

## **BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

### **BALTIMORE REGIONAL TRANSPORTATION BOARD RESOLUTION #20-5**

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

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

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

**WHEREAS**, a portion of transportation alternatives set-aside funding is sub-allocated 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**, three applications for funding (totaling \$2,980,000) from the Surface Transportation Block Grant set-aside for transportation alternatives for the Baltimore region were reviewed utilizing established criteria. One application has been recommended for funding.

**NOW, THEREFORE BE IT RESOLVED** that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region has approved the following application (Attachment 1) for funding with the money allocated directly to the Baltimore region.

**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 23, 2019 meeting.

7-23-19

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Date



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Lynda Eisenberg, Chair  
Baltimore Regional Transportation Board

**Applications to the 2019 Surface Transportation Block Grant set-aside for  
Transportation Alternatives**

<b>Baltimore Region Urbanized Area</b>	
<i>Project name/limits:</i>	<b>Pedestrian Improvements and Connections for Edgemere ES and Sparrows Point MS/HS</b>
<i>Project sponsor:</i>	Baltimore County Department of Planning
<i>TAP request:</i>	<b>\$160,000</b>
<i>Total cost:</i>	\$200,000
<i>Project description:</i>	Remove existing bituminous 4' sidewalk at Edgemere ES along North Point Road and replace with 5' concrete sidewalk, curb and gutter. Install ADA compliant pedestrian ramps on both sides of the existing crossing of North Point Road. Install 5' concrete sidewalk on east side of North Point Road as well as striped crosswalk and sidewalk at Main Avenue.
<i>Plan goals:</i>	The applicant did not refer to the MPO goals.
<i>Suggested award:</i>	No award at this time.
<i>Project name/limits:</i>	<b>Bus Stop Accessibility Upgrade at Rail Stations</b>
<i>Project sponsor:</i>	Maryland Department of Transportation – Maryland Transit Administration
<i>TAP request:</i>	<b>\$220,000</b>
<i>Total cost:</i>	\$275,000
<i>Project description:</i>	This project consists of the upgrade of five bus stops of the MDOT MTA's BaltimoreLink Local Bus System to be compliant with the American with Disability Act (ADA) guidelines. While MDOT MTA ensures new stops are ADA compliant and works with local jurisdictions on bus stop accessibility, the agency has many grandfathered from before ADA law. The bus stops selected for this project are high ridership stops and considered multimodal transfer points, strategically located near rail (Metro SubwayLink) stations. The stops are: Gwynns Falls Parkway & Pulaski Street (West); Gwynns Falls Parkway & Warwick Avenue (West); Gwynns Falls Parkway & Tioga Parkway (West); Rogers Metro Station Entrance (North); and Liberty Heights Avenue & Mondawmin Entrance (South).
<i>Plan goals:</i>	1) <b>Improve accessibility</b> for transit riders using the BaltimoreLink Local Bus service and connecting to the MDOT MTA rail system. 2) Promote the <b>"Improve System Safety"</b> goal as it will contribute to providing pedestrians with safe access to transit stops and improve their overall travel experience. 3) Foster the <b>"Improve and Maintain the Existing Infrastructure"</b> goal as it improves conditions of existing transit infrastructure, stops, and pedestrian facilities. 4) Foster the <b>"Improve Accessibility"</b> goal by investing in pedestrian facilities linked to public transit and improving conditions for transit riders with ADA requirements. 5) Advance the <b>"Promote Prosperity"</b> goal as it will contribute to providing better access to existing commuters from activity centers in other parts of the region.
<i>Suggested award:</i>	No award at this time.

<i>Project name/limits:</i>	Broadneck Peninsula Trail Phase III (Bay Dale Drive to Peninsula Farm Road)
<i>Project sponsor:</i>	Anne Arundel County Department of Recreation and Parks
<i>TAP request:</i>	<b>\$2,600,000</b>
<i>Total cost:</i>	\$5,044,807
<i>Project description:</i>	Phase III will consist of a 10' 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>	1) <b>Improve safety</b> for pedestrians and bicyclists by providing an accessible, safe and separated facility. 2) Allow for <b>emissions reduction</b> by reducing the number of motorists on the road.
<i>Suggested award:</i>	Recommend funding all available Baltimore region dollars at \$2,138,046.