

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #19-4**

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

WHEREAS, the Baltimore Regional Transportation Board is the designated Metropolitan Planning Organization for the Baltimore region, encompassing the Baltimore Urbanized Area, and includes official representatives of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's, as well as representatives of the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, the Maryland Transit Administration, and Harford Transit; and

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

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

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

WHEREAS, fifteen applications for funding (totaling \$22,849,387) from the Surface Transportation Block grant set-aside for transportation alternatives for the Baltimore region were reviewed by a subcommittee of professionals from fields related to active transportation and environmental mitigation utilizing established criteria. Four application met all criteria to move forward with available funds.

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

I HEREBY CERTIFY that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the aforementioned resolution at its July 24, 2018 meeting.

7-24-18

Date



Valorie LaCour, Chairman

Baltimore Regional Transportation Board

Applications to the 2019 Surface Transportation Block Grant set-aside for transportation alternatives

<i>1. Project name / limits:</i>	B & A Trail Connection to Anne Arundel Community College/Broadneck Trail: B&A Trail at Jones Station Road to College Parkway at AACC west entrance
<i>Project sponsor:</i>	Anne Arundel County Office of Transportation
<i>TA request + Match = Total</i>	\$458,000 + \$114,500 = \$572,500
<i>Design Status</i>	90%
<i>Project description:</i>	The proposed project provides a much needed connection between the B&A Trail and both Anne Arundel Community College and Broadneck Trail utilizing both on and off-street improvements. Off-street improvements include a 10 foot wide paved bike path between the B&A Trail and MD 2; traversing the frontage of the adjacent Park-&-Ride lot owned by MTA. Existing pedestrian crossing improvements will facilitate crossing MD 2 at the intersection with Jones Station Road. East of this intersection, the project will eventually shift to on-street improvements along Jones Station Road (a very low volume roadway terminating at a cul-de-sac) including "Share the Road" signage.
<i>Plan goals:</i>	<ol style="list-style-type: none"> 1. This project will improve system safety for all modes of transportation through the construction of a clearly marked trail connection, intersection improvements, and signage. 2. The project will improve the existing infrastructure for pedestrians and bicyclists through the upgrade of existing sidewalks to a 10 foot shared use path and intersection improvements. 3. The project will improve accessibility through the installation of ADA compliant crosswalk improvements. The project will improve accessibility for cyclists and pedestrians to an existing transit stop as well as a large institutional use, the Community College. 4. This project increases the mobility of pedestrians and bicyclists by enhancing the reliability and efficiency of the B&A trail connection to the community college and a large number of residential communities and commercial centers. The projects supports and contributes to a long-distance bikeway from BWI Airport to Sandy Point State Park at the Bay Bridge. 5. It is anticipated that the enhancements this connection will make will cause bicycling ridership and pedestrian activity to increase thereby reducing the number of cars on the road, which promotes conservation of the environment through the reduction of car emissions. 6. This project will provide enhanced access to education, which should ultimately translate to increased prosperity for the region. The project is supported by the local residents and by the Community College. 7. The County has worked closely with the citizens and college and has held several community meetings to foster participation and cooperation.
<i>Comments</i>	This project was withdrawn from consideration by Anne Arundel County.
<i>2. Project name / limits:</i>	Baltimore Greenway Trails Network: East 33rd Street and Middle Branch Segment: St. Paul St. to Hillen Road and Middle Branch to Inner Harbor.
<i>Project sponsor:</i>	City of Baltimore Department of Transportation
<i>TA request + Match = Total</i>	\$480,000 + \$120,000 = \$600,000
<i>Design Status</i>	East 33 rd Street is at 0% and Middle Branch is at 35%.
<i>Project description:</i>	This application seeks funding for the further engineering and design of two of the

	<p>remaining corridors necessary to fill the gaps in the Baltimore Greenway Trails 35-mile loop. The first corridor is along East 33rd Street between St. Paul Street and Hillen Road/Lake Montebello, providing a connection between the Jones Falls Trail and the Herring Run Trail. The second corridor is along the Middle Branch of the Patapsco River, connecting the Gwynns Fall's Trail to the Inner Harbor Promenade between Warner Street and Light Street via Solo Gibbs Park.</p>
<i>Plan goals:</i>	<ol style="list-style-type: none"> 1. Improve System Safety: Make conditions safer for pedestrians, bicyclists, transit riders, and motorists. This project will create a safe, separated-from-traffic connection for pedestrians and bicyclists, in places where these comfortable connections do not currently exist. 2. Improve Accessibility and Increase Mobility: This project creates a connection that's suitable for people of all ages, between large residential neighborhoods and schools, commercial areas, recreational amenities, and cultural institutions. 3. Conserve and Enhance the Environment: A well-maintained trail connection both has the potential to improve the environment through its installation and maintenance, and will give more of Baltimore's residents and visitors an opportunity to connect with the region's natural environment. Connecting with the environment has health benefits, and creates stakeholders and advocates for improving the environment. 4. Promote Prosperity and Economic Opportunity: "Trail Oriented Development" is a growing phenomenon, with examples such as Atlanta's BeltLine and the Indianapolis Cultural Trail generating millions of dollars in investment and local economic growth. Sections of the Baltimore Greenway Trails Network share the characteristics, while others would connect residential neighborhoods to these commercial, recreational, and cultural destinations. 5. Foster Participation and Cooperation Among Stakeholders and Promote Informed Decision Making: - The coalition-driven, highly cooperative nature of this project make it an excellent example of these two goals in action. Few transportation projects in Baltimore City have as comprehensive and collaborative a public and stakeholder engagement process.
<i>Comments</i>	<p>Fund the Middle Branch segment at \$250,000. For East 33rd St, MDOT and the BRTB have chosen not to fund projects that are at 0% design. We require at least 30% design to be completed to fully understand costs and issues.</p>
<i>3. Project name / limits:</i>	<p>Bike Lane and Center-Running Bus Lane Feasibility Study for North Avenue: North Avenue from Hilton St to Milton St.</p>
<i>Project sponsor:</i>	<p>Maryland Transit Administration</p>
<i>TA request + Match = Total</i>	<p>\$240,000 + \$60,000 = \$300,000</p>
<i>Design Status:</i>	<p>0%</p>
<i>Project description:</i>	<p>Feasibility, cost, and benefit assessment of bicycle lanes and a center-running bus option along the full five mile length of North Avenue, along with analysis of other related options such as a center-running bike/pedestrian trail.</p>
<i>Plan goals:</i>	<p>The motivation for this project is to determine if an innovative approach to use of the ROW on the central portion of North Avenue would better meet the Maximize2040 goals of Improve System Safety, Improve Accessibility, Increase Mobility, and Promote Prosperity and Economic Opportunity. Most of all, having a better understanding of the costs and benefits of a center-running approach would help achieve the Maximize2040 goal of Promote Informed Decision Making and help provide more information about a strategy that has been proposed for North Avenue for many years</p>

<i>Comments</i>	This project is a re-design of the TIGER-funded project and is not eligible for funding under the TA program.
4. Project name / limits:	Broadneck Peninsula Trail Phase III: Peninsula Farm Rd to Bay Dale Drive
<i>Project sponsor:</i>	Anne Arundel County Department of Recreation & Parks
<i>TA request + Match = Total</i>	\$5,240,508.80 + \$1,310,127.20 = \$6,550,636
<i>Design Status</i>	30%
<i>Project description:</i>	Phase III will consist of a 10 foot multi-use trail that runs from Bay Dale Drive to Peninsula Farm Road. Generally, the trail runs along the north side of College Parkway until it reaches Anne Arundel Community College, where it transitions to the south side of College Parkway to facilitate the ultimate connection to the Baltimore & Annapolis (B&A) Trail west of MD 2. The trail traverses the residential communities of the Broadneck Peninsula, making connections between communities, and providing a safe, accessible pathway for recreation and pedestrian oriented transportation. The trail borders institutional land uses, open space areas set aside by previous developments, and residential development.
<i>Plan goals:</i>	The master plan for this project, while far predating Maximize2040, supports it by developing alignments allowing for users to reach shopping, educational, religious, and recreational sites. This project will improve safety for pedestrians and bicyclists by providing an accessible , safe and separated facility. The facility will also allow for emissions reduction by reducing the number of motorists on the road. Use of the trail will provide an opportunity for exercise and enjoyment of the outdoors, thereby improving the health of so many.
<i>Comments</i>	Insufficient funding available for this project. Move to the statewide competition.
5. Project name / limits:	Dobbin Road/McGaw Road Bicycle and Pedestrian Improvements
<i>Project sponsor:</i>	Howard County Office of Transportation
<i>TA request + Match = Total</i>	\$1,383,797 + \$370,000 = \$1,753,797
<i>Design status:</i>	30%
<i>Project description:</i>	The Dobbin Road and McGaw Road bicycle and pedestrian improvements project would add a shared-use pathway, sidewalks, and crosswalks to a busy commercial and employment area that currently lacks pedestrian facilities and was recently the subject of a pedestrian fatality. The new infrastructure would provide pedestrian and bicycle access from an existing pathway and existing RTA and MTA transit stops to the businesses and employers in the area.
<i>Plan goals:</i>	Improve System Safety – This project will advance the goal of improving system safety by using strategy E: “Improve conditions to enable pedestrians and bicyclists to travel more safely on a day-to-day basis, including safe interactions with users of other modes and safe access to transit stations and stops,” which it will do by providing new pedestrian and bicycle facilities in a busy commercial and employment area that is currently served by transit but has no pedestrian or bicycle facilities. Improve and Maintain the Existing Infrastructure – This project will advance the goal of improving and maintaining the existing infrastructure by using strategy E: “Continue to improve the condition of existing transit infrastructure and stations/stops,” which it will do by providing landing pads and other improvements at bus stops that currently just

have poles in the grass.

Improve Accessibility – This project will advance the goal of improving accessibility by using strategy A: “Increase transportation alternatives for all segments of the population, including the disabled, the elderly, minority and low-income populations, and transit-dependent individuals,” which it will do by providing protected facilities for transit users and other non-drivers to access local destinations; using strategy B: “Continue to improve conditions for pedestrians and transit riders to meet or exceed Americans with Disabilities Act requirements,” which it will do by providing ADA-compliant sidewalks and pathway that connect to transit stations as well as local destinations; and by using strategy E: “Continue to invest in pedestrian and bicycle facilities and programs, especially those that link to activity centers and public transit,” which it will do by expanding the bicycle and pedestrian network into a currently-disconnected area.

Increase Mobility – This project will advance the goal of improving mobility by using strategy F: “Develop and support a regional, long-distance bikeway network, including consistent guide signage,” which it will do as a component of the BikeHoward Express core network of bicycle facilities that will be implemented over the next three years.

Conserve and Enhance the Environment – This project will advance the goal of conserving and enhancing the environment by using strategy B: “Invest in transportation programs and projects, including best management practices, that reduce surface runoff and protect water resources,” which it will do by proposing to use pervious pavement; and by using strategy E: “Enhance the quality of human health by providing multimodal transportation infrastructure and services that promote active living and physical activity and minimize transportation-related emissions,” which it will do by providing high-quality, protected bicycle and pedestrian facilities that may entice current drivers to walk, bicycle, or take transit.

Promote Prosperity and Economic Opportunity – This project will advance the goal of promoting prosperity and economic opportunity by using strategy A: “Incorporate as appropriate into the region’s transportation programs and projects the six livability principles developed jointly by the U.S. Department of Housing and Urban Development, U.S. Department of Transportation, and U.S. Environmental Protection Agency,” which it will do by expanding the local pedestrian and bicycle network and by increasing access to the Dobbin and McGaw area from regional and local transit systems, thus incorporating into the region’s transportation programs and fulfilling Livability Principle 1: “Provide more transportation choices;” by using strategy C: “Coordinate transportation investments with state and local plans regarding growth and development (e.g., PlanMaryland),” which it will do by satisfying policy 7.5(c) of PlanHoward2030 for the Targeted Growth and Revitalization area, which calls for improving pedestrian and bicycle connectivity in those areas;” by using strategy D: “Concentrate transportation investments within local- and state-designated growth areas to encourage prosperity in and revitalization of existing communities,” which it will do by improving the pedestrian and bicycle network in an area identified as a Targeted Growth and Revitalization area; by using strategy E: “Improve transportation infrastructure (all modes) that improves access to existing communities and regional generators of economic activity (e.g., activity centers and freight corridors), including the consideration of expanded transit service coverage and hours of operation,” which it will do by improving pedestrian and bicycle access to a busy commercial and employment area; and by using strategy F: “Coordinate with communities to provide context-sensitive infrastructure and facilities that integrate with community assets,

	needs, and preferences,” which it will do by providing pedestrian and bicycle facilities that have been requested by the community.
<i>Comments</i>	Fund this project through 100% design at \$220,000.
6. Project name / limits:	Light Rail Intertrack Fencing at Four Light Rail Stations: Falls Road, Woodberry, Mt. Royal, and Cromwell Light Rail
<i>Project sponsor:</i>	Maryland Transit Administration
<i>TA request + Match = Total</i>	\$472,000 + \$118,000 = \$590,000
<i>Design status:</i>	65%
<i>Project description:</i>	The proposed project consists of pedestrian safety improvements to four Light Rail stations, located in Baltimore City, Baltimore County and Anne Arundel County. The Falls Road, Woodberry, Mt. Royal and Cromwell stations serve as light rail stops between Hunt Valley and BWI Airport, Hunt Valley/Timonium and Cromwell Station/Glen Burnie. The pedestrian improvements will include the installation of intertrack fences.
<i>Plan goals:</i>	The motivation for this project is to enhance the pedestrian safety in the Light Rail system. The proposed project will promote the Improve System Safety goal as it enhances conditions for pedestrians connecting to a transit station, making their overall traveling experience safer. The project will also foster the Improve and Maintain the Existing Infrastructure goal as it improves conditions of existing transit infrastructure and stations/stops, and existing pedestrian facilities. Finally, the proposed project will meet the Improve Accessibility goal by investing in pedestrian facilities, links to activity centers and public transit.
<i>Comments</i>	Not recommending funding at this time. Move to the statewide competition.
7. Project name / limits:	Ma & PA Connector Trail: Williams St to MelRose Lane
<i>Project sponsor:</i>	Harford County Department of Parks and Recreation
<i>TA request + Match = Total</i>	\$3,999,159 + \$2,118,000 = \$6,117,159
<i>Design status:</i>	60%
<i>Project description:</i>	The project will complete the long-anticipated connection of the two existing sections of the Ma & Pa trail in Harford County. Phase One portion of the trail begins at Edgeley Grove Park and goes to the Town of Bel Air at Williams Street, Phase Two portion of the trail goes from Blake's Venture Park, north of Bel Air, to Friends Park in Forest Hill. The Ma & Pa Connector Trail will be divided into three segments. Segment #1 travels from Williams Street along Ellendale Road and North on Main Street (MD 924) to an existing right of way. Segment #1 is expected to go to construction in Fall 2018 and will be funded by Harford County. Segment #2 will travel out of the Town of Bel Air to North Avenue. Segment #3 will travel from North Avenue through the Bynum Run Stream Valley to an existing underpass of the Bel Air Bypass to the existing trail head at Blake's Venture Park near Forest Hill Industrial Park. Completion of approximately a 2.5 mile section of the trail will provide the opportunity to walk or bike from Edgeley Grove Park in Fallston, into the Town of Bel Air, with access via sidewalk to the entire downtown Bel Air area along Main and Bond Streets, to Blake's Venture Park just north of Bel Air, to Friends Park in Forest Hill. The goal is to connect all possible links in Harford County to create the Ma and Pa Heritage Trail of 7.5 miles in length. The project will connect three communities and four County park systems. Segments #2 and #3 are the segments of the Ma & Pa Connector Trail for which the County is requesting funding.

<i>Plan goals:</i>	Restated project description.
<i>Comments</i>	Apply all funding from the Aberdeen Bel Air Urbanized Area (\$528,493) and match with all remaining Baltimore Urbanized Area funds (\$1,522,926) for a total recommended funding level of \$2,051,419.
8. Project name / limits:	Old Main Line Central Branch Trail: Accessibility Improvement & Stormwater Management Restoration: Main St to Watkins Park at MD 27
<i>Project sponsor:</i>	Town of Mount Airy
<i>TA request + Match = Total</i>	\$321,002 + \$80,263 = \$401,264
<i>Design status:</i>	100%
<i>Project description:</i>	The Old Main Line Central Branch Trail is a gravel path, linking Historic Downtown Mount Airy and Watkins Park, which was constructed by community volunteers in 2015. Through their hard work a viable connection has been established, although improvements are needed to meet accessibility standards and to better establish logical termini. Along the trail, an opportunity exists to improve environmental quality by retrofitting a stormwater management pond constructed in the late 1980s. With funding from the Transportation Alternatives Program and the required match by the Town of Mount Airy, this project will make necessary upgrades to what will become the spine of the Town's trail network. Such a facility will not only provide recreational opportunities and walking paths to local schools, but reduce strain on parking during the Town's popular community events, increase tourism, and encourage downtown redevelopment. The proposed project will result in a 10 foot wide raised walking path constructed of a wooden boardwalk structure with composite decking and handrail. The trailhead will be regraded and paved at both ends with clearly delineated path pavement markings and wayfinding from the current western trail terminus to Main Street. The project also will install and rebuild stormwater management facilities including riser structures, storm drains, storm pipes, and swales as well as construct additional structural elements including abutment walls, retaining walls, and rebuilding of embankments along the trail.
<i>Plan goals:</i>	<ol style="list-style-type: none"> 1. To enhance upon the conscientious work of the grassroots effort that established the path, the project aims to improve its infrastructure in order to efficiently maintain it. 2. The project will improve the trail's accessibility to meet ADA requirements. 3. The trail will enhance the environment and quality of life for Town residents, and regional visitors as trails expand under county bike master plans, creating a place for physical activity, promoting active living by providing walking paths to reach daily needs, and minimizing transportation-related emissions by reducing dependency on a vehicle to reach Main Street. 4. The trail promotes the prosperity of Mount Airy through improving access to local and tourist destinations. As regional trails expand, an established, attractive trail through the Town's core removes one more gap in the system and entices visitors to make Historic Downtown a destination. 5. The trail also incorporates the guiding livability principles. By providing more transportation choices and properly improving and maintaining the trail shows value of and support to developed communities and helps them continue to prosper.
<i>Comments</i>	Do not recommend funding at this time due to several issues. We encourage the project sponsor to reapply next year.
9. Project name / limits:	Passerelle Replacement at Rogers Avenue Metro Station

<i>Project sponsor:</i>	Maryland Transit Administration
<i>TA request + Match = Total</i>	\$800,000 + \$200,000 = \$1,000,000
<i>Design status:</i>	0%
<i>Project description:</i>	The proposed project consists of the replacement of the existing passerelle (elevated pedestrian walkway) at the Rogers Avenue Metro station. The passerelle provides direct pedestrian access for patrons entering from Rogers Avenue over the station bus lane and connects the park-and-ride lot to the station mezzanine level. This passerelle also allows direct access from the ADA parking area to the station, providing a safer crossing for all pedestrians. The Rogers Avenue station is one of the 14 Metro SubwayLink stations connecting Owings Mills to Johns Hopkins and serves as a hub for several Baltimore Link bus routes.
<i>Plan goals:</i>	The motivation for this project is to provide safe access for pedestrians entering the Rogers Avenue Metro station from the parking lot and Rogers Avenue itself. The proposed project will promote the “ Improve System Safety ” goal as it will contribute to providing pedestrians with a safe access to a transit station and make their overall traveling experience safer. Similarly, the proposed project will foster the “ Improve Accessibility ” goal by investing in pedestrian facilities linked to public transit and improving conditions for transit riders with ADA requirements. Finally, the proposed project will advance the “ Promote Prosperity ” goal as it will contribute to providing better access to existing commuters from activity centers in other parts of the region.
<i>Comments</i>	MDOT and the BRTB have chosen not to fund projects that are at 0% design. We require at least 30% design to be completed to fully understand costs and issues. Also, SHA and FHWA have concerns that the pedestrian bridge is a single-use project where only the pedestrians coming to and from the Metro Station would have access to the bridge.
<i>10. Project name / limits:</i>	South Shore Trail- Phase II: Annapolis Road to Bonheur Drive near MD 3
<i>Project sponsor:</i>	Anne Arundel County Department of Recreation & Parks
<i>TA request + Match = Total</i>	\$4,188,800 + \$1,047,200 = \$5,236,000
<i>Design status:</i>	60%
<i>Project description:</i>	Phase II will consist of a 10 foot wide paved and/or boardwalk hiker/biker trail extending from Annapolis Road in Odenton to Bonheur Drive in Gambrills. The proposed trail will be primarily within the 66 foot right-of-way of the abandoned WB&A railroad which was deeded to Anne Arundel County from the State Highway Administration. A portion of trail near the western terminus was realigned to avoid unmarked graves at the adjacent church. The trail will head southward into a County owned parcel before it reaches Annapolis Road near Sappington Station Road. Phase II of the South Shore Trail provides a connection for the residents of Odenton and Gambrills to the WB&A Trail and thereby the MARC commuter train.
<i>Plan goals:</i>	The master plan for this project seems to have anticipated the intentions of Maximize2040 as it evaluated and developed alignments to allow opportunities for commuters and recreational users to access shopping, parks, libraries, and transit stations from residential and employment areas. In accordance with Maximize2040, this project will make conditions safer for pedestrians, bicyclists, transit riders, and motorists by providing a separated ped/bike facility which is ADA compliant and reducing the number of motorized vehicles, and their emissions . This project will also help people of all ages and abilities access specific destinations as it will be ADA

	compliant. Further, the connection of these trails will improve the health of future generations by improving their access to nature and exercise opportunities.
<i>Comments</i>	Insufficient funding available for this project. Move to statewide competition.
11. Project name / limits:	SRTS Bicycle Safety Training and Access Study
<i>Project sponsor:</i>	Anne Arundel County Office of Transportation
<i>TA request + Match = Total</i>	\$145,120 + \$36,280 = \$181,400
<i>Design status:</i>	0% (non-infrastructure)
<i>Project description:</i>	The Office of Transportation, in consultation with the Board of Education, would like to initiate a SRTS Access Study to identify existing mobility options around elementary and middle schools Countywide. In conjunction with that study, the County would like to implement an educational bicycle and pedestrian safety program to be deployed in elementary schools Countywide. The education/safety program will be modeled after successful SRTS education programs in other parts of the Country as well as the award-winning Bicycle Safety Program previously delivered in 26 Anne Arundel County school by Bike Maryland, a non-profit advocacy group.
<i>Plan goals:</i>	The proposed project to perform a study of SRTS accessibility surrounding Anne Arundel County public elementary and middle schools along with the educational safety program is aligned with, and will advance the goals and strategies by improving system safety through identification of safe route needs and by teaching safe bicycling and walking habits to young children. It will assist in identifying existing infrastructure needs, and improve accessibility and mobility with regard to bicycling and pedestrian facilities. Promoting active modes of transportation helps to protect the environment by reducing the number of cars on the road and subsequent emissions . A goal of the study will be to identify security issues such as poor lighting with regard to safe routes to schools. This project will foster participation between multiple jurisdictions as well as advocacy groups and private citizens.
<i>Comments</i>	Fund at \$145, 120.
12. Project name / limits:	Stormwater Management Pond Repair and Retrofit at Reisterstown Plaza Metro Station
<i>Project sponsor:</i>	Maryland Transit Administration
<i>TA request + Match = Total</i>	\$1,320,000 + \$330,000 = \$1,650,000
<i>Design status:</i>	0%
<i>Project description:</i>	The proposed project consists of the retrofit of the existing stormwater management (SWM) facility located south of the Reisterstown Plaza Metro station and Vertis Park Drive. Since the pond was constructed in 1983, prior to the current Maryland Department of the Environment (MDE) SWM standards, it does not provide any water quality treatment. This pond collects stormwater runoff from the station's parking lot and Vertis Park Drive
<i>Plan goals:</i>	The motivation for this project is to prevent erosion and flooding in the local community while bringing the Chesapeake Bay water quality back to a range that support the natural and human functions of its designated use. The proposed project will promote the " Conserve and Enhance the Environment " goal as it would be an investment in transportation projects to improve the quality of the surface runoff and protect water resources, such as tributaries to Gwynns Falls.

<i>Comments</i>	This project should be funded as a station maintenance project. Feedback from SHA's Office of Hydraulics noted in the application that MTA states it is a dry pond but currently, it is a wet pond. MTA will need to provide more details as to why they need to make changes.
13. Project name / limits:	Stormwater Management Pond Repair and Retrofit at Warren Road Light Rail Station
<i>Project sponsor:</i>	Maryland Transit Administration
<i>TA request + Match = Total</i>	\$700,000 + \$175,000 = \$875,000
<i>Design status:</i>	0%
<i>Project description:</i>	The proposed project consists of the retrofit of the existing stormwater management (SWM) facility located at the Warren Road Light Rail station. Since the pond was constructed in 1993, prior to the current Maryland Department of the Environment (MDE) SWM standards, it does not provide any water quality treatment. This pond collects stormwater runoff from the station's parking lot and Warren Road.
<i>Plan goals:</i>	The motivation for this project is to prevent erosion and flooding in the local community while bringing the Chesapeake Bay water quality back to a range that support the natural and human functions of its designated use. The proposed project will promote the " Conserve and Enhance the Environment " goal as it would be an investment in transportation projects to improve the quality of the surface runoff and protect water resources, such as the Chesapeake Bay.
<i>Comments</i>	This project should be funded as a station maintenance project. SHA's Office of Hydraulics states it is currently a dry pond and MTA would like to bring water quality back to a range that supports its designated use. SHA recommends additional information to support the retrofit.
14. Project name / limits:	Torrey C Brown Trail Bridge Rehabilitation
<i>Project sponsor:</i>	Department of Natural Resources
<i>TA request + Match = Total</i>	\$305,000 + \$80,000 = \$385,000
<i>Design status:</i>	0%
<i>Project description:</i>	The Torrey C Brown Trail, built on the former NCR right-of-way, is one of the key multi-modal trail links in Maryland. Over the course of 19.7 miles, there are 37 major stream/road crossings, including over the Big Gunpowder and numerous tributaries. No critical maintenance has been done on these structures since rail service was discontinued. Significant rehabilitation is required to insure long-term continued service of the trail. DNR proposes a two-step process to rehabilitate the bridges. The first step is formal evaluation and design of the solutions required for critical maintenance. As the bridges fall into six general types and similar problems (concrete degradation, corrosion of steel structural members, etc.) are seen across each type, the approach will leverage solutions generated in the design phase to create economies of scale developing specs for construction and even on construction activities themselves. This funding request is just for Step 1 (evaluation and design). Funding for Step 2 - construction will be sought once an approach and plans suitable for design are available.
<i>Plan goals:</i>	This work ties directly into the Maximize2040 goal of maintaining existing infrastructure (page D-3).
<i>Comments</i>	MDOT and the BRTB have chosen not to fund projects that are at 0% design. We require

	at least 30% design to be completed to fully understand costs and issues.
15. Project name / limits:	Willow Pond Stormwater Management Facility
Project sponsor:	Carroll County Government, Bureau of Resource Management
TA request + Match = Total	\$2,796,000 + \$699,646 = \$3,495,646
Design status:	100%
Project description:	The Willow Pond Stormwater Management Facility retrofit, located in the Eden Farm Subdivision in Westminster, MD, will provide water quality, channel protection, and 10-year quantity management. The pond will be deepened to provide additional habitat and decrease thermal impacts to the receiving stream, while reconnecting over 1,700 linear feet of stream channel in the floodplain. Additional improvements include storm drain infrastructure to consolidate runoff to the retrofitted facility, along with removal of three existing detention basins. The project is unique in that the County will be studying an innovative method of reducing thermal impacts from wet facilities by incorporating a gravel lens discharge system. If the full 80% of construction funding (\$2,796,000) is not provided by TAP, Carroll County has the necessary funds in its Community Investment Program to move the project forward to completion. TAP funding is supplemental to the County's capital budget funding for stormwater management facility retrofits.
Plan goals:	The motivation for the Willow Pond Stormwater Management Facility retrofit and stream restoration is to provide water quality management, a reduction in stream bank erosion, reconnection of the floodplain, improved local water quality, and a reduction in thermal impacts from wet facilities. This retrofit will reduce the nutrient loads in the neighboring stream and prevent future erosion from damaging the natural environment. With this facility, the County is experimenting with an innovative method to reduce thermal impacts from wet facilities. The project will involve the construction of a gravel lens at the bottom of the Willow Pond with an underdrain to provide low flow discharge out of the facility. The shading from the gravel along with the mixing of surface water and ground water should reduce the discharge temperatures from the pond. This will provide additional habitat and decrease thermal impacts to the receiving stream which advances the Maximize2040 goal of conserving and enhancing the environment .
Comments	Insufficient funding available for this project. Move to statewide competition.

14 applications in the Baltimore Urbanized Area with \$18,850,228 requested in Federal Funds with \$2,138,046 available.

1 application in the Aberdeen Bel Air Urbanized Area with \$3,999,159 requested in Federal Funds with \$528,493 available.