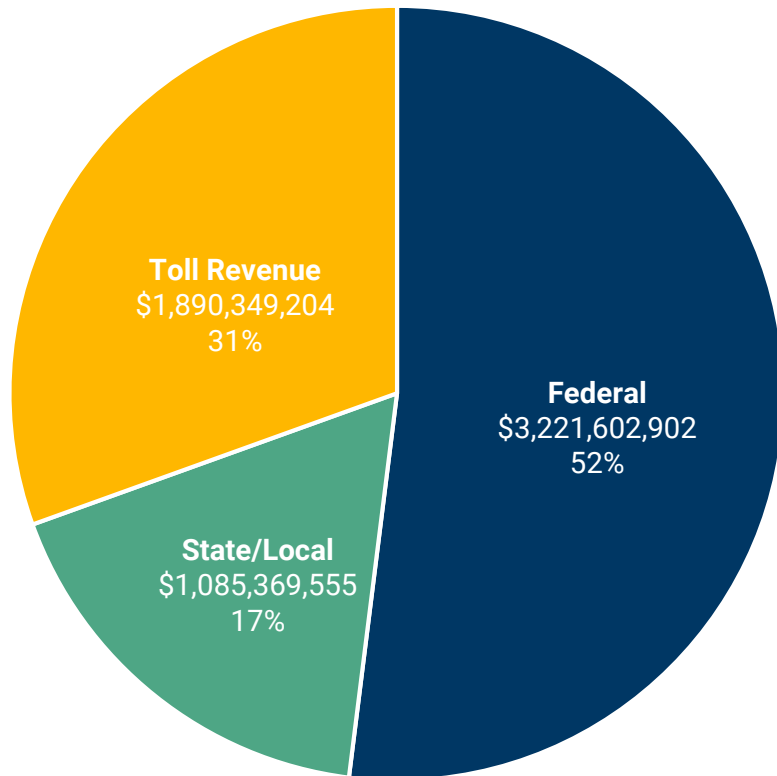
3. CMP Strategies Selected for 2026 – 2029 TIP Projects

Overview of the 2026-2029 TIP

- **172 federally-funded and regionally significant projects**
 - 9 are new projects
- **\$6.2 billion in proposed federal, state, local, and toll funds**
 - \$3.22 billion federal; \$1.08 billion state/local
 - highway, transit, bicycle and pedestrian projects
 - maintaining, operating and expanding the transportation system
- **Projects support long-range transportation goals**
 - for example: safety, prosperity and economic opportunities and environmental responsibilities
- **Funding limited**
 - Programmed funds cannot exceed what is reasonably expected to be available from local, state, and federal sources



Funding in the 2026-2029 TIP

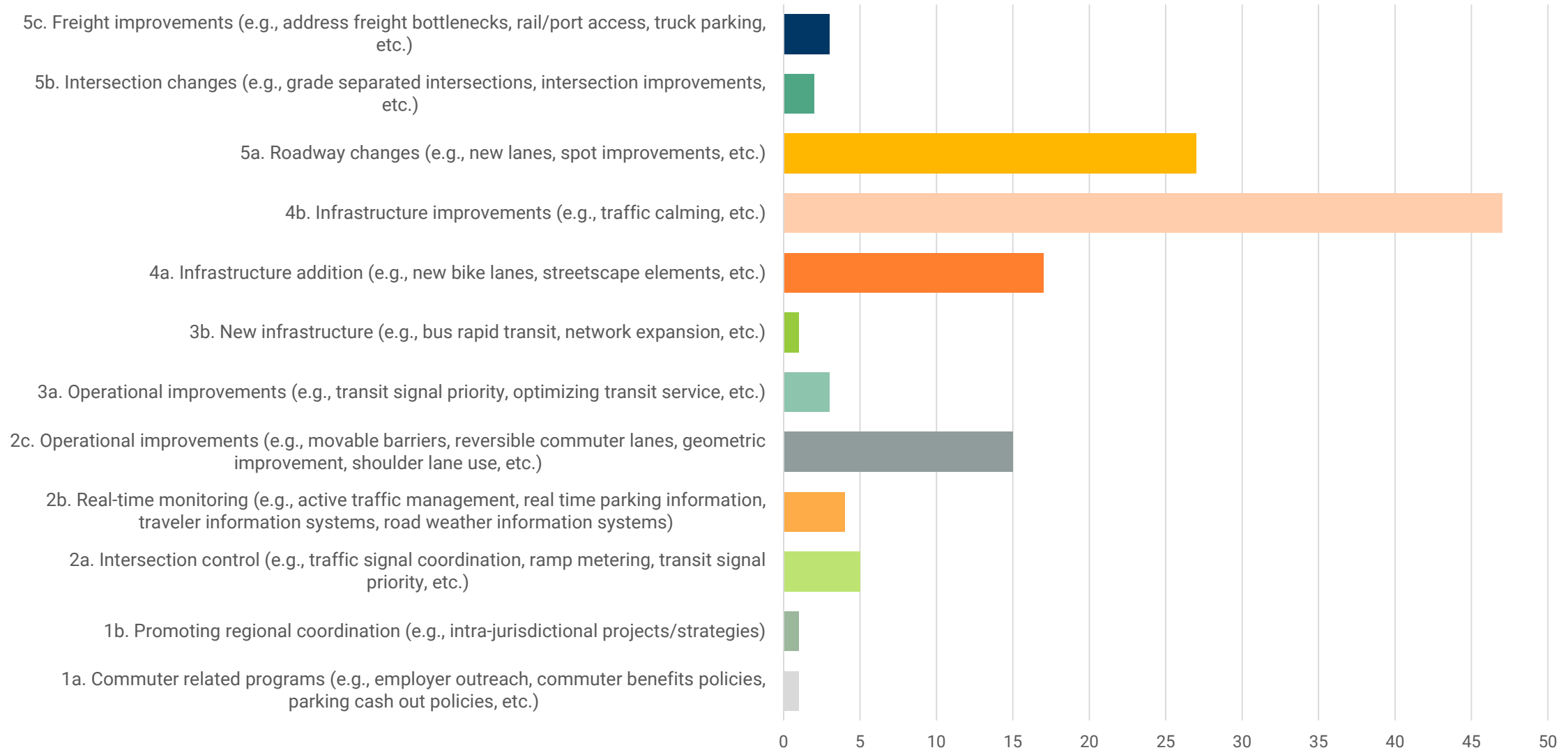


CMP Strategies & TIP Projects

Project Information			
Project Title * Belair Road Complete Streets			
Project Description * Design and construction for street, sidewalk, bike improvements and greening at key nodes on Belair Road, including Frankford Avenue, Erdman Avenue, and Fleetwood Avenue. This project is a major implementation item from the Urban Land Institute Belair Road report and BCDOT traffic study. FY 2026 construction funds are for Phase II, which includes the intersection of Belair Road and Erdman Avenue. Phase I, which includes the intersection of Belair Road and Frankford Avenue, was completed in February 2021. The year of operation of 2029 reflects the completion of Phase II includes the intersection of Belair Road and Erdman Avenue node. <small>Was: Design and construction for street, sidewalk, bike improvements and greening at key nodes on Belair Road, including Frankford Avenue, Erdman Avenue, and Fleetwood Avenue. This project is a major implementation item from the Urban Land Institute Belair Road report and BCDOT traffic study. FY 2025 construction funds are for Phase II, which includes the intersection of Belair Road and Erdman Avenue. Phase I, which includes the intersection of Belair Road and Frankford Avenue, was completed in February 2021. The year of operation of 2028 reflects the completion of Phase II includes the intersection of Belair Road and Erdman Avenue node.</small>			
Project Type * Road resurfacing/rehabilitation (HP)	Lead Agency * Baltimore City	County Baltimore	Municipality Baltimore
Location Baltimore City	Functional Classification Other Principal Arterial	Conformity Exempt	Year Open to Service 2029 <small>Was: 2028</small>
Regionally Significant No	NHS Yes	Estimated Total Cost \$12,100,000	Vulnerable Population Elderly Population (age 75 and up), Hispanic or Latino Population, Households with No Car, Low-Income Population (below 200% of poverty level), Non-Hispanic Minority Population, Population with Disability, Population with Limited English Proficiency (LEP) <small>Was: Empty</small>
Project Benefits Belair Road is a high-speed corridor with numerous pedestrian and vehicle collisions. Improvements will improve multi-modal access and safety on the corridor near major retail nodes.			
Connection to Long-Range Transportation Planning Goals 1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities, 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities., 3.A Improve Accessibility -- Increase transportation options and equity for all segments of the population, 5.A Implement Environmentally Responsible Transportation Solutions -- Coordinate to reduce delay & increase non-SOV through performance-based planning & programming			
Congestion Management Process Goals 4a. Infrastructure addition (e.g., new bike lanes, streetscape elements, etc.), 4b. Infrastructure improvements (e.g., traffic calming, etc.) <small>Was: Empty</small>			
Project Changes			

- Project sponsors are now prompted to align their projects alongside the LRTP goals
- Tracked internally, not currently showcased publicly
 - Looking for committee ideas/approval for how to use the data

CMP Strategies in the TIP



Count of 2026-2029 Projects & CMP Strategies

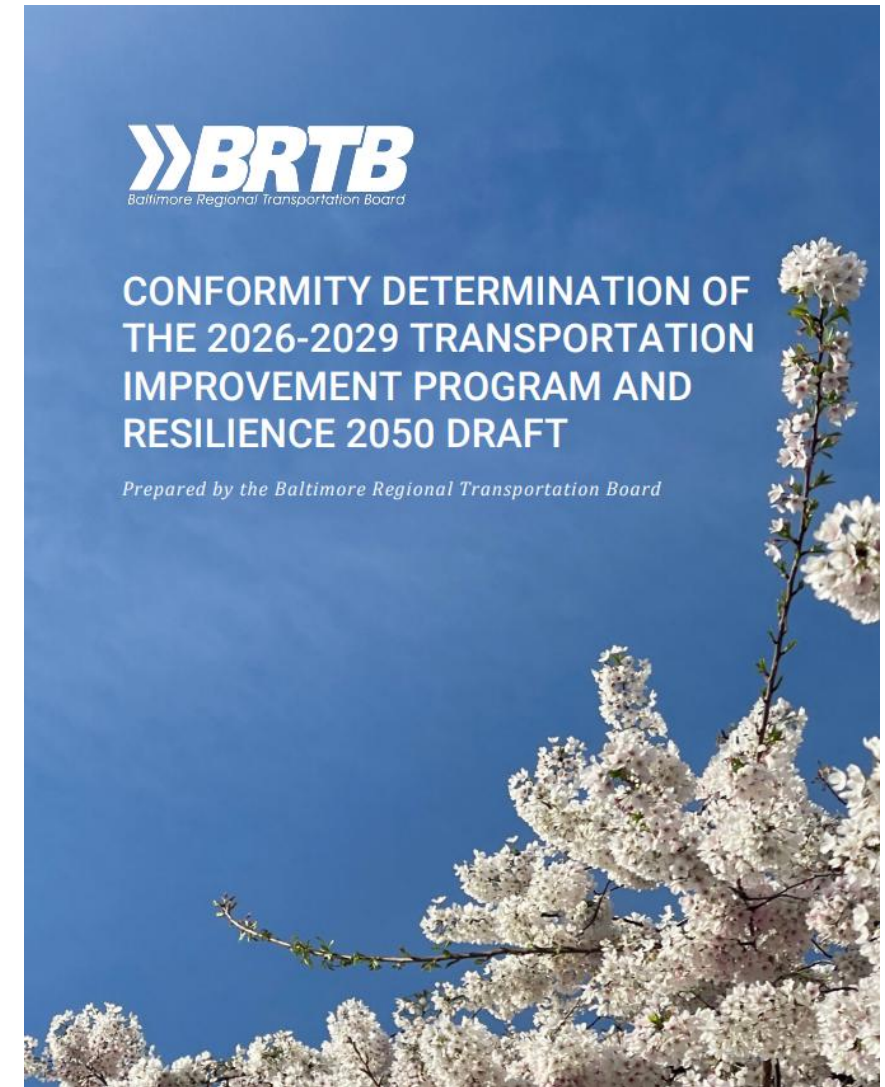
Strategy Code	Count
1a. Commuter related programs (e.g., employer outreach, commuter benefits policies, parking cash out policies, etc.)	1
1b. Promoting regional coordination (e.g., intra-jurisdictional projects/strategies)	1
2a. Intersection control (e.g., traffic signal coordination, ramp metering, transit signal priority, etc.)	5
2b. Real-time monitoring (e.g., active traffic management, real time parking information, traveler information systems, road weather information systems)	4
2c. Operational improvements (e.g., movable barriers, reversible commuter lanes, geometric improvement, shoulder lane use, etc.)	15
3a. Operational improvements (e.g., transit signal priority, optimizing transit service, etc.)	3
3b. New infrastructure (e.g., bus rapid transit, network expansion, etc.)	1
4a. Infrastructure addition (e.g., new bike lanes, streetscape elements, etc.)	17
4b. Infrastructure improvements (e.g., traffic calming, etc.)	47
5a. Roadway changes (e.g., new lanes, spot improvements, etc.)	27
5b. Intersection changes (e.g., grade separated intersections, intersection improvements, etc.)	2
5c. Freight improvements (e.g., address freight bottlenecks, rail/port access, truck parking, etc.)	3

- As of the draft TIP release on May 15, there are 172 projects submitted to the TIP.
 - Not all projects have selected a CMP strategy
 - Projects are allowed to identify with up to 3 strategies

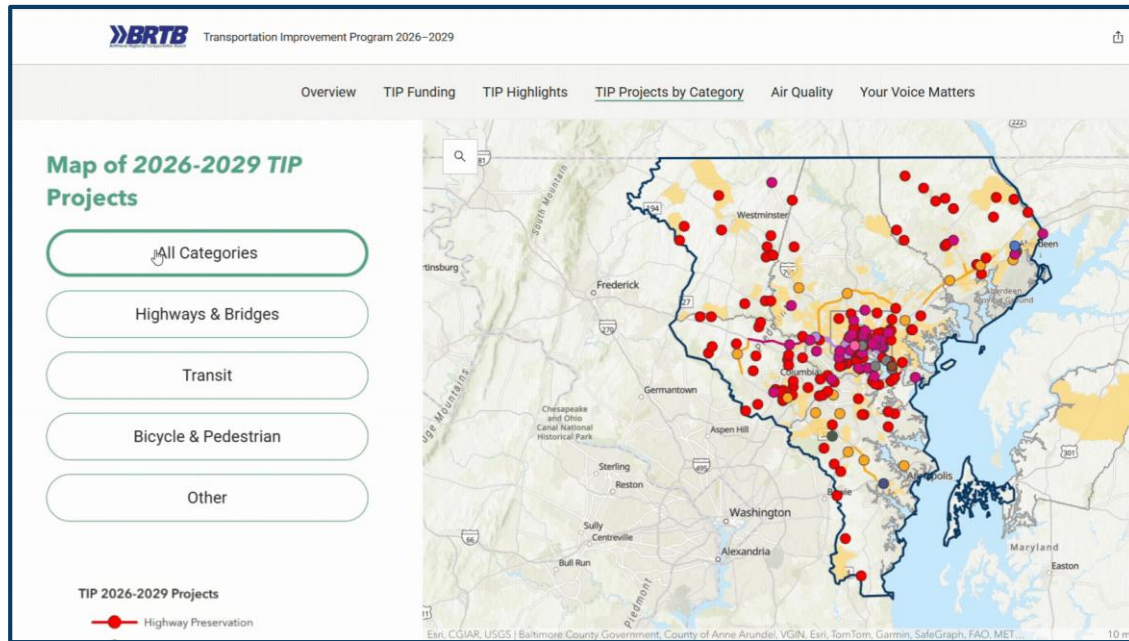
Air Quality Analysis

- The Baltimore region does not meet the national air quality standards (NAAQS) for ozone and must review its transportation plans and programs to ensure conformity with the air quality levels set by the State
- The report concluded that projects in the draft *2026-2029 TIP*:
 - pass the air quality determination
 - will show emission levels necessary to demonstrate conformity to the ozone standard
 - will not worsen existing air quality violations

For more information, see the full Air Quality Conformity Document [here](#).



Your Region, Your Voice



- **Comment Period:** Open through June 15
 - Projects are submitted by the local jurisdictions as well as state agencies like MTA or SHA
 - Public comment allows BRTB members to have a sense of opinion across the region on the transportation system
- For more information about projects, find:
 - A recorded overview of the TIP and Air Quality Report on the [PublicInput page](#)
 - A [StoryMap](#) with an interactive map giving detailed information on all 172 projects and TIP funding

For More Information

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4. Update to Online CMP Tool

<https://baltometro.org/transportation/CMPmappingtool>

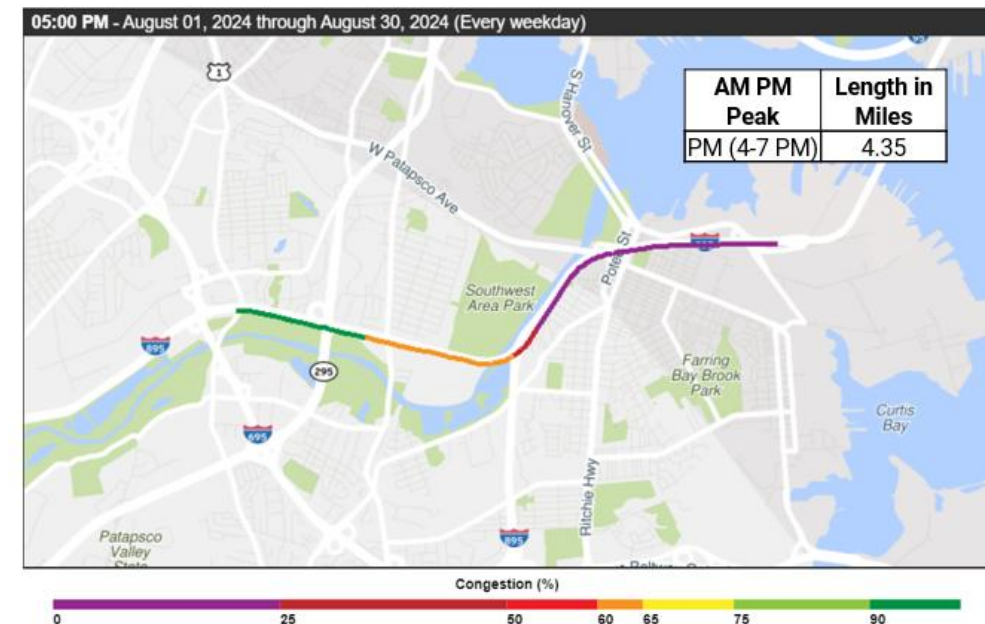
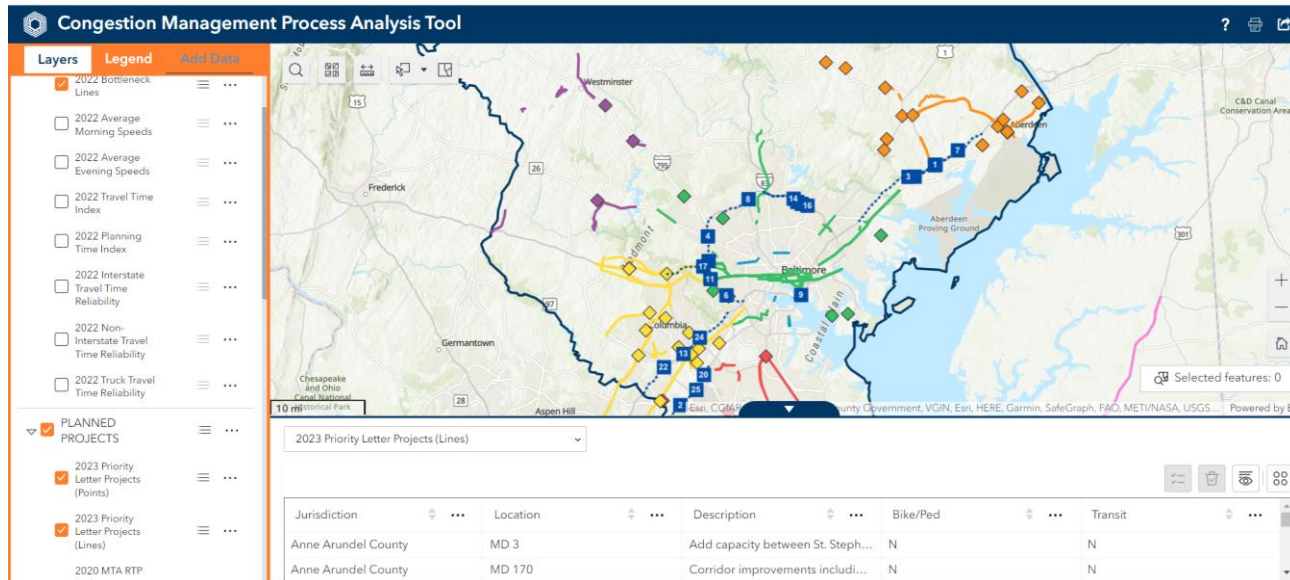
Additions coming soon!

-2024 data layers

-2024 Priority Letter Point and Line Projects

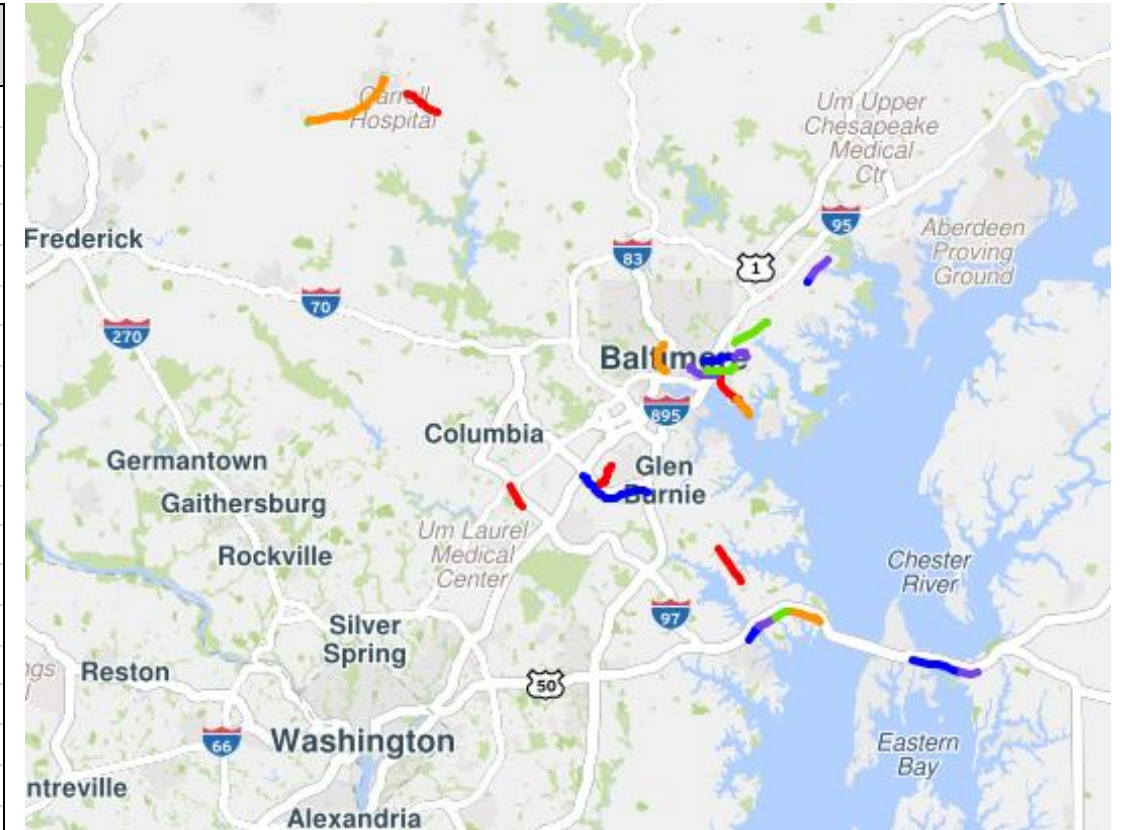
-New Layer!

Congestion Percentage%
= % of Free Flow Speed



Critical Urban Freight Corridor Routes (CUFC)

Route	Segments	Peak Hour	Length in Miles
CUFC1	Broening Hwy from Boston St to Belcare Rd	8:00 AM	2.53
CUFC2	E Lombard St from Highland Ave to City/Co Line	5:00 PM	2.10
CUFC3	Boston St from Fleet St to I-895	5:00 PM	2.00
CUFC4	O'Donnell St from S Conkling St to City/Co Line	5:00 PM	2.01
CUFC5	MLK Jr Blvd from N Howard St to I-395	4:00 PM	2.05
CUFC6	New Ridge Rd from MD 100 to Stoney Run Rd	4:00 PM	1.83
CUFC7	MD 100 from MD 295 to I-97	4:00 PM	5.60
CUFC8	Rolling Mill Rd from Erdman Ave to Eastern Blvd	9:00 AM	1.33
CUFC9	US-40 (Pulaski Hwy) from Philadelphia Rd to MD 695	5:00 PM	2.69
CUFC10	Broening Hwy from Belcare Rd to I-695	8:00 AM	1.55
CUFC11	MD 32 from US-1 (Washington Blvd) to I-95	4:00 PM	2.41
CUFC12	US-50 from I-595 to MD 2	4:00 PM	1.89
CUFC13	US-50 from MD 2 to Bay Dale Dr	4:00 PM	1.34
CUFC14	US-50 from Bay Dale Dr to Cape St Claire Rd	4:00 PM	1.50
CUFC15	US-50 from Cape St Claire Rd to Oceanic Dr	4:00 PM	2.22
CUFC16	MD 2 from College Pkwy to MD 648	4:00 PM	2.93
CUFC17	US-40 from MD 43 to Ebenezer Rd	4:00 PM	0.64
CUFC18	US-40 from Ebenezer Rd to Allender Rd	8:00 AM	1.71
CUFC19	Main St from MD 31 to MD 31	7:00 AM	0.08
CUFC20	MD 31 from MD 831/Union Bridge Rd to Main St	7:00 AM	6.44
CUFC21	MD 140 from Reese Rd to MD 97	12:00 PM	2.55
CUFC22	US-50 from MD 522a to Jackson Creek Rd	3:00 AM	3.65
CUFC23	US-50 from Jackson Creek Rd to Evans Ave	3:00 AM	1.18



5. 2025 Priority Letters

Full Regional Text	Partial Regional Text	Regional Text Not Included
<u>2022</u> Anne Arundel Co Carroll Co Howard Co Queen Anne's Co	<u>2022</u> Baltimore Co	<u>2022</u> Baltimore City Harford Co
<u>2023</u> Carroll Co Harford Co Howard Co Queen Anne's Co	<u>2023</u>	<u>2023</u> Anne Arundel Co Baltimore City Baltimore Co
<u>2024</u> Carroll Co Harford Co Howard Co Queen Anne's Co	<u>2024</u> Baltimore Co	<u>2024</u> Anne Arundel Co Baltimore City

6. Other Business

- Ideas for future presentations
- 2025 Meetings – November 4