

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #21-2**

**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 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 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

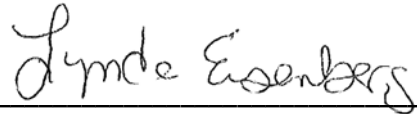
WHEREAS, four applications for funding (totaling \$2,796,387) from the Surface Transportation Block Grant set-aside for transportation alternatives for the Baltimore region were reviewed utilizing established criteria. One application has been recommended for funding.

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 28, 2020 meeting.

8-25-20

Date

A handwritten signature in cursive script that reads "Lynda Eisenberg". The signature is written in black ink and is positioned above a horizontal line.

Lynda Eisenberg, Chair
Baltimore Regional Transportation Board

**Applications to the 2020 Surface Transportation Block Grant set-aside for
Transportation Alternatives**

Baltimore Region Urbanized Area	
<i>Project name/limits:</i>	South Shore Trail Phase II: Annapolis Road to Bonheur Drive, near MD 3, Gambrills. For construction
<i>Project sponsor:</i>	Anne Arundel County Department of Recreation and Parks
<i>TAP request:</i>	\$2,199,194
<i>Total cost:</i>	\$4,400,381
<i>Project description:</i>	Phase II will consist of a 10 foot wide paved and/or boardwalk hiker/biker trail extending from Annapolis Rd in Odenton to Bonheur Dr 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 MD SHA. 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 Rd near Sappington Station Rd. Phase II of the South Shore Trail provides a connection for the residents of Odenton and Gambrills to the WB&A Trail as well as the MARC commuter train.
<i>Plan goals:</i>	The master plan for this project seems to have anticipated the intentions of Maximize2045 as it evaluated and developed alignments to allow opportunities for commuters and recreational users to reach shopping, parks, libraries, and transit stations from residential and employment areas. In accordance with Maximize2045, 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. During the life of a project such as this, the County reviews our existing guiding documents: comprehensive plans, park/recreation plans, small area plans, and master plans along with engaging the public during open meetings to review the plans and garner comments. Lastly, the connection of these trails will improve the health of future generations by improving their access to nature and exercise opportunities.
<i>Suggested award:</i>	<i>This project is recommended for full funding. This project will need to be considered at the state level for the remaining \$61,148 request.</i>
<i>Project name/limits:</i>	Patapsco Pedestrian and Bicycle Connection: Patapsco Light Rail Station, 751 W Patapsco Ave, Halethorpe. For design
<i>Project sponsor:</i>	MDOT – Maryland Transit Administration
<i>TAP request:</i>	\$156,000
<i>Total cost:</i>	\$780,000
<i>Project description:</i>	The MDOT MTA has identified the Light Rail bridge over Patapsco Avenue a safety-critical priority. Currently, residents of this neighborhood traverse steep terrain and cross railroad tracks to access the station, a significant trespassing and safety concern. Grant funds will be used to design a new American with Disabilities Act (ADA) compliant pedestrian and bicyclist bridge to the east of the existing Light Rail Bridge over Patapsco Avenue and a path that connects to West Patapsco Avenue and a planned bicycle and pedestrian lane. The project represents Phase 1 of the planned project to connect the Patapsco Light Rail Station to the Cherry Hill Community.

<i>Plan goals:</i>	The proposed project will help address the lack of safe pedestrian and bicyclist access between Cherry Hill and the Patapsco Light Rail Station. 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” and “Increase Mobility” goals by investing in pedestrian facilities linked to public transit and improving conditions for transit riders with ADA requirements. The project will also “Conserve and Enhance the Environment” by allowing people to rely on low carbon emissions transit instead of high carbon emissions private automobile travel. The proposed project will also advance the “Promote Prosperity and Economic Opportunity” goal as it will contribute to providing better access to the existing community (Cherry Hill) from activity and employment centers in other parts of Baltimore. Finally, the project is one component of the Patapsco Regional Greenway Concept Plan developed by the BTRB and will connect to the programmed mixed-use trail and pedestrian accommodation on Patapsco Avenue, as listed in the 2020-2023 BRTB Transportation Improvement Program (TIP).
<i>Suggested award:</i>	Insufficient funding available for this project. Move to the statewide competition.
<i>Project name/limits:</i>	Transit Priority Initiative: Belair Road: Belair Road/Gay Street (Preston Street – Moravia Road)
<i>Project sponsor:</i>	MDOT – Maryland Transit Administration
<i>TAP request:</i>	\$220,000
<i>Total cost:</i>	\$1,100,000
<i>Project description:</i>	Design: Building upon the infrastructure improvements associated with the launch of BaltimoreLink, MDOT MTA is working with local jurisdictions to increase bus reliability, increase bus speed, and improve passenger safety throughout the BaltimoreLink system. MDOT MTA has pursued a data-driven approach to identify opportunities in the system, focusing on reliability, bus speeds, and travel delays at bus stops. The Belair Road Transit Priority Initiative Corridor project supports the MDOT MTA commitment to reliability, prioritizes travel time-savings, and is consistent with long-range planning efforts. This project will provide elements from MDOT MTA’s Transit Priority Toolkit including design work for busbulb curb extensions, the creation of a safe midblock pedestrian crossing, and further evaluation of a proposed dedicated bus lane. Belair Road is classified as a Principal Arterial by the Baltimore City Department of Transportation with an AADT over 22,000 vehicles on an average weekday. This principal arterial serves as the main arterial in Northeast Baltimore connecting neighborhoods to Downtown Baltimore and Baltimore County. While many people use Belair Road as a connection for longer trips, the bus stops along the corridor are heavily utilized by transit users who live, work, and shop along the corridor. Belair Road was also identified as a high crash corridor via reported crashes from MHSO. The corridor has experienced 661 crashes from 2016-2018 with hotspots located at major intersections, but frequent throughout the corridor. Specifically, 64 bike/ped crashes were recorded during the same time period.
<i>Plan goals:</i>	This project will advance the established goals of Maximize 2045. By improving existing bus stops, how people walk to and from those stops and enhancing the safety of fixed route transit, the proposed project will satisfy all 9 goals listed in Maximize 2045. Improving system safety and maintaining existing infrastructure

	will be direct results of this project, which will lead to improved accessibility and mobility. Using transit inherently enhances the environment and promotes prosperity and economic opportunity. Through an inclusive public engagement process we have fostered participation and cooperation among stakeholders, and promoted informed decision making that evaluates existing conditions and uses a data- driven approach to identify high-priority projects.
<i>Suggested award:</i>	Insufficient funding available for this project. Move to the statewide competition.
<i>Project name/limits:</i>	Transit Priority Initiative: Garrison Boulevard: Garrison Boulevard (Wabash Avenue – Edmondson Avenue)
<i>Project sponsor:</i>	MDOT – Maryland Transit Administration
<i>TAP request:</i>	\$220,000
<i>Total cost:</i>	\$1,100,000
<i>Project description:</i>	Design: This project will fund 0-100% design for the 3.7-mile Garrison Boulevard Transit Priority Initiative corridor. Design will build off of MDOT MTA's data-driven approach to identify opportunities in the BaltimoreLink system, focusing on reliability, bus speeds, and travel delays at bus stops. Using the MDOT MTA Transit Priority Toolkit, the proposed project will include pedestrian safety accommodations such as bus bulb curb extensions at many high ridership bus stops along the corridor.
<i>Plan goals:</i>	This project will advance the established goals of Maximize 2045, the regional long-range transportation plan that seeks to make the best use of—or maximize—the resources that make up and support the Baltimore region’s transportation system. By improving existing bus stops and enhancing the safety of fixed route transit, the proposed project will satisfy all 9 goals listed in Maximize 2045. Most important to this project is to promote prosperity and economic opportunity and foster participation and cooperation among stakeholders. According to the Baltimore Neighborhoods Indicator Alliance the three communities along this corridor include Dorchester/Ashburton, Forest Park/Walbrook, and Greater Rosemont. Within these three communities 34% of vehicles have no access to a vehicle and 29% of the population uses transit to get to work. By improving transit speeds and reliability this effort will improve the overall transit experience for those who rely on transit for their daily trips. Fostering participation and cooperation among stakeholders will ensure that this project is the beginning of a more collaborative relationship between MDOT MTA and project corridor communities and stakeholders
<i>Suggested award:</i>	Insufficient funding available for this project. Move to the statewide competition.