

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
ANNAPOLIS	Kwaku Duah , Deputy Director, Department of Transportation
ANNE ARUNDEL COUNTY	Ramond Robinson , Transportation Officer
BALTIMORE CITY	Graham Young , Complete Streets Manager
BALTIMORE COUNTY	Kevin Sabolcik , Chief of Structural Design Section
CARROLL COUNTY	Deborah Butler , Chief of Bureau of Engineering
HARFORD COUNTY	Alex Rawls , Senior Transportation Planner
HOWARD COUNTY	David Cookson , Planning Manager
QUEEN ANNE'S COUNTY	Steve Cohoon , Public Facilities Planner
MARYLAND DEPARTMENT OF TRANSPORTATION	
Office of Planning and Capital Programming	Dan Janousek , Regional Planner
Maryland Transit Administration (Commuter Rail and Transit)	Lara Bachman , Capital Program Analyst, Capital Programming
State Highway Administration	Tara Penders , Assistant Division Chief, RIPD Lisa Sirota , Regional Planner, RIPD
Maryland Transportation Authority	Russell Walto , Planning & Community Relations Manager

BALTIMORE REGIONAL TRANSPORTATION BOARD

AGENCY	MEMBER	EMPOWERED REPRESENTATIVE
CITY OF ANNAPOLIS	Hon. Gavin Buckley Mayor	Sally Nash, Director Department of Planning & Zoning
ANNE ARUNDEL COUNTY	Hon. Steuart Pittman (Vice-Chair) County Executive	Ramond Robinson, Transportation Officer Office of Transportation Planning
CITY OF BALTIMORE	Hon. Bernard C. “Jack” Young Mayor	Theo Ngongang, Deputy Director, Chief of Policy Department of Transportation
BALTIMORE COUNTY	Hon. John Olszewski, Jr. County Executive	Greg Carski, Bureau Chief Traffic Engineering and Transportation Planning
CARROLL COUNTY	Hon. Stephen Wantz (Chair) County Commissioner	Lynda Eisenberg, Director Department of Planning
HARFORD COUNTY	Hon. Barry Glassman County Executive	Alex Rawls, Senior Transportation Planner Department of Planning & Zoning
HOWARD COUNTY	Hon. Calvin Ball County Executive	Bruce Gartner, Administrator Office of Transportation
QUEEN ANNE’S COUNTY	Hon. Stephen Wilson County Commissioner	Steve Cohoon, Public Facilities Planner Department of Public Works
MARYLAND DEPARTMENT OF TRANSPORTATION	Hon. Gregory Slater Secretary	Heather Murphy, Director Office of Planning and Capital Programming
REPRESENTATIVE FOR ELIGIBLE PUBLIC TRANSIT OPERATORS	Gary Blazinsky Administrator, Harford County Transit	
MARYLAND DEPARTMENT OF THE ENVIRONMENT (non-voting)	Hon. Ben Grumbles Secretary	Tad Aburn, Director Air & Radiation Management Administration
MARYLAND DEPARTMENT OF PLANNING (non-voting)	Hon. Rob McCord Secretary	Bihui Xu, Manager Transportation Planning
MARYLAND TRANSIT ADMINISTRATION (non-voting)	Mr. Kevin Quinn Administrator	Kate Sylvester, Director Planning & Capital Programming

TECHNICAL COMMITTEE

AGENCY	CONTACT PERSON
ANNE ARUNDEL COUNTY	Martha Arzu McIntosh , Transportation Planner
BALTIMORE CITY	Graham Young , Complete Streets Manager
BALTIMORE COUNTY	Angelica Daniel , Project Engineer
CARROLL COUNTY	Mary Lane , Transportation Planner
HARFORD COUNTY	Joel Gallihue , Chief of Long-Range Planning
HOWARD COUNTY	David Cookson , Planning Manager
QUEEN ANNE'S COUNTY	Steve Cohoon , Public Facilities Planner
CITY OF ANNAPOLIS	Kwaku Duah , Deputy Director, Department of Transportation
MARYLAND DEPARTMENT OF TRANSPORTATION	
Office of Planning and Capital Programming	Dan Janousek , Regional Planner
Maryland Transit Administration	Zach Chissell , Manager of Project Development
State Highway Administration	Tara Penders , Assistant Division Chief, RIPD
Maryland Transportation Authority	Russell Walto , Planning & Community Relations Manager
MARYLAND DEPARTMENT OF THE ENVIRONMENT	Alexandra Brun , Natural Resources Planner III
MARYLAND DEPARTMENT OF PLANNING	Ken Choi , Manager of Geospatial & Data Analysis

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 FAST Act 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 2021 – 2024 Transportation Improvement Program Prioritization

TIP project name	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Criteria for prioritizing projects in the TIP														
Anne Arundel County Projects														
Hanover Road Corridor Improvement			X	X										X
MD 2: US 50 to Baltimore Annapolis Boulevard	X		X	X	X	X					X	X		X
MD 3: Saint Stephens Church Road to MD 175	X		X	X	X	X					X	X		X
MD 214: MD 468 to east of Loch Haven Road	X		X	X	X	X					X	X		X
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
Hanover Road Bridge over Deep Run	X			X										X
Conway Road Bridge over Little Patuxent River	X			X										X
Jacobs Road Bridge over Severn Run	X			X										X
Parole Transportation Center	X	X		X	X	X	X	X	X					
Baltimore City Projects														
Frederick Avenue Slope Stabilization Wall	X			X							X			X

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6. Provides accessibility and/or intermodal connectivity among major destinations
7. Provides for connectivity of facilities within the region to facilities outside the region

8. Enhances social, energy and environmental efforts
9. Facilitates transit and/or alternatives to the single occupant vehicle
10. Implements transportation system management strategies
11. Improves pedestrian safety and access
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13. Permits timely advancement and continuity of projects
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	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	X	X	X	X				X		X				X
Transportation Management Center Upgrade	X			X				X		X				
Bush Street Bike Facility	X	X		X	X	X		X	X			X		X
Greenway Middle Branch Phase 2	X	X		X	X	X		X	X		X	X		X
Eutaw Place Bike Facility	X	X		X	X	X		X	X			X		X
Wolfe/Washington Street Bike Facility	X	X		X	X	X		X	X			X		X
Perring Parkway Ramp and Hillen Road Bridge	X			X										X
Sisson Street Bridge over CSX Railroad	X			X							X			X
Wilkens Avenue Bridge over Gwynns Falls	X			X							X			X
Belair Road Complete Streets	X	X		X	X	X		X	X		X	X		X
Orleans Street Bridge over I-83 and City Streets	X			X										X
Remington Avenue Bridge over Stony Run	X			X							X			X
Radecke Avenue and Sinclair Lane over Moore's Run	X			X							X			X
I-83 Concrete Deck Mill and Resurface	X			X										X
Moravia Road Ramp Bridge over Pulaski Highway	X			X										X
MLK Boulevard and Howard Street Intersection Improvements	X			X	X	X					X			X
25 th Street Rehabilitation from Greenmount Ave to Kirk Ave	X	X		X	X	X		X	X		X	X		X
41 st Street over I-83, MTA Light Rail Tracks, and Jones Falls	X			X							X			X
Citywide Asset Management	X			X						X				

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Brehms Lane over Herring Run	X			X							X			X
Fremont Ave Rehabilitation from Lafayette Ave to Presstman St	X			X	X						X			X
Hanover Street over CSX	X			X							X			X
Howard Street over I-83, CSX, Amtrak, and Jones Falls	X			X							X			X
Madison St. Rehabilitation from N Milton Ave to Edison Highway	X			X	X						X			X
Park Heights Ave from West Rogers Ave to Strathmore Ave	X			X	X						X			X
Patapsco Ave from Magnolia Ave to the Patapsco River Bridge	X	X		X	X	X		X	X		X	X		X
Pennington Ave Rehabilitation from Birch St to E Ordance Rd	X			X	X						X			X
Waterview Avenue over Ramp to 295	X			X							X			X
Harford Road Bridge over CSX	X			X							X			X
Capital Project Delivery Services				X									X	
Citywide Transportation Studies				X										
Baltimore County Projects														
Dogwood Road Bridge No. B-0072 over Dogwood Run	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			X
Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad	X			X							X			X
Piney Grove Road Bridge No. B-0140 over CSX Railroad	X			X										X

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Peninsula Expressway Bridge No. B-0119 over CSX Railroad	X			X										X
Old Ingleside Avenue Bridge No. B-0096 over Dead Run	X			X							X			X
Sparks Road Bridge No. B-0018 over Gunpowder Falls	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			X
Rossville Blvd. Bridge No. B-0132 over Amtrak & Orems Rd.	X			X							X			X
Baltimore County Bridge Inspection Program	X			X										X
Carroll County Projects														
Shepherds Mill Road Bridge over Little Pipe Creek	X			X										X
Stone Chapel Road over Little Pipe Creek	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
Hughes Shop Road Bridge over Bear Branch	X			X										X
Old Kays Mill Road Culvert over Beaver Run	X			X										X
Brown Road Culvert over Roaring Run	X			X										X
McKinstry's Mill Road over Little Pipe Creek	X			X										X
Carroll County Bridge Inspection Program	X			X										X
Harford County Projects														

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Abingdon Road Bridge #169 over CSX Railroad	X			X							X			X
Stafford Road Bridge #24 over Deer Creek	X			X										X
Glenville Road Bridge #30 over Mill Brook	X			X										X
Grier Nursery Road Bridge #43 over Deer Creek	X			X										X
Hookers Mill Road Brige #13 over Bynum Run	X			X							X			X
Madonna Road Bridge #113 over Deer Creek	X			X										X
St. Clair Bridge Road Bridge #100 over Deer Creek	X			X										X
Stafford Road Bridge #162 over Buck Branch	X			X										X
Trappe Church Road Bridge #161 over Hollands Branch	X			X										X
Harford County Bridge Inspection Program	X			X										X
Howard County Projects														
Dorsey Run Road: MD 175 to CSX Railroad Spur	X		X	X	X	X		X	X		X	X		X
Guilford Road: US 1 to Dorsey Run Road	X		X	X	X	X		X	X		X			X
MD 175 at Oakland Mills Rd Interchange	X		X	X	X	X		X	X		X	X		X
Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	X		X	X	X	X		X	X		X	X		X
US 29/Broken Land Parkway Interchange and North South Connector Road	X		X	X		X					X			X
Marriottsville Road and I-70 Bridge Improvements	X		X	X	X	X		X	X		X	X		X
Howard County Bridge Repairs and Deck Replacement	X			X										X
Maryland Transportation Authority Projects														
1. Preserves the regional transportation system 2. Implements emission reduction measures 3. Reduces congestion and prevents congestion in new areas 4. Consistent with applicable short- and long-term comprehensive plans 5. Implements Transportation Alternatives activities 6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region							8. Enhances social, energy and environmental efforts 9. Facilitates transit and/or alternatives to the single occupant vehicle 10. Implements transportation system management strategies 11. Improves pedestrian safety and access 12. Improves bicycle safety and access 13. Permits timely advancement and continuity of projects 14. Enhances transportation safety							

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I-95 Fort McHenry Tunnel: Port Covington Access	X		X	X		X	X							X
I-95 Express Toll Lane Northbound Extension	X		X	X			X			X				X
I-95 Southbound Part-Time Shoulder Usage	X		X	X			X			X				X
Maryland Port Administration Projects														
Seagirt Marine Terminal Modernization: Birth Improvements				X			X							
Howard Street Tunnel	X			X		X	X							X
Maryland Transit Administration Projects														
Urban Transit Systems – Capital Assistance	X	X		X		X		X	X					X
Bus and Paratransit Vehicle Overhaul and Replacement	X	X		X		X		X	X					X
Rural Transit Systems – Capital Assistance	X	X		X		X		X	X					X
Small Urban Transit Systems – Capital Assistance	X	X		X		X		X	X					X
Ridesharing – Baltimore Region		X	X	X				X	X					
Small Urban Transit Systems – Operating Assistance		X		X		X		X	X					
Kirk Bus Facility Replacement – Phase 1 & 2	X	X		X				X	X					X
Bus and Rail Preventive Maintenance	X			X		X			X					X
Seniors and Individuals with Disabilities	X			X		X		X	X					X
Urban Transit Systems – Operating Assistance		X		X		X		X	X					
Agencywide System Preservation and Improvement	X			X		X		X	X					X
Bus System Preservation and Improvement	X			X		X		X	X					X

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Metro and Light Rail Rolling Stock Overhauls and Replacement	X	X		X		X		X	X					X
Metro and Light Rail System Preservation and Improvement	X			X		X		X	X					X
Rural Transit Systems – Operating Assistance		X		X		X		X	X					
Towson Circulator	X	X	X	X		X		X	X					X
MARC Rolling Stock Overhauls and Replacement	X	X		X		X	X	X	X					X
MARC Improvements	X	X		X	X	X	X	X	X					X
MARC Facilities	X			X		X	X	X	X					X
Office of the Secretary Projects														
State Safety Oversight				X										X
Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project	X	X	X	X		X	X	X	X					X
SHA Projects – Regional														
Areawide Transportation Alternatives Projects	X	X	X	X	X	X	X	X	X		X	X		X
Areawide Environmental Projects	X	X		X	X			X			X	X		
Areawide Congestion Management	X	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	

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SHA Projects – Anne Arundel County														
MD 175: Mapes Rd and Reece Rd Intersection Reconstruction	X		X	X										X
MD 175: Disney Road to Reece Road	X		X	X	X	X					X	X		X
MD 175: National Business Parkway to McCarron Court	X		X	X	X	X					X	X		X
SHA Projects – Baltimore County														
I-695 at Cromwell Bridge Road – Drainage Improvement	X			X				X						
MD 140: Painters Mill Road to Owings Mills Boulevard - Phase 2	X		X	X							X	X		X
MD 140: Garrison View Road to Painters Mill Road – Phase 1	X		X	X							X	X		X
I-695: US 40 to MD 144	X		X	X										X
I-695: I-70 to MD 43	X		X	X						X				X
I-83: Bridge Replacement over Padonia Road	X			X										X
US 1: Bridge Replacement over CSX	X			X										X
US 40: Bridge Replacements over Little & Big Gunpowder Falls	X			X										X
MD 45: Padonia Road to Wight Avenue	X			X				X			X			X
MD 151/MD 151B: Bridge Replacements	X			X										X
I-695: Bridge Replacement on Putty Hill Avenue	X			X							X	X		X
SHA Projects – Carroll County														
MD 30 Business: North Woods Trail to CSX Railroad	X			X	X			X			X			X
MD 86: Bridge Replacement over Gunpowder Falls	X			X										X

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SHA Projects – Harford County														
MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G	X			X										X
SHA Projects – Howard County														
MD 32: MD 108 to Linden Church Road	X		X	X										X
MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	X		X	X										X
I-95: Active Traffic Management	X		X	X			X			X				X

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Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Agency	TIP ID	Project Name	TIP Evaluation Criteria Note: TIP projects generally comply with the TIP evaluation criterion: "Consistent with applicable short- and long-term comprehensive plans."	L RTP Goals	L RTP Performance Measures / Targets To conserve space, a list of adopted performance measures and targets follows this table.
Anne Arundel County	11-1801-42	Hanover Road Corridor Improvements	3. Reduces congestion and prevents congestion in new areas	Increase Mobility ¹ Promote Prosperity and Economic Opportunity ²	System Performance – Congestion
Anne Arundel County	11-2102-41	MD 2: US 50 to Baltimore Annapolis Boulevard	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety & access 12. Improves bicycle safety and access	Improve and Maintain Existing Infrastructure ³ Improve System Safety ⁴ Increase Mobility	Highway Safety Pavement Condition System Performance – Congestion
Anne Arundel County	11-2103-41	MD 3: Saint Stephens Church Road to MD 175	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety & access 12. Improves bicycle safety and access	Improve and Maintain Existing Infrastructure Improve System Safety Increase Mobility	Highway Safety Pavement Condition System Performance – Congestion
Anne Arundel County	11-2104-41	MD 214: MD 468 to east of Loch Haven Road	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety & access 12. Improves bicycle safety and access	Improve and Maintain Existing Infrastructure Improve System Safety Increase Mobility	Highway Safety Pavement Condition System Performance – Congestion
Anne Arundel County	11-1103-13	Furnace Avenue Bridge over Deep Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	11-1208-13	Harwood Road Bridge over Stocketts Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition

¹ Increase Mobility: Help people and freight to move reliably and efficiently.

² Promote Prosperity and Economic Opportunity: Support the revitalization of communities, the development of activity centers, and the movement of goods and services.

³ Improve and Maintain Existing Infrastructure: Improve the conditions of existing transportation facilities; systematically maintain and replace transportation assets as needed.

⁴ Improve System Safety: Make conditions safer for pedestrians, bicyclists, transit riders and operators, and motorists.

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Anne Arundel County	11-1402-13	Magothy Bridge Road Bridge over Magothy River	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	11-1403-13	O'Connor Road Bridge over Deep Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	11-1601-19	McKendree Road Culvert over Lyons Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	11-1602-13	Polling House Road Bridge over Rock Branch	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	11-2105-13	Hanover Road Bridge over Deep Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	11-2106-13	Conway Road Bridge over Little Patuxent River	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	11-2107-13	Jacobs Road Bridge over Severn Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	11-2101-66	Parole Transportation Center	2. Implements emission reduction measures 6. Provides accessibility and/or intermodal connectivity among major destinations 8. Enhances social, energy and environmental efforts 9. Facilitates transit and/or alternatives to the single occupant vehicle	Conserve and Enhance the Environment ⁵ Improve Accessibility ⁶ Improve and Maintain Existing Infrastructure Promote Prosperity and Economic Opportunity	System Performance – Congestion System Performance – Emissions Transit Asset Management
Baltimore City	12-2105-39	Frederick Avenue Slope Stabilization Wall	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety

⁵ Conserve and Enhance the Environment: Pass on to future generations the healthiest natural and human environments possible.

⁶ Improve Accessibility: Help people of all ages and abilities to access specific destinations.

Relating TIP Projects to Long-Range Transportation Plan (LRTP) 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 8. Enhances social, energy and environmental efforts 10. Implements transportation system management strategies 14. Enhances transportation safety	Conserve and Enhance the Environment Improve and Maintain Existing Infrastructure Improve System Safety Increase Mobility	Highway Safety Transit Safety System Performance – Congestion System Performance – Emissions
Baltimore City	12-1701-04	Transportation Management Center Upgrade	1. Preserves the regional transportation system 8. Enhances social, energy, or environmental efforts 10. Implements transportation system management strategies	Increase Mobility Improve System Security ⁷	System Performance – Congestion
Baltimore City	12-2101-03	Bush Street Bike Facility	2. Implements emission reduction measures 6. Provides accessibility and/or intermodal connectivity among major destinations 8. Enhances social, energy and environmental efforts 12. Improves bicycle safety and access	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety System Performance – Congestion System Performance – Emissions
Baltimore City	12-2102-03	Greenway Middle Branch Phase 2	2. Implements emission reduction measures 6. Provides accessibility and/or intermodal connectivity among major destinations 8. Enhances social, energy and environmental efforts 11. Improves pedestrian safety & access 12. Improves bicycle safety and access	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety System Performance – Congestion System Performance – Emissions

⁷ Improve System Security: Provide a secure traveling environment for everyone; improve the region's ability to respond to natural and man-made disasters.

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Baltimore City	12-2103-03	Eutaw Place Bike Facility	2. Implements emission reduction measures 6. Provides accessibility and/or intermodal connectivity among major destinations 8. Enhances social, energy and environmental efforts 12. Improves bicycle safety and access	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety System Performance – Congestion System Performance – Emissions
Baltimore City	12-2104-03	Wolfe/Washington Street Bike Facility	2. Implements emission reduction measures 6. Provides accessibility and/or intermodal connectivity among major destinations 8. Enhances social, energy and environmental efforts 12. Improves bicycle safety and access	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety System Performance – Congestion System Performance – Emissions
Baltimore City	12-1215-13	Perring Parkway Ramp and Hillen Road Bridge	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Baltimore City	12-1216-13	Sisson Street Bridge over CSX Railroad	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore City	12-1403-13	Wilkens Avenue Bridge Over Gwynns Falls	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore City	12-1404-11	Belair Road Complete Streets	2. Implements emission reduction measures 8. Enhances social, energy and environmental efforts 9. Facilitates transit and/or alternatives to the single occupant vehicle 11. Improves pedestrian safety & access 12. Improves bicycle safety and access	Conserve and Enhance the Environment Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety	Highway Safety Pavement Condition System Performance – Congestion
Baltimore City	12-1601-13	Orleans Street Bridge over I-83 and City Streets	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Baltimore City	12-1602-13	Remington Avenue Bridge over Stony Run	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore City	12-1603-13	Radecke Avenue and Sinclair Lane over Moores Run	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore City	12-1604-13	I-83 Concrete Deck Mill and Resurface	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Baltimore City	12-1605-13	Moravia Road Ramp Bridge over Pulaski Highway	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Baltimore City	12-1706-11	MLK Boulevard and Howard Street Intersection Improvements	1. Preserves the regional transportation system 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition
Baltimore City	12-2001-11	25 th Street Rehabilitation from Greenmount Avenue to Kirk Avenue	1. Preserves the regional transportation system 2. Implements emission reduction measures 8. Enhances social, energy and environmental efforts 11. Improves pedestrian safety & access 12. Improves bicycle safety & access	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition System Performance – Congestion System Performance – Emissions
Baltimore City	12-2002-13	41 st Street over I-83, MTA Light Rail Tracks, and Jones Falls	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Baltimore City	12-2003-19	Citywide Asset Management	1. Preserves the regional transportation system 10. Implements transportation system management strategies	Promote Informed Decision Making ⁸	No performance measures specifically addressing implementation of a performance-based management program
Baltimore City	12-2005-13	Brehms Lane over Herring Run	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore City	12-2007-11	Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition
Baltimore City	12-2008-13	Hanover Street over CSX	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore City	12-2009-13	Howard Street over I-83, CSX, Amtrak, and Jones Falls	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore City	12-2010-11	Madison Street Rehabilitation from North Milton Avenue to Edison Highway	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition
Baltimore City	12-2011-11	Park Heights Avenue from West Rogers Avenue to Strathmore Avenue	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition

⁸ Promote Informed Decision Making: Ensure that adopted transportation policies and performance measures guide the regional decision making process.

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Baltimore City	12-2012-11	Patapsco Avenue from Magnolia Avenue to the Patapsco River Bridge	2. Implements emission reduction measures 6. Provides accessibility and/or intermodal connectivity among major destinations 8. Enhances social, energy and environmental efforts 11. Improves pedestrian safety & access	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition System Performance – Congestion System Performance – Emissions
Baltimore City	12-2013-11	Pennington Avenue Rehabilitation from Birch Street to East Ordinance Road	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition
Baltimore City	12-2015-13	Waterview Avenue over Ramp to 295	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore City	12-2106-13	Harford Road Bridge over CSX	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore City	12-1901-99	Capital Project Delivery Services	13. Permits timely advancement and continuity of projects	Promote Informed Decision Making	No performance measures specifically addressing project delivery
Baltimore City	12-2014-99	Citywide Transportation Studies	4. Consistent with applicable short- and long-term comprehensive plans	Promote Informed Decision Making	No performance measures specifically addressing transportation studies
Baltimore County	13-0001-13	Dogwood Road Bridge No. B-0072 Over Dogwood Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Baltimore County	13-0803-13	Mohrs Lane Bridge No. B-0143 over CSX Railroad	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore County	13-1005-13	Gunpowder Road Bridge No. B-0409	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) 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 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore County	13-1105-13	Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore County	13-1107-13	Piney Grove Road Bridge No. B-0140 over CSX Railroad	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Baltimore County	13-1108-13	Peninsula Expressway Bridge No. B-0119 over CSX Railroad	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Baltimore County	13-1202-13	Old Ingleside Avenue Bridge No. B-0096 over Dead Run	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
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	Bridge Condition
Baltimore County	13-1208-13	Golden Ring Road Bridge No. B-0110 over Stemmers Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Baltimore County	13-1209-13	Rolling Road Bridge No. B-0358 over Branch of Dead Run	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore County	13-1701-13	Rossville Boulevard Bridge No. B-0132 over Amtrak & Orems Road	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Baltimore County	13-8901-14	Bridge Inspection Program	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety Promote Informed Decision Making	Bridge Condition
Carroll County	14-1102-13	Shepherds Mill Road Bridge over Little Pipe Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-1103-13	Stone Chapel Road Bridge over Little Pipe Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-1601-13	Babylon Road Bridge over Silver Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-1602-13	Gaither Road Bridge over South Branch Patapsco River	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-1603-13	McKinstry's Mill Road Bridge over Sam's Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-1802-13	Hughes Shop Road Bridge over Bear Branch	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-2101-13	Old Kays Mill Road Culvert over Beaver Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-2102-13	Brown Road Culvert over Roaring Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-2103-13	McKinstry's Mill Road over Little Pipe Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Carroll County	14-9401-14	Bridge Inspection Program	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety Promote Informed Decision Making	Bridge Condition
Harford County	15-1001-13	Abingdon Road Bridge #169 over CSX Railroad	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Harford County	15-1501-13	Stafford Road Bridge #24 over Deer Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-1601-13	Glenville Road Bridge #30 over Mill Brook	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-2001-13	Grier Nursery Road Bridge #43 over Deer Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-2002-13	Hookers Mill Road Bridge #13 over Bynum Run	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Harford County	15-2101-13	Madonna Road Bridge #113 over Deer Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-2102-13	St. Clair Bridge Road Bridge #100 over Deer Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-2103-13	Stafford Road Bridge #162 over Buck Branch	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-2104-13	Trappe Church Road Bridge #161 over Hollands Branch	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Harford County	15-9411-14	Bridge Inspection Program	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety Promote Informed Decision Making	Bridge Condition
Howard County	16-1403-41	Dorsey Run Road: MD 175 to CSX Railroad Spur	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety & access 12. Improves bicycle safety and access	Improve Accessibility Improve and Maintain Existing Infrastructure Increase Mobility Improve System Safety Promote Prosperity and Economic Opportunity	Highway Safety Pavement Condition 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 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve Accessibility Improve and Maintain Existing Infrastructure Increase Mobility Improve System Safety Promote Prosperity and Economic Opportunity	Highway Safety Pavement Condition System Performance – Congestion
Howard County	16-1407-46	MD 175 at Oakland Mills Road Interchange	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety & access 12. Improves bicycle safety and access	Improve Accessibility Improve and Maintain Existing Infrastructure Increase Mobility Improve System Safety Promote Prosperity and Economic Opportunity	Highway Safety Pavement Condition 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 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety & access 12. Improves bicycle safety and access	Improve Accessibility Improve and Maintain Existing Infrastructure Increase Mobility Improve System Safety Promote Prosperity and Economic Opportunity	Highway Safety Pavement Condition System Performance – Congestion

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Howard County	16-1901-42	US 29/Broken Land Parkway Interchange and North South Connector Road	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve Accessibility Improve and Maintain Existing Infrastructure Increase Mobility Improve System Safety Improve System Security Promote Prosperity and Economic Opportunity	Highway Safety Pavement Condition System Performance – Congestion
Howard County	16-2101-41	Marriottsville Road and I-70 Bridge Improvements	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety & access 12. Improves bicycle safety and access	Improve Accessibility Improve and Maintain Existing Infrastructure Increase Mobility Improve System Safety Promote Prosperity and Economic Opportunity	Highway Safety Pavement Condition System Performance – Congestion
Howard County	16-0436-13	Bridge Repairs and Deck Replacement	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Maryland Transportation Authority	22-1901-45	I-95 Fort McHenry Tunnel: Port Covington Access	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region	Improve Accessibility Improve and Maintain Existing Infrastructure Increase Mobility Promote Prosperity and Economic Opportunity	Pavement Condition Bridge Condition System Performance – Congestion System Performance – Reliability
Maryland Transportation Authority	25-1801-41	I-95 Express Toll Lane Northbound Extension	3. Reduces congestion and prevents congestion in new areas 7. Provides for connectivity of facilities within the region to facilities outside the region 10. Implements transportation system management strategies 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Increase Mobility Improve System Safety Improve System Security	Highway Safety Pavement Condition Bridge Condition System Performance – Congestion System Performance – Reliability System Performance – Freight

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Maryland Transportation Authority	25-2101-41	I-95 Southbound Part-Time Shoulder Usage	3. Reduces congestion and prevents congestion in new areas 7. Provides for connectivity of facilities within the region to facilities outside the region 10. Implements transportation system management strategies 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Increase Mobility Improve System Safety Improve System Security	Highway Safety Pavement Condition Bridge Condition System Performance – Congestion System Performance – Reliability System Performance – Freight
Maryland Port Administration	32-2001-83	Seagirt Marine Terminal Modernization: Berth Improvements	7. Provides for connectivity of facilities within the region to facilities outside the region	Promote Prosperity and Economic Opportunity	System Performance – Freight
Maryland Port Administration	32-2101-83	Howard Street Tunnel	1. Preserves the regional transportation infrastructure 6. Provides accessibility and/or intermodal connectivity among major destination 7. Provides for connectivity of facilities within the region to facilities outside the region 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Promote Prosperity and Economic Opportunity	System Performance – Congestion System Performance – Freight
MTA - Transit	40-1602-05	Urban Transit Systems – Capital Assistance	1. Preserves the regional transportation system 2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Transit	40-1802-05	Bus and Paratransit Vehicle Overhaul and Replacement	1. Preserves the regional transportation system 2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
MTA - Transit	40-9501-05	Rural Transit Systems – Capital Assistance	1. Preserves the regional transportation system 2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Transit	40-9502-05	Small Urban Transit Systems – Capital Assistance	1. Preserves the regional transportation system 2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Transit	40-9901-01	Ridesharing – Baltimore Region	2. Implements emission reduction measures 3. Reduces congestion and prevents congestion in new areas 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility	System Performance – Congestion System Performance – Emissions
MTA - Transit	40-0104-61	Small Urban Transit Systems – Operating Assistance	2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility	System Performance – Congestion System Performance – Emissions Transit Safety
MTA - Transit	40-1203-65	Kirk Bus Facility Replacement - Phase 1 & 2	1. Preserves the regional transportation system 2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single occupant vehicle	Conserve and Enhance the Environment Improve and Maintain Existing Infrastructure	System Performance – Congestion System Performance – Emissions Transit Asset Management

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
MTA - Transit	40-1204-64	Bus and Rail Preventive Maintenance	1. Preserves the regional transportation system 6. Provides accessibility and/or intermodal connectivity among major destinations 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve and Maintain Existing Infrastructure Improve System Safety Improve System Security	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Transit	40-1502-69	Seniors and Individuals with Disabilities	6. Provides accessibility and/or intermodal connectivity among major destinations 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Improve Accessibility	System Performance – Congestion System Performance – Emissions
MTA - Transit	40-1603-61	Urban Transit Systems – Operating Assistance	2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility	System Performance – Congestion System Performance – Emissions Transit Safety
MTA - Transit	40-1801-64	Agencywide System Preservation and Improvement	1. Preserves the regional transportation system 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Transit	40-1803-64	Bus System Preservation and Improvement	1. Preserves the regional transportation system 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
MTA - Transit	40-1804-63	Metro and Light Rail Rolling Stock Overhauls and Replacement	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 	<ul style="list-style-type: none"> Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety Improve System Security 	<ul style="list-style-type: none"> System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Transit	40-1805-64	Metro and Light Rail System Preservation and Improvement	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 14. Enhances transportation safety 	<ul style="list-style-type: none"> Improve and Maintain Existing Infrastructure Improve System Safety 	<ul style="list-style-type: none"> System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Transit	40-9204-61	Rural Transit Systems – Operating Assistance	<ul style="list-style-type: none"> 2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 	<ul style="list-style-type: none"> Conserve and Enhance the Environment Improve Accessibility 	<ul style="list-style-type: none"> System Performance – Congestion System Performance – Emissions Transit Safety
MTA - Transit	43-2101-67	Towson Circulator	<ul style="list-style-type: none"> 2. Implements emission reduction measures 6. Provides accessibility and/or intermodal connectivity among major destinations 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 	<ul style="list-style-type: none"> Conserve and Enhance the Environment Improve Accessibility Increase Mobility Promote Prosperity and Economic Opportunity 	<ul style="list-style-type: none"> System Performance – Congestion System Performance – Emissions Transit Safety
MTA - Commuter Rail	70-1501-53	MARC Rolling Stock Overhauls and Replacement	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region 9. Facilitates transit and/or alternatives to the single occupant vehicle 	<ul style="list-style-type: none"> Conserve and Enhance the Environment Improve and Maintain Existing Infrastructure Improve System Safety Improve System Security 	<ul style="list-style-type: none"> System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
MTA - Commuter Rail	70-1502-54	MARC Improvements	1. Preserves the regional transportation system 6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety Improve System Security	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Commuter Rail	70-1503-55	MARC Facilities	1. Preserves the regional transportation system 6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety Improve System Security	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
Office of the Secretary	90-1401-39	State Safety Oversight	14. Enhances transportation safety	Improve System Safety	Transit Safety
Office of the Secretary	90-1901-99	Baltimore-Washington Superconducting Maglev (SCMAGLEV) project	2. Implements emission reduction measures 6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility Improve System Safety Increase Mobility Promote Prosperity and Economic Opportunity	System Performance – Congestion System Performance – Emissions Transit Safety
SHA: Areawide	60-9903-29	Areawide Transportation Alternatives Projects	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 8. Enhances social, energy, and environmental efforts 11. Improves pedestrian safety & access 12. Improves bicycle safety and access	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition System Performance – Congestion System Performance – Emissions

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
SHA: Areawide	60-9506-38	Areawide Environmental Projects	2. Implements emission reduction measures 5. Implements Transportation Alternatives activities 8. Enhances social, energy, and environmental efforts 11. Improves pedestrian safety & access 12. Improves bicycle safety and access	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety System Performance – Congestion System Performance – Emissions
SHA: Areawide	60-9504-04	Areawide Congestion Management	2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 10. Implements transportation system management strategies 14. Enhances transportation safety	Conserve and Enhance the Environment Improve System Safety Increase Mobility Promote Informed Decision Making	Highway Safety System Performance – Congestion System Performance – Emissions System Performance – Reliability System Performance – Freight
SHA: Areawide	60-9310-13	Areawide Bridge Replacement And Rehabilitation	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
SHA: Areawide	60-9501-11	Areawide Resurfacing And Rehabilitation	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
SHA:Areawide	60-9508-19	Areawide Safety And Spot Improvements	1. Preserves the regional transportation system 11. Improves pedestrian safety and access 12. Improves bicycle safety and access 14. Enhances transportation safety	Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition Bridge Condition System Performance – Congestion System Performance – Emissions
SHA:Areawide	60-9511-19	Areawide Urban Reconstruction	1. Preserves the regional transportation system 11. Improves pedestrian safety and access 12. Improves bicycle safety and access 14. Enhances transportation safety	Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition Bridge Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
SHA:Areawide	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 ⁹ Promote Informed Decision Making	No performance measures specifically addressing transportation research programs
SHA: Anne Arundel County	61-1402-39	MD 175: Mapes Road and Reece Road Intersection Reconstruction	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety Increase Mobility Promote Prosperity and Economic Opportunity	Highway Safety Pavement Condition System Performance – Congestion System Performance – Reliability
SHA: Anne Arundel County	61-1601-41	MD 175: Disney Road to Reece Road	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improve pedestrian safety & access 12. Improve bicycle safety and access	Improve and Maintain Existing Infrastructure Improve System Safety Increase Mobility Promote Prosperity and Economic Opportunity	Highway Safety Pavement Condition System Performance – Congestion System Performance – Reliability
SHA: Anne Arundel County	61-1701-41	MD 175: National Business Parkway to McCarron Court	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improve pedestrian safety & access 12. Improve bicycle safety and access	Improve and Maintain Existing Infrastructure Improve System Safety Increase Mobility Promote Prosperity and Economic Opportunity	Highway Safety Pavement Condition System Performance – Congestion System Performance – Reliability
SHA: Baltimore County	63-1801-38	I-695 at Cromwell Bridge Road – Drainage Improvement	1. Preserves the regional transportation system 8. Enhances social, energy, and environmental efforts	Conserve and Enhance the Environment Improve and Maintain Existing Infrastructure	Pavement Condition
SHA: Baltimore County	63-0802-41	MD 140: Painters Mill Road to Owings Mills Boulevard – Phase 2	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas 11. Improves pedestrian safety & access	Improve Accessibility Improve System Safety Increase Mobility	Highway Safety Pavement Condition System Performance – Congestion System Performance – Reliability

⁹ Foster Participation and Cooperation Among Stakeholders: Enable all interested and affected parties to participate and cooperate to find workable solutions.

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
SHA: Baltimore County	63-1203-41	MD 140: Garrison View Road to Painters Mill Road – Phase 1	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas 11. Improves pedestrian safety & access	Improve Accessibility Improve System Safety Increase Mobility	Highway Safety Pavement Condition System Performance – Congestion System Performance – Reliability
SHA: Baltimore County	63-1601-41	I-695: US 40 to MD 144	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety Increase Mobility	Highway Safety Pavement Condition System Performance – Congestion System Performance – Reliability System Performance – Freight
SHA: Baltimore County	63-1802-41	I-695: I-70 to MD 43	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas 10. Implements transportation system management strategies 14. Enhances transportation safety	Increase Mobility Improve System Safety	Highway Safety Bridge Condition Pavement Condition System Performance – Congestion System Performance – Reliability System Performance – Freight
SHA: Baltimore County	63-1701-13	I-83: Bridge Replacement over Padonia Road	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
SHA: Baltimore County	63-1704-13	US 1: Bridge Replacement over CSX	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
SHA: Baltimore County	63-1706-13	US 40: Bridge Replacements over Little & Big Gunpowder Falls	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
SHA: Baltimore County	63-1707-11	MD 45: Padonia Road to Wight Avenue	1. Preserves the regional transportation system 8. Enhances social, energy and environmental efforts 11. Improves pedestrian safety & access 14. Enhances transportation safety	Conserve and Enhance the Environment Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
SHA: Baltimore County	63-2001-13	MD 151/MD 151B: Bridge Replacements	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety Promote Prosperity and Economic Opportunity	Bridge Condition
SHA: Baltimore County	63-2002-13	I-695: Bridge Replacement on Putty Hill Avenue	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
SHA: Carroll County	64-1401-19	MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Community Safety & Enhancement)	1. Preserves the regional transportation system 8. Enhances social, energy and environmental efforts 11. Improves pedestrian safety & access 14. Enhances transportation safety	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition
SHA: Carroll County	64-1701-13	MD 86: Bridge Replacement over Gunpowder Falls	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
SHA: Harford County	65-1601-12	MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition
SHA: Howard County	66-1602-41	MD 32: MD 108 to Linden Church Road	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Increase Mobility Improve System Safety Promote Prosperity and Economic Opportunity	Highway Safety Pavement Condition System Performance – Congestion System Performance – Reliability
SHA: Howard County	66-1703-41	MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Increase Mobility Improve System Safety Promote Prosperity and Economic Opportunity	Highway Safety Bridge Condition Pavement Condition System Performance – Congestion System Performance – Reliability

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
SHA: Howard County	66-1801-41	I-95: Active Traffic Management	3. Reduces congestion and prevents congestion in new areas 7. Provides for connectivity of facilities within the region to facilities outside the region 10. Implements transportation system management strategies 14. Enhances transportation safety	Increase Mobility Improve System Safety	Highway Safety System Performance – Congestion System Performance – Reliability System Performance – Freight

Long-Range Transportation Plan Performance Measures and Targets	
Highway Safety	<ul style="list-style-type: none"> • Number of fatalities • Rate of fatalities per 100 million vehicle miles traveled (VMT) • Number of serious injuries • Rate of serious injuries per 100 million VMT • Number of non-motorized fatalities + non-motorized serious injuries – pedestrian and bicycle
Pavement Condition	<ul style="list-style-type: none"> • % of pavement on the interstate National Highway System (NHS) in good condition • % of pavement on the interstate NHS in poor condition • % of pavement on the non-interstate NHS in good condition • % of pavement on the non-interstate NHS in poor condition
Bridge Condition	<ul style="list-style-type: none"> • % of NHS bridges by deck area classified as in good condition • % of NHS bridges by deck area classified as in poor condition
System Performance – Congestion	<ul style="list-style-type: none"> • Annual hours of peak-hour excessive delay (PHED) per capita • % of non-SOV (single-occupancy vehicle) travel
System Performance – Emissions	<ul style="list-style-type: none"> • Total emissions reductions: 2-year and 4-year cumulative reported emission reductions of each criteria pollutant and applicable precursors (PM2.5, PM10, CO, VOC, and NOx) for which the area is designated nonattainment or maintenance [<i>Note: the BRTB region is in nonattainment only with respect to ozone</i>]
System Performance – Travel Time Reliability	<ul style="list-style-type: none"> • % of person-miles traveled on the interstate system that are reliable • % of person-miles traveled on the non-interstate NHS that are reliable
System Performance – Freight	<ul style="list-style-type: none"> • % of interstate system mileage providing for reliable truck travel times (Truck Travel Time Reliability Index – TTTR)

Long-Range Transportation Plan Performance Measures and Targets	
Transit Asset Management	<ul style="list-style-type: none"> • % of non-revenue service vehicles that have either met or exceeded their Useful Life Benchmarks (ULBs) • % of revenue vehicles within an asset class that have either met or exceeded their ULBs • Infrastructure (rail fixed-guideway, track, signals, systems): % of track segments with performance restrictions • % of facilities within an asset class rated below condition 3 on the Transit Economic Requirements Model (TERM) scale. Condition 3 on the TERM scale is Adequate.
Transit Safety	<ul style="list-style-type: none"> • Number of reportable fatalities and rate per total vehicle revenue miles • Number of reportable injuries and rate per total vehicle revenue miles • Number of reportable safety events and rate per total vehicle revenue miles • Mean distance between major mechanical failures



Larry Hogan
Governor
Boyd K. Rutherford
Lt. Governor
Gregory Slater
Secretary

April 13, 2020

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 2021-2024 Transportation Improvement Program (TIP) contains all of the Maryland Department of Transportation (MDOT) projects that 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 Maximize 2045, 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 410-865-1284 or via email at tbyrne@mdot.state.md.us.

Sincerely,

Tyson Byrne
Manager
Regional Planning
Office of Planning and Capital Programming

Enclosures

MARYLAND DEPARTMENT OF TRANSPORTATION

Submission of Projects for inclusion in the Baltimore Region Transportation Improvement Program FY 2021-2024 April 2020

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 BR TB FY 2021-2024 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 <u>2020</u>	BUDGET YEAR <u>2021</u>	Planning Years				SIX - YEAR TOTAL
			<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	
<u>CAPITAL PROGRAM</u>							
The Secretary's Office ^E	48.1	42.7	19.2	13.6	11.6	11.3	146.5
Motor Vehicle Administration	45.2	42.1	16.9	15.9	14.5	12.4	147.0
Maryland Aviation Administration ^E	323.0	311.2	245.8	90.3	39.7	24.1	1,034.0
Maryland Port Administration ^E	137.5	206.3	295.4	227.2	211.5	81.9	1,159.8
Maryland Transit Administration ^E	624.9	640.8	655.4	381.6	325.8	378.5	3,007.0
Washington Metropolitan Area Transit ^{BE}	440.1	444.0	448.4	452.9	457.6	462.3	2,705.3
State Highway Administration ^A	1,764.9	1,579.9	1,324.5	1,262.6	1,164.2	1,029.9	8,126.0
TOTAL CAPITAL	3,383.6	3,267.1	3,005.6	2,444.2	2,224.8	2,000.4	16,325.7
Special Funds	1,695.2	1,467.1	1,335.0	1,154.1	1,095.8	1,000.0	7,747.3
Federal Funds	1,186.5	1,225.8	1,022.0	875.0	779.9	732.7	5,822.0
Other Funds ^F	501.9	574.2	648.5	415.1	349.0	267.7	2,756.4
<u>OPERATING PROGRAM</u>							
The Secretary's Office	101.8	106.4	109.0	112.0	115.0	119.0	663.2
Motor Vehicle Administration	210.2	211.8	218.0	224.0	231.0	238.0	1,333.0
Maryland Aviation Administration	206.2	219.4	226.0	233.0	240.0	247.0	1,371.6
Maryland Port Administration	51.2	51.9	54.0	56.0	57.0	58.0	328.1
Maryland Transit Administration	888.1	942.8	971.0	1,118.0	1,183.0	1,211.0	6,313.9
Washington Metropolitan Area Transit	392.9	444.3	457.0	471.0	485.0	500.0	2,750.2
State Highway Administration	310.1	315.1	324.0	333.0	343.0	354.0	1,979.2
TOTAL OPERATING	2,160.5	2,291.7	2,359.0	2,547.0	2,654.0	2,727.0	14,739.2
Special Funds	2,052.4	2,185.5	2,253.0	2,441.0	2,548.0	2,621.0	14,100.9
Federal Funds	108.1	106.3	106.0	106.0	106.0	106.0	638.4
Other Funds ^F	-	-	-	-	-	-	-

	CURRENT YEAR 2020	BUDGET YEAR 2021	Planning Years				SIX - YEAR TOTAL
			2022	2023	2024	2025	
<u>AID TO LOCAL GOVERNMENTS</u>							
County and Municipal Program ^C	259.0	264.4	269.7	274.3	275.7	198.1	1,541.2
County and Municipal Capital ^D	71.8	71.8	71.8	71.8	77.8	77.8	442.8
TOTAL AID TO LOCAL GOVERNMENTS	330.8	336.2	341.5	346.1	353.5	275.9	1,984.0
Special Funds	265.0	270.3	275.6	280.2	281.0	203.6	1,575.7
Federal Funds	65.9	65.9	65.9	65.9	72.5	72.3	408.4
<u>DEBT SERVICE REQUIREMENTS</u>							
Debt Service Requirements ^F	354.8	415.9	462.0	500.0	474.0	490.0	2,696.7
Special Funds	354.8	415.9	462.0	500.0	474.0	490.0	2,696.7
<u>DEPARTMENT TOTAL</u>	<u>5,898.9</u>	<u>5,974.7</u>	<u>5,826.6</u>	<u>5,491.2</u>	<u>5,352.8</u>	<u>5,217.4</u>	<u>33,761.6</u>
Special Funds	4,102.4	4,068.5	4,050.0	4,095.1	4,117.8	4,111.0	24,544.9
Federal Funds	1,294.6	1,332.1	1,128.0	981.0	885.9	838.7	6,460.4
Other Funds	501.9	574.2	648.5	415.1	349.0	267.7	2,756.4

A - Includes county and municipal transfer funds from federal and state government, as well as highway user revenues.

B - Capital Program WMATA grants line includes federal funds received by WMATA directly.

C - County and municipal transfer funds from federal and state government are included in the State Highway Administration's capital program and are shown separately here for illustrative purposes.

D - County and municipal capital (highway user revenues) are included in the State Highway Administration's capital program and are shown separately here for illustrative purposes.

E - "Other" funds are included in the totals for TSO, MPA, MTA, MAA and WMATA.

F - Debt service for County Bonds is not included in FY 2022-2025

G - Funds not received through the Trust Fund. Includes funds from Passenger Facility Charges (PFC), Maryland Transportation Authority (MDTA) funds, Certificates of Participation (COPs), General funds, CSX funds, county participation, and federal funds received by WMATA directly.

SUMMARY OF FEDERAL AID OBLIGATIONS
(\$ MILLIONS)

The following listing estimates the annual levels of funds anticipated from individual federal aid categories necessary to support the FY 2020-FY 2025 CTP/STP:

	Federal Fiscal Year					<u>TOTAL</u>
	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024 - 25</u>	
National Highway Performance Program (NHPP)	311.5	321.2	366.4	361.5	506.8	1,867.4
Surface Transportation Program (STP)	213.2	199.0	177.9	114.3	269.4	973.8
Congestion Mitigation /Air Quality (CMAQ)	63.6	57.1	54.5	51.8	97.6	324.6
Highway Safety Improvement Program (HSIP)	64.5	58.3	35.2	31.0	24.0	213.0
Statewide Planning & Research (SPR)	8.2	8.1	8.1	8.0	16.4	48.8
Transportation Alternative Program (TAP)	31.7	13.5	12.3	13.5	16.6	87.6
Special Federal Appropriations	38.3	43.6	14.0	-	-	95.9
NHHP Exempt	39.9	9.7	9.9	10.1	20.8	90.4
New Starts, Fixed Guideway, Modernization & Bus	297.9	301.5	276.1	188.8	389.1	1,453.4
Elderly and Persons with Disabilities	3.7	3.8	3.9	3.9	8.1	23.4
Rural Area Formula	<u>7.1</u>	<u>7.3</u>	<u>7.4</u>	<u>7.5</u>	<u>15.5</u>	<u>44.8</u>
TOTALS	1,079.6	1,023.1	965.7	790.4	1,364.3	5,223.1

Financially Constrained Long Range Plan
Year 2017 to 2045 Update
For The
Baltimore Metropolitan Area

Prepared by
Maryland Department of Transportation

August 2017

DOCUMENTATION OF ASSUMPTIONS

Date: August 2017

Subject: Methodology and Assumptions used to derive the
2017 – 2045 Constrained Long-range Transportation Plan

Total Program Revenues/Expenditures (operating and capital):

- FY 1981 to FY 2016 figures are actual expenditures from historical records. FY 2017 to FY 2022 are from the FY 2017 Transportation Trust Fund Financial Plan and Consolidated Transportation Plan (CTP).
- The federal funds received directly by WMATA are not included in this exercise.
- FY 2023 to FY 2045 projections of state funds use a historical annual average growth rate of 5.3%. Federal fund projections for the same period are based on an average growth rate of 3.0% for Highway and Transit program funds.

Operating Expenditures:

- FY 1981 to FY 2016 figures are actual expenditures from historical records. Expenditures for FY 2017 to FY 2022 are the operating budget projections contained in the current Trust Fund Forecast.
- FY 2023 to FY 2045 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 economic forecasting firms. Two percent (2%) is added to the forecasted rate to account for the additional operating costs associated with new capital expansions.

Capital - Systems Preservation:

- Department records were used to determine the split between systems preservation and expansion for FY 1981 to FY 2016. Amounts for FY 2017 to FY 2022 represent the current version of the capital program.
- For the period FY 2023 – FY 2045, an annual growth rate of 2.0% is assumed for systems preservation projects, not to exceed 70% of the total program.

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, and WMATA) costs. Non-surface included the Maryland Port, Aviation, and Motor Vehicle Administrations and 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 and as a percent of Total Maryland Expansion.

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

(Millions of Dollars)

Fiscal 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	318	908
1986	428	234	662	403	1,065
1987	441	264	705	506	1,211
1988	478	260	738	615	1,353
1989	508	227	735	677	1,412
1990	551	270	821	760	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	708	400	1,108	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	762	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	1,663	957	2,640	275	2,815
2011	1,548	908	2,456	325	2,781
2012	1,572	1,086	2,688	366	3,034
2013	1,638	1,154	2,792	416	3,208
2014	1,843	1,324	3,167	477	3,644
2015	1,858	1,438	3,297	603	3,900
2016	1,917	1,389	3,306	806	4,112
2017	1,947	1,560	3,507	1,123	4,630
2018	2,030	1,580	3,610	1,071	4,681
2019	2,080	1,557	3,637	1,005	4,642
2020	2,131	1,475	3,606	687	4,293
2021	2,161	1,391	3,572	483	4,055
2022	2,264	1,449	3,713	400	4,113
2023	2,454	1,284	3,738	550	4,286
2024	2,592	1,259	3,851	540	4,391
2025	2,686	1,332	4,028	571	4,599
2026	2,811	1,408	4,219	603	4,822
2027	2,924	1,490	4,414	639	5,053
2028	3,043	1,576	4,619	676	5,295
2029	3,176	1,661	4,837	712	5,549
2030	3,313	1,688	5,011	805	5,816
2031	3,451	1,732	5,183	914	6,097
2032	3,597	1,766	5,363	1,030	6,393
2033	3,754	1,802	5,556	1,146	6,702
2034	3,911	1,838	5,749	1,279	7,028
2035	4,079	1,874	5,953	1,416	7,369
2036	4,257	1,912	6,169	1,559	7,728
2037	4,433	1,950	6,383	1,721	8,104
2038	4,633	1,989	6,622	1,879	8,501
2039	4,837	2,029	6,866	2,052	8,918
2040	5,042	2,070	7,112	2,242	9,354
2041	5,258	2,111	7,369	2,444	9,813
2042	5,475	2,153	7,628	2,667	10,295
2043	5,717	2,196	7,913	2,889	10,802
2044	5,963	2,240	8,203	3,131	11,334
2045	6,228	2,285	8,513	3,383	11,896

BALTIMORE METROPOLITAN AREA Percentage of Capital Expansion

Surface Enhancement % of Maryland Enhancement:	
1981 - 2016	86.4%

Baltimore Enhancement % of Surface Enhancement:	
1981 - 2016	40.3%

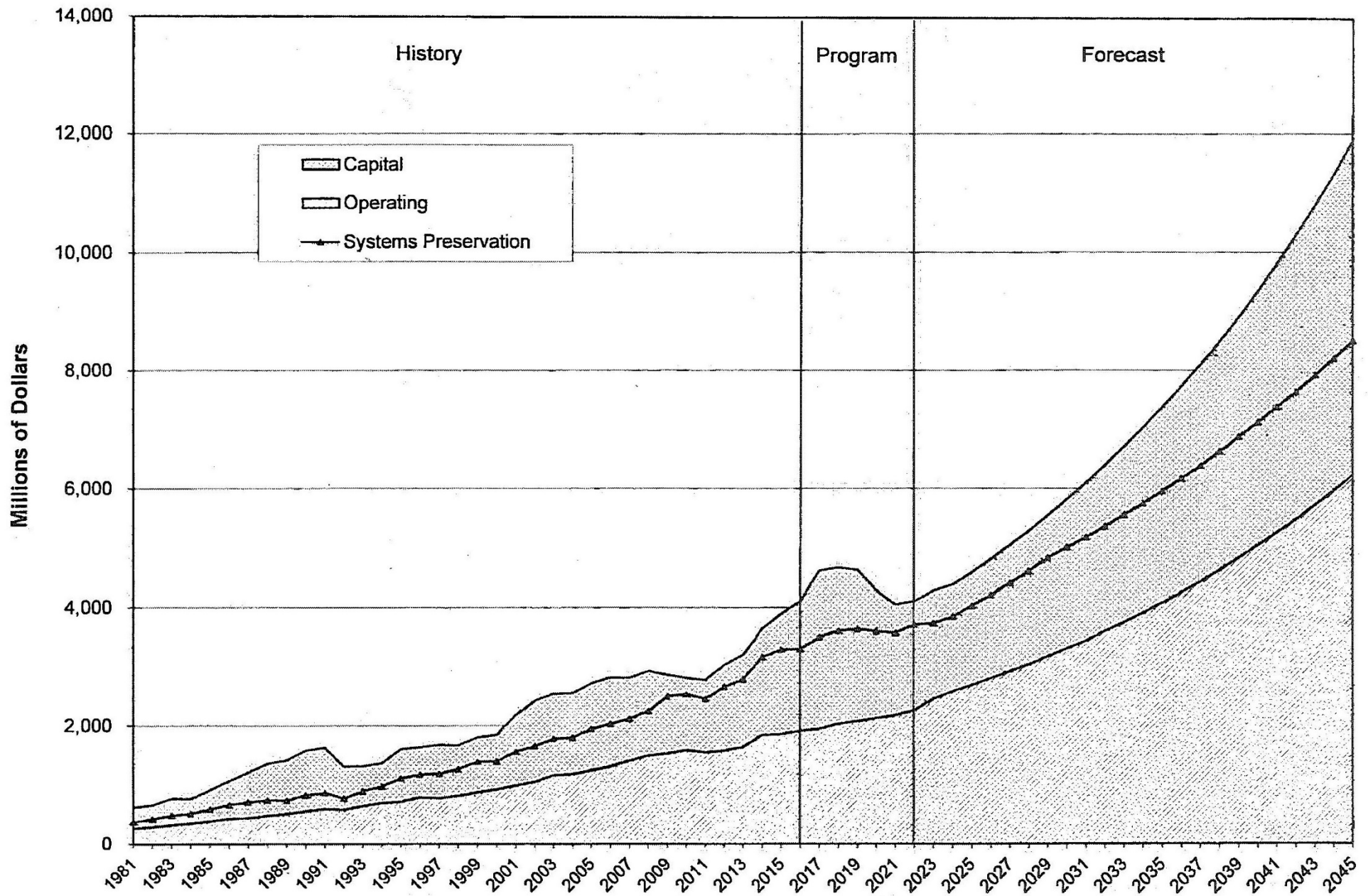


Fiscal Year	Statewide Expansion Funds	Surface Percentage	Private Funds	Total Surface Available	Baltimore Percentage	Total Ballo. Expansion Funds
2014	477					155
2015	603					192
2016	806					282
2017	1,123					90
2018	1,071					90
2019	1,005					107
2020	687					80
2021	483					83
2022	400					69
2023	550	475	23	498	201	201
2024	540	467	23	490	197	197
2025	571	493	23	516	208	208
2026	603	521	23	544	219	219
2027	639	552	23	575	232	232
2028	676	584	24	608	245	245
2029	712	615	24	639	258	258
2030	805	696	24	720	290	290
2031	914	790	24	814	328	328
2032	1,030	890	24	914	368	368
2033	1,146	990	25	1,015	409	409
2034	1,279	1,105	25	1,130	455	455
2035	1,416	1,224	25	1,249	503	503
2036	1,559	1,347	25	1,372	553	553
2037	1,721	1,487	25	1,512	609	609
2038	1,879	1,624	26	1,650	665	665
2039	2,052	1,773	26	1,799	725	725
2040	2,242	1,938	26	1,964	791	791
2041	2,444	2,112	26	2,138	861	861
2042	2,667	2,305	26	2,331	939	939
2043	2,889	2,497	27	2,524	1,017	1,017
2044	3,131	2,706	27	2,733	1,101	1,101
2045	3,383	2,924	27	2,951	1,189	1,189
Total '23-'45	34,848	30,116	571	30,687	12,363	12,363
Total '14-'45	41,503					13,511

MDOT - Office of Finance
18-Aug-17

MDOT Operating & Capital Expenditures - Statewide

History, Program & Forecast





Anne Arundel County Government
2664 Riva Road, 3rd Floor – MS-6600
Annapolis, MD 21401
410-222-7440

April 13, 2020

Mr. Todd Lang, Transportation Planning Director
Baltimore Regional Transportation Board
1500 Whetstone Way Suite 300
Baltimore, Maryland 21230

Dear Mr. Lang:

Please accept this letter as documentation for the financial capacity and financial reasonableness indicated for funding by Anne Arundel County for the 2021-2024 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 in Anne Arundel County. Traditionally, the source of these funds are an appropriation from the General Revenue of Anne Arundel County. The General Revenue funds provide matching funds to Federal and State funds, which support the Federal Aid Bridge Program. Anne Arundel County funds provide resources to plan and construct highways, sidewalks, and other various 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 direct earmarks or allocations by mode of the Maryland Department of Transportation. Given these facts, it is our belief that the Anne Arundel County 2021-2024 TIP projects are financially reasonable at the current time of the letter.

If you have any questions, please contact me at (410) 222-3294.

Sincerely,


Ramond Robinson
Director

cc: Pete Baron, Director, Government Relations
Chris Phipps, Director, Public Works
Brian Ulrich, Planning Administrator
Crystal McGill-Belk, Transportation Administrator

CITY OF BALTIMORE

BERNARD C. "JACK" YOUNG, Mayor



DEPARTMENT OF TRANSPORTATION
Steve Sharkey, Director
417 E. Fayette Street, 5th Floor
Baltimore, Maryland 21202

April 8, 2020

Mr. Todd R. Lang
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 Program (TIP) funding request for FY 2021 to FY 2024.

The FY 2021-2026 Six-year Capital Improvement Program was approved by the Baltimore City Planning Commission on March 5, 2020 and Board of Finance on March 23, 2020. The capital budget for FY 2021 – 2026 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 2021 - 2024 Baltimore City TIP. 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 Mr. Theo Ngongang, Deputy Director, at (410) 396-6802 or via email at Theo.Ngongang@baltimorecity.gov should you have any questions or concerns regarding the information provided herein.

Respectfully,

Steve Sharkey
Director

cc: Mr. Theo Ngongang, Deputy Director, BCDOT
Mr. Bimal Devkota, Chief of Transportation Engineering & Construction, BCDOT
Mr. Dharendra Sinha, Chief of Fiscal Services, BCDOT



JOHN A. OLSZEWSKI, JR.
County Executive

STEVEN A. WALSH, Director
Department of Public Works

April 9, 2020

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

Re: 2021-2024 Transportation Improvement Program
Baltimore County Financial Commitment

Dear Mr. ^{Todd}Lang:

Baltimore County's portion of the 2021-2024 Transportation Improvement Program (TIP) is financially feasible. Baltimore County General Obligation Bonds and General Funds constitute the local matching funds for the County's TIP projects. A summary of the approved operating budget and sources of revenue can be found on the County's website at:

https://www.baltimorecountymd.gov/Agencies/executive/temp_archive/budget-message/budgetmessageFY19/BudgetDetailsfy19.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 Mr. Samuel Snead of our Transportation Planning Unit at 410-887-3554 or via email at ssnead@baltimorecountymd.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "SA Walsh", is written over a horizontal line.

Steven A. Walsh, P.E.,
Director

SAW: TK:JP:KJS

cc: D'Andrea Walker, Deputy Director, Transportation, Baltimore County DPW
Greg Carski, Chief, Bureau of Traffic Engineering
Samuel Snead, Planner, Transportation, Bureau of Traffic Engineering

S:\DPW\Restricted\Engineering Design Structures\Federal Aid\TIP County Financial Commitment_FY2020.docx

111 West Chesapeake Avenue | Towson, Maryland 21204 | Phone 410-887-3306
www.baltimorecountymd.gov

Lynda D. Eisenberg
Director

Department of Planning

410-386-5145, fax 410-386-8978

Toll-free 1-888-302-8978

MD Relay service 7-1-1/800-735-2258



Mary S. Lane
Planning Manager

Carroll County Government
225 North Center Street
Westminster, Maryland 21157

email: ccplanning@carrollcountymd.gov

April 7, 2020

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

Re: Letter of Financial Commitment for the FY 2021-2024 Transportation
Improvement Program (TIP)

Dear Mr. Lang,

Carroll County's list of projects for the FY 2021-2024 TIP comprises ten (10) projects to replace or rehabilitate County-maintained bridges and a bridge inspection program for County-owned and maintained structures. One (1) of the bridge projects, and the bridge inspection program, are included as capital projects in FY 2020-2025 CIP. The proposed FY 2021-2026 CIP includes seven (7) bridge projects as capital projects in the proposed CIP. Finally, all ten (10) TIP projects are identified in the current CIP as "Active Capital Projects with Prior Appropriations".

It is my understanding that this letter satisfies the financial commitment requirement of the TIP process. If you need additional information, please contact me at (410) 386- 5145 (lesienberg@carrollcountymd.gov).

Sincerely,

Department of Planning

cc: Jeff Castonguay, Director, Department of Public Works
Doug Brown, Deputy Director, Department of Public Works
Christopher Letnauchyn, Chief, Bureau of Engineering

BARRY GLASSMAN
HARFORD COUNTY EXECUTIVE
BILLY BONIFACE
DIRECTOR OF ADMINISTRATION



BRADLEY F. KILLIAN
DIRECTOR OF PLANNING & ZONING

April 6, 2020

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

RE: Harford County's 2021-2024 Transportation Improvement Program

Dear Mr. Lang:

This letter provides documentation to satisfy the "Statement of Financial Reasonableness" requirement of the FY 2021-2024 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 and 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; two projects involve modifying single-lane bridges to allow for two-way traffic. Allowing vehicles to travel across these bridges from either side without waiting eliminates idling and reduces carbon monoxide emissions.

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 ranking will be 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.

MARYLAND'S NEW CENTER OF OPPORTUNITY

410.638.3103 | 410.879.2000 | TTY Maryland Relay 711 | 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 6, 2020
Page 2

Financial Reasonableness

All projects in the Transportation Improvement Program require a match from Harford County. The match for the projects comes from funds already approved in the Fiscal Year 2020 Harford County Capital Budget under Highway Capital Projects. Other traditional funding sources for land acquisition, engineering and construction of Bridge Replacement and Restoration projects in the Harford County Capital Budget includes the Highway General Fund Revenue and 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. Keffian,
Director of Planning and Zoning

AR/jf

cc: The Honorable Barry Glassman, Harford County Executive
Joseph J. Siemek, Director, Department of Public Works
Gary Blazinsky, Administrator, Harford LINK
Jenny B. King, Deputy Director, Department of Planning and Zoning
Joel A. Gallihue, Long-Range 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 ■ Ellicott City, Maryland 21043 ■ 410-313-0702

Bruce Gartner, Administrator

bgartner@howardcountymd.gov
FAX 410-313-1655
TDD 410-313-2323

April 14, 2020

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 2021-2024 TIP are for bridge repairs and projects 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
- Marriottsville Road Widening and I 70 Bridge Improvements
- MD 175 interchange at Oakland Mills Road
- Route 29 - Broken Land Parkway interchange and North South Connector Road
- 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 state and federal funding commitments, including projects Howard County will fund independently.

The anticipated availability of these local matching funds is documented in the:

- Howard County Spending Affordability Advisory Committee Report, Fiscal Year 2021
- Project Pages from Howard County Executive Proposed Capital Budget Fiscal Year 2021
- CB70-2016 and CR105-2016, approving creation of a Development District in Downtown Columbia as a special taxing district for the development of public improvements.

These documents will be provided via electronic mail correspondence for your review. If you have any questions, please contact David Cookson at (410) 313-3842 or (202) 812-1300.

Sincerely,

Bruce Gartner,
Administrator

Cc: Lonnice Robbins, Chief Administrative Officer
Sameer Sidh, Chief of Staff
James Irvin, Director, Howard County Department of Public Works
Amy Gowan, Planning Director Howard County Department of Planning and Zoning

APPENDIX C

SELF-CERTIFICATION

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

BALTIMORE REGIONAL TRANSPORTATION BOARD RESOLUTION #21-04

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

WHEREAS, the Baltimore Regional Transportation Board (BRTB) is the designated Metropolitan Planning Organization (MPO) 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, the Maryland Transit Administration, Harford Transit; 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 336 (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 August 25, 2020 meeting.

8/25/2020

Date

Lynda D. Eisenberg

Lynda Eisenberg, Chair
Baltimore Regional Transportation Board

8/18/20

Date

[Signature]

Greg Slater, Secretary
Maryland Department of Transportation

BALTIMORE REGIONAL TRANSPORTATION BOARD 2020 SELF CERTIFICATION OF THE REGIONAL PLANNING PROCESS

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,
- conducting 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, and
- 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; the Maryland Transit Administration; and Harford Transit. 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) Maryland Division Office, the Federal Transit Administration (FTA) Region 3 Office, the Maryland Department of Transportation (MDOT), 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 staff to assist the BRTB and its advisory committees. These staff include transportation planners and engineers, traffic modelers, demographers, urban designers, GIS specialists, and other planning professionals.

The BMC staff develops the regional transportation plans and programs for the BRTB. The staff also supports transportation planning for the region by providing demographic and economic analyses, travel demand modeling, air quality modeling, environmental coordination, and GIS services. Another BMC staff responsibility is maintaining a database of building permits issued throughout the region.

The Maryland Department of Transportation has a standing Memorandum of Understanding (MOU) with the BMC that delineates responsibilities in support of the regional transportation planning process. This agreement, initiated in 1992 with the redesignation of the BRTB and reauthorized in 2004 and amended in 2014 and 2020, stipulates that MDOT will apply for federal transportation planning grants from both FHWA and FTA to support the UPWP as well as provide a portion of the nonfederal matching funds required. The 2020 update to the MOU incorporates

recent changes in federal transportation law and adds Queen Anne's County as a member of the BRTB. In addition, MDOT formally represents all State-affiliated transportation modes and authorities on the BRTB.

The BMC also serves as the host agency for other important regional functions and programs. These include the 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:

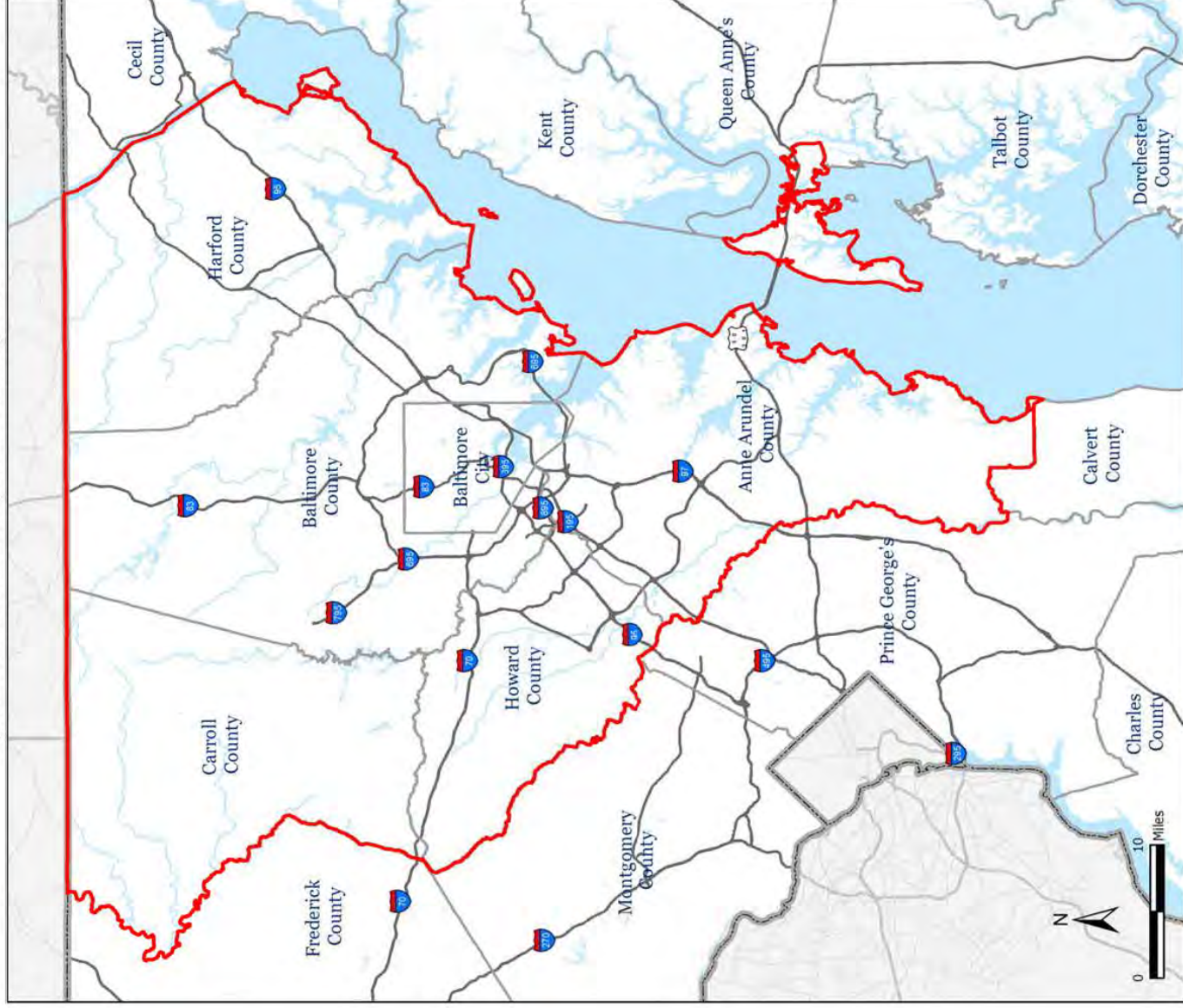
- Executive Committee
- Bicycle and Pedestrian Advisory Group
- Budget Subcommittee
- Public Advisory Committee
- Cooperative Forecasting Group
- Freight Movement Task Force
- Interagency Consultation Group
- Safety Committee
- Technical Committee
- Traffic Incident Management for the Baltimore Region
- 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 - Columbia - Towson Metropolitan Statistical Area (MSA), containing the Baltimore Urbanized Area, the Aberdeen - Bel Air South - Bel Air North Urbanized Area, and the Westminster - Eldersburg 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 ten 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 FTA 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 is 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 sub-recipients 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 coordinated with MDOT SHA and MDOT MTA to develop 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 BRTB coordinated with the State and public transportation providers to adopt regional performance targets. In some cases, the BRTB adopted the statewide targets, and in other cases the BRTB adopted different regional targets to reflect regional concerns, per the process described in federal regulations.

Out of the set of 25 federally mandated measures and targets, the BRTB has adopted 21 to date. These include:

Four transit asset management measures and targets (adopted in June 2017 and updated in February 2019): (1) percentage of non-revenue service vehicles that have either met or exceeded their Useful Life Benchmarks (ULBs), (2) percentage of revenue vehicles within an asset class that have either met or exceeded their ULBs, (3) with respect to infrastructure (rail fixed-guideway, track, signals, systems): percentage of track segments with performance restrictions, and (4) percentage of facilities within an asset class rated below condition 3 on the TERM scale

Five highway safety measures and targets (adopted in January 2018 and updated in January 2019 and January 2020): (1) number of fatalities, (2) rate of fatalities per 100 million VMT, (3) number of serious injuries, (4) rate of serious injuries per 100 million VMT, and (5) number of non-motorized fatalities + non-motorized serious injuries – pedestrian and bicycle

Two system performance measures and targets to assess traffic congestion (unified MDOT/BRTB targets for the urbanized area; adopted in May 2018): (1) annual hours of peak-hour excessive delay per capita (PHED measure) and (2) percentage of non-SOV (single-occupancy vehicle) travel.

One measure and target to assess on-road mobile source emissions (applies to projects with CMAQ funding) (adopted in June 2018): total emissions reduction: 2-year and 4-year cumulative reported emission reductions of each criteria pollutant and applicable precursors (PM2.5, PM10, CO, VOC, and NOx) for which the area is designated nonattainment or maintenance [Note: *the BRTB region is in nonattainment only with respect to ozone*].

Four measures and targets to assess pavement condition (adopted in October 2018): (1) percentage of pavement on the interstate system in good condition, (2) percentage of pavement on the interstate system in poor condition, (3) percentage of pavement on the NHS (excluding the interstate system) in good condition – state/local, and (4) percentage of pavement on the NHS (excluding the interstate system) in poor condition – state/local

Two measures and targets to assess bridge condition (adopted in October 2018): (1) percentage of NHS bridges by deck area classified as in good condition and (2) percentage of NHS bridges by deck area classified as in poor condition

Two measures and targets to assess performance of the NHS under the National Highway Performance Program (expressed as Level of Travel Time Reliability (LOTTTR) (adopted in October 2018): (1) percentage of person-miles traveled on the interstate system that are reliable (Interstate Travel Time Reliability measure) and (2) percentage of person-miles traveled on the non-interstate NHS that are reliable (non-interstate NHS Travel Time Reliability measure)

One measure and target to assess freight movement on the interstate system: percentage of interstate system mileage providing for reliable truck travel times (Truck Travel Time Reliability Index – TTTR) (adopted in October 2018)

Chapter 5 of *Mazimize2045* provides additional information on these adopted performance measures and targets.

The remaining four performance targets, yet to be set, relate to transit safety. Federal regulations stipulate that transit providers have until 1 year following publication of the final transit safety

rule (i.e., until July 20, 2020) to develop transit safety plans and establish transit safety targets. Following MDOT MTA adoption of the state targets in 2020, the BRTB will have 180 days in which either to adopt the state's transit safety targets or to set its own regional targets. The following bullet gives information about the transit safety measures and targets:

Four transit safety measures (reported by mode): (1) number of reportable fatalities and rate per total vehicle revenue miles, (2) number of reportable injuries and rate per total vehicle revenue miles, (3) number of reportable safety events and rate per total vehicle revenue miles, and (4) mean distance between major mechanical failures.

BMC will continue to work with MDOT SHA and MDOT MTA to update performance targets in accordance with federal requirements and to refine the processes for gathering data for performance measures. All of the measures and targets will be used to guide the Maryland Department of Transportation and the BRTB in carrying out the requirements of the applicable FHWA and FTA laws and regulations.

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 "nonattainment" area for the 2008 and 2015 8-hour ozone NAAQS.

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 Participation Plan

The Public Participation Plan (PPP) for the Baltimore region, approved in 2018 in accordance with the FAST Act, 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. This document is available in Spanish.

BMC staff made several changes in the 2018 Public Participation Plan to reflect changes in law and regulations as well as comments from the Public Advisory Committee and the public at large. These changes are summarized below:

Change #1: Updated list of interested parties to meet current regulations

Recent updates to federal metropolitan transportation planning regulations expanded the list of interested parties that an MPO must engage:

Public ports

Private providers of transportation, including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program

Travel and tourism agencies

Officials responsible for natural disaster risk reduction

BMC staff has added these interested parties to the PPP. Throughout the past several years, representatives of these interested parties have presented information to the Technical Committee and to the BRTB on topics related to regional transportation issues.

Change #2: Updated process for making amendments to the TIP and long-range transportation plan.

Any project proposed for inclusion in the TIP or Plan that requires a conformity assessment will automatically trigger a 30-day public review and public meeting.

All amendments, regardless of 30-day review, will go to the Technical Committee and BRTB for consideration and approval. A resolution with project information will be available online for the public to view 6 weeks prior to a BRTB vote.

The Executive Committee will continue to review and approve Administrative Modifications (minor amendments).

Change #3: Minor updates – For example, adding Queen Anne’s County.

Public Advisory Committee

The BRTB conducts various activities 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 LRTP 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 coordinate monthly meetings of the PAC and its two subcommittees: Policy & Legislation and Public Involvement. Recent presentations to the PAC have been on topics such as Environmental Justice and transportation equity, BMC’s travel demand model, BaltimoreLINK, MDOT MTA’s mobility program, the Baltimore Bike Share program, final rules for performance measures (covering system condition and system performance), *Maximize2045*, the TIP and amendments to the TIP, and the UPWP.

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 of the public involvement program include:

- surveys to evaluate public opinion of its plans and programs
- notification of new comment periods and events posted on BMC website (over 5,500 followers on social media; emails to over 600 interested parties)
- organizing the “What’s on Tap?” 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 LRTP and TIP into Spanish
- publication of *B’more Involved* in a COG Quarterly e-newsletters, distributed to over 2,600 subscribers each and cross posted on Facebook and Twitter.
- cross posting of e-newsletters and press releases on social media and on the BMC website at www.baltonmetro.org.

TITLE VI / ENVIRONMENTAL JUSTICE / LIMITED ENGLISH PROFICIENCY

As an MPO, the BRTB is required to convene its members and provide opportunities for engagement for stakeholder organizations, interested parties and citizens in order to conduct a cooperative, comprehensive and continuing (3C) transportation planning process. Moreover, as a sub-recipient of federal financial assistance via MDOT, 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 May 28, 2019, the Baltimore Regional Transportation Board approved, via BRTB Resolution #19-22, 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. Recent accomplishments include:

- evaluated and updated the BMC website to improve online access to Title VI / nondiscrimination policies and information. The complaint form is available in Spanish.
- completed new Four-Factor Analysis based on the most recent American Community Survey Five-Year Estimates. Drafted and approved, via BRTB Resolution #19-23, the Limited English Proficiency Plan. This document is available in Spanish.
- 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. This document is available in Spanish.
- initiated the second phase of contact relationship management (CRM) implementation to better connect with vulnerable populations / interested parties in the region.

Since the approval of the Title VI program through Resolution #19-22, the BRTB and BMC staff have conducted or participated in several events. Information follows:

- BMC staff participated in an EJ peer exchange held as part of the 2019 AMPO conference on October 22, 2019.

- Reviewed EJ analysis methods utilized by other MPOs and reports from state and federal agencies throughout the calendar year.

- Evaluated DBE participation for FY 2020; and adopted a DBE participation goal (31.7%) for FY 2020, via BRTB Resolution #20-14.

- Participated in a daylong MACO event titled: Policy Applications of a Racial Equity Lens, Creating More Equitable Policies for an Economically Vibrant Maryland.

Environmental Justice

Environmental Justice seeks to ensure that the benefits and burdens of transportation investments are shared as equitably as possible among all affected communities.

Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority and Low Income Populations," addresses this issue. This Executive Order and its accompanying memorandum reinforce the requirements of Title VI that focus federal attention on environmental and human health conditions in minority and low-income communities.

BMC staff members attended an FHWA workshop on Environmental Justice in September 2018. This workshop presented information on federal requirements and best practices relative to EJ from state DOTs and MPOs around the country. As noted in subsequent sections, staff incorporated some of these best practices in analyzing the potential EJ effects of projects in the long-range transportation plan and the Transportation Improvement Program.

Limited English Proficiency Plan

In accordance with "U.S. Department of Transportation Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficiency Persons," BMC staff conducted a four-factor analysis to determine the "reasonable steps" the BRTB must take to ensure meaningful access to information and services it provides.

Based on the current low levels of residents with LEP in the Baltimore region and their limited interaction with the BRTB, full translation of all BRTB Plans and Programs is not required at this time. However, in order to engage the diverse population in the region, the BRTB is committed to providing appropriate language assistance to the LEP population. The following information outlines key actions:

- BMC staff prepared an Executive Summary in Spanish for the following key documents:
 - long-range transportation plan (draft and final), short-range transportation program (final), Public Participation Plan, Limited English Proficiency Plan, Title VI Policy and Complaint Form, and the "About the BRTB" brochure.
- the BRTB will provide limited oral language services to Spanish-speaking LEP individuals.
- BMC staff will review the data on which this plan is based at least every four years.
- as a recipient of federal financial assistance, the BRTB has adopted a Title VI complaint procedure.

In May 2019, the BRTB approved the 2019 Limited English Proficiency Plan for the Baltimore region (Resolution #19-23).

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 program

Unified Planning Work Program – UPWP

The UPWP is the basis for the Baltimore region transportation planning work scope. Every two years, the MPO begins developing the program in November and FHWA/FTA approves it by June. The BRTB approved the FY 2021 Addendum to the Baltimore Region FY 2020-2021 UPWP in May 2020.

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 proposed for FY 2021 transportation planning activities for the Baltimore region, including several new focus areas to address regional issues and concerns, is \$8,901,750.

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 2016 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 period, 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.

Long-Range Transportation Plan

The BRTB adopted the current LRTP, titled *Maximize2045: A Performance-Based Transportation Plan*, in July 2019. Federal agency approval followed in August 2019. The Executive Summary is available in Spanish.

Regional Goals, Strategies, and Performance Measures/Targets

As part of the development of "*Maximize2045: 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.

As a first step in the development of the next plan, the BRTB adopted the same set of goals from *Maximize2040*. With input from the Technical Committee and the Public Advisory Committee, the BRTB added some implementation strategies to support these goals. These new strategies are intended to:

- strengthen planning related to two new planning factors added in the FAST Act: (1) improve resiliency and reliability, specifically with respect to system redundancy and evacuation routes, and (2) enhance travel and tourism, and
- acknowledge the need to consider emerging technologies (e.g., autonomous and connected vehicles, smartphone apps) and shared mobility options (e.g., ride hailing services, micro-transit services, ridesharing) in project planning and programming.

Evaluation of Candidate Projects / Fiscal Constraint of Plan

BMC staff scored the candidate projects submitted by jurisdictions and modal agencies. 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, MDOT SHA, MDOT MTA, and the jurisdictions provided 2019 cost estimates for these projects. BMC staff applied an inflation factor, consistent with 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, *Maximize2045* was demonstrated to be fiscally constrained, in accordance with federal requirements.

Maximize2045 Environmental Justice Analysis

Based on information received at the September 2018 Environmental Justice workshop, BMC staff looked at additional performance measures related to accessibility and mobility as part of the EJ analysis for *Maximize2045*. Staff analyzed these performance measures under two scenarios: (1) 2045 Existing and Committed Scenario, which included all projects that are already in progress or that have committed funds and schedules in the 2020-2023 time frame and (2) 2045 Preferred Alternative Scenario, which included all projects from the Existing and Committed Scenario as well as projects in the *Maximize2045* Preferred Alternative. Staff analyzed the impacts on EJ and non-EJ Transportation Analysis Zones (TAZs) for the following measures:

- average number of jobs accessible
- average number of shopping opportunities accessible
- average commute time
- average travel time for shopping purposes
- average travel time to closest hospital
- percent of population close to a supermarket
- percent of population close to a hospital
- percent of population close to a college or university

The EJ analysis of *Maximize2045* showed that the surface transportation investments in the Preferred Alternative should not have disproportionate effects on EJ TAZs.

Maximize2045 Public Outreach and Engagement

Throughout the 2-year process to develop *Maximize2045*, 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 *Maximize2045* 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 *Maximize2045* available to the public for review and comment for a 45-day period from May 9 through June 18, 2019. Staff held public open house meetings in each jurisdiction and an online virtual meeting to present information and accept input/comments. The BRTB also posted the draft *Maximize2045* online along with a map of projects and advertised in 14 newspapers and online sites. The BRTB addressed public comments in preparing the final version of *Maximize2045*.

2023 Regional Long-Range Transportation Plan

The BRTB has approved a resolution to adopt the next long-range transportation plan by July 2023. During FY 2021, tasks to be covered in developing the next long-range plan include:

- reviewing and, potentially, updating regional goals and strategies
- adopting updated performance targets, as applicable according to federal due dates

As part of the first task for FY 2021, BMC staff and the Technical Committee are reviewing and making recommendations for updates to the regional goals and strategies. These updates are intended to strengthen the commitment to a performance-based planning and programming approach and to the continued efforts to analyze the effects of regional transportation policies and investments relative to equity concerns.

FY 2021-2024 TIP

The BRTB and its Technical Committee reviewed the projects proposed for the 2021-2024 TIP. This included review by BMC staff for consistency with *Maximize2045*, MDOT's Consolidated Transportation Program (CTP), the local Transit Development Plans, and adopted local government comprehensive plans. The BRTB also worked with its subcommittees to review the proposed list of projects. In addition, a presentation of the draft TIP was provided to the Public Advisory Committee. Based on results of this review, the proposed projects were selected for inclusion in the TIP.

Projects identified in the TIP are funded using current/available revenue sources listed in the state's six-year CTP. The total amount programmed in the 2021-2024 TIP is approximately \$4.26 billion. Federal funds account for \$2.46 billion of this total, with local and state matching funds accounting for the remaining \$1.8 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 LRTP goals before they can be included in the TIP. In addition, capacity projects must come from the approved LRTP and must have been considered in the congestion management process for the region.

FY 2021-2024 TIP Financial Considerations

As noted, the 2021-2024 TIP uses current and available revenue sources listed in the 2020-2025 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 2021-2024 TIP and Performance-Based Planning and Programming
As required by the FAST Act, the 2021-2024 TIP includes a summary of the 25 federally mandated performance measures and targets as well as a discussion of the anticipated impact of investments in the TIP towards their achievement.

FY 2021-2024 TIP Public Outreach and Engagement
The public review period for the draft FY 2021-2024 TIP and the associated draft Air Quality Conformity Determination took place from June 16 through July 17, 2020. Goals of this process were to inform the public and encourage feedback, share highlights of proposed TIP projects, and promote an interactive TIP map showing the locations of projects and featuring a new tool the public could use to submit comments. Aside from online comment tools, methods through which the public could comment included email, mail, fax, and Twitter.

Due to the COVID-19 pandemic and the need to refrain from in-person meetings, BMC staff held two virtual public meetings: Thursday, July 9 from 6:00 to 6:45 p.m. and Tuesday, July 14 from 12:30 to 1:15 p.m.

Air Quality Conformity – Maximize2045 and FY 2021-2024 TIP

The conformity rule, as it applies to the Baltimore nonattainment area, requires the LRTP and TIP to conform to the motor vehicle emissions budgets established in the SIP. The applicable SIP for the Conformity Determination of the 2021-2024 TIP is the RFP SIP for 8-hour ozone (determined to be adequate in 2016).

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 2020, 2030, 2040, and 2045. Therefore, the BRTB, in its capacity as the Metropolitan Planning Organization for the Baltimore region, has concluded that *Maximize2045* and the FY 2021-2024 TIP 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

The 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.

The BRTB-approved DBE participation target for FY 2021 is 31.7% (approved through Resolution #20-14). Specifically, the BRTB is using the goal of MDOT as the primary recipient of U.S. Department of Transportation funds located in the same or a substantially similar market as the BRTB.

The BRTB participates in the Regional Procurement Diversity Expo, "Meet the Primes," which is sponsored, in part, by the Baltimore Regional Cooperative Purchasing Committee, a subcommittee of the BMC. The most recent Expo took place in October 2019. 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 complies with the lead entity's minority business enterprise procedures and goals while still allowing 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 went 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

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 MDOT 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 a regular basis, 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, adjustments are now completed. The exterior were reviewed by the development company and a significant upgrade was completed which will be added to the next report.

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 LRTP and TIP projects for pedestrian accommodations. 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.

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.

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 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.

Coordinated Public Transit – Human Services Transportation Plan
The BRTB collaborated with MDOT MTA in developing the 2019 *Baltimore Area Coordinated Public Transit – Human Services Transportation Plan*. This plan meets the Fixing America's Surface Transportation (FAST) Act 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 under other FTA programs.

In August 2019 a regional workshop provided a forum for stakeholders to discuss and update the transportation needs in the 2015 Plan. Strategies for how to best serve the needs of seniors and the disabled as well as the low-income employed were finalized at in October 2019. In December 2019, the BRTB approved an updated *Baltimore Area Coordinated Public Transit – Human Services Transportation Plan* through Resolution #20-9.

2017 – Attitudes and Behavior of Baltimore Area Residents with Access to Transit
Related to the topic of the transportation needs of the region's residents, the BRTB sponsored a survey to gather information on people's travel behavior and attitudes with respect to public transit. From November 14, 2017 to January 16, 2018, the BRTB's consultant team conducted more than 1,200 interviews of residents in zip codes served by transit. The team used the data to determine attitudes by demographic characteristics, education level, and income level. In addition, the team conducted a market segmentation analysis and provided recommendations to the BRTB on how the region could more effectively reach and serve current and potential transit riders.

MDOT 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
Ride With Us is a non-profit formed in 2016 to provide demand-response transportation to meet the needs of seniors, people with disabilities, and the transportation disadvantaged of Carroll County.

Harford County
Harford Transit LINK 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' doctors' appointments, pharmacy trips, shopping and running various other errands via a team of volunteer drivers.

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.

APPENDIX D

MDOT SHA AREAWIDE PROJECTS

KNOWN FY 2021 AREAWIDE PROJECTS AT TIME OF SUBMITTAL - BASED ON THE 2020-2025 CONSOLIDATED TRANSPORTATION PROGRAM

Jurisdiction	Route	Termini	Description of Improvements
Areawide Transportation Alternatives Projects (60-9903-29)			
Anne Arundel County	Broadneck Peninsula Trail - Phase 2	Green Holly Drive to Bay Dale Drive	Trail construction
Baltimore City		Pimlico Elementary School	Non-infrastructure and infrastructure improvements to promote safe routes to school
Carroll County		Langdon, near Westminster Avenue	Stormwater management facility construction
Harford County		Aberdeen MARC Station - Polk Street to East Bel Air Avenue	Bicycle and pedestrian improvements
Howard County	Patuxent Branch Trail	Old Guilford Road to Vollmerhausen Road	Trail paving
Queen Anne's County	Cross County Connector Trail	Kent Narrows Road	Trail construction
Areawide Environmental Projects (60-9506-38)			
Anne Arundel County	US 50 & I-97	US 50 from Prince George's County Line to I-97 and I-97 from US 50 to MD 3	Roadside vegetation management and native plant establishment
Baltimore County	I-83	I-695 to Pennsylvania State Line	Roadside vegetation management and native plant establishment
Baltimore County		At MD 145 and MD 165	TMDL stream restoration of Little Gunpowder Fall Tributary at MD 145 and MD 165
Howard County	I-95	Prince George's County Line to Baltimore County Line	Roadside vegetation management and native plant establishment
Regional	Various	Various	TMDL drainage improvements
Areawide Congestion Management Projects (60-9504-04)			
Anne Arundel County	MD 794	MD 794 at Wayson's Corner	Widening of entrance for bus access
Anne Arundel, Baltimore, and Howard Counties	US 1	Various	Installation of ITS and CAV capable field devices
Howard County	MD 32	MD 32 at Broken Land Parkway	Park and ride lot expansion
Regional	Various	CHART Systems Development – operating software upgrades	Technology improvements

Areawide Safety and Spot Improvement (60-9508-19)			
Baltimore County	MD 43	At Honeygo Boulevard	Geometric improvements
Baltimore County	MD 147	At Joppa Road	Geometric improvements
Carroll County	MD 32	At Johnsville Road/Bennett Road	Geometric improvements
Carroll County	MD 140	At Mayberry Road	Geometric improvements
Howard County	MD 103	US 29 to Long Gate Shopping Center Entrance	Geometric improvements
Regional	Various	Various	Modification, reconstruction, and installation of traffic signals
Areawide Bridge Replacement and Rehabilitation Projects (60-9310-13)			
Anne Arundel County	Various	Bridges 0200405, 0200406, 0206100, 0213400, 0216100, 0217700, and 0222800	Cleaning and painting
Baltimore County	MD 146	Structures 03189X0, 03190X0, and 03192X0	Replacement of small structures over drainage ditches
Baltimore County	I-70	Bridge 0323900 over Ingleside Avenue	Deck replacement
Baltimore County	I-70	Bridges 0322903 & 0322904 on I-70 East Bound & I-70 West Bound over Patapsco River & CSXT	Parapet rehabilitation
Baltimore County	I-695	Bridges 0329005 and 0329006	Cleaning and painting
Howard County	MD 94	Bridge 1309400 over I-70	Bridge rehabilitation
Regional	Various	Various	Minor rehabilitation and preservation of bridges and other structures
Areawide Resurfacing and Rehabilitation Projects (60-9501-11)			
Anne Arundel, Carroll and Howard Counties	Various	Various	Sidewalk upgrades
Anne Arundel, Carroll, Howard and Queen Anne's Counties	Various	Various	Pavement markings
Baltimore and Harford Counties	Various	Various	Patching and resurfacing Interstate and NHS roadways

Howard County	MD 32	At Dorsey Run Road interchange	Resurfacing
Howard County	I-95	Baltimore County Line to MD 100	Resurfacing
Regional	Various	Various	Patching and resurfacing
Regional	Various	Various	Traffic barrier upgrades

APPENDIX E

PROJECTS BETWEEN FUNDING STAGES OR ON HOLD

Projects Between Funding Stages or On Hold

Project Id	Project Title	Jurisdiction	Year of Operation last time in TIP	Project Category	Project Type
11-1802-19	Mountain Road Corridor Revitalization – Phase I	Anne Arundel County	TBD	Highway Preservation	Other
12-0207-11	Citywide Road Resurfacing – Federal Aid Program	Baltimore City	Ongoing	Highway Preservation	Road resurfacing/rehabilitation
12-1201-99	Baltimore City Locked Gate IAPA	Baltimore City	2021	Miscellaneous	Miscellaneous
12-1413-56	Bayview MARC Intermodal Station	Baltimore City	2018	Commuter Rail	New rail facilities
12-1414-11	Citywide System Preservation	Baltimore City	Ongoing	Highway Preservation	Road resurfacing/rehabilitation
12-1419-13	Hanover Street Bridge Multimodal Corridor	Baltimore City	NA	Highway Preservation	Bridge repair/deck replacement
12-1606-12	Reconnecting Charles Street – Mt. Royal to Lanvale Street	Baltimore City	2018	Highway Preservation	Road reconstruction
12-1704-11	Curtis Avenue Corridor Improvements (Phase I and II)	Baltimore City	2025	Highway Preservation	Road resurfacing/rehabilitation
12-1801-13	Monroe Street Ramp over CSX and Russell Street over CSX	Baltimore City	2027	Highway Preservation	Bridge repair/deck replacement
12-2006-99	Citywide Transportation Plan	Baltimore City	2021	Miscellaneous	Miscellaneous
13-1406-42	Security Boulevard Extension	Baltimore County	2018	Highway Capacity	New or extended roadways
15-1402-42	Bata Boulevard Access Road	Harford County	2023	Highway Capacity	New or extended roadways
16-1409-42	Skylark Boulevard extended to MD 216	Howard County	2017	Highway Capacity	New or extended roadways
16-2001-67	Bus Rapid Transit	Howard County	NA	Transit Capacity	Transit capacity expansion
92-1101-99	Baltimore and Potomac Tunnel	Office of the Secretary	NA	Miscellaneous	Miscellaneous
95-1401-59	Susquehanna Bridges	Office of the Secretary	NA	Commuter Rail	Other
61-0105-41	MD 3: US 50 to MD 32, Corridor Study	SHA	NA	Highway Capacity	Roadway Widening
61-0505-41	MD 295: MD 100 to I-195, Corridor Study	SHA	NA	Highway Capacity	Roadway Widening
61-0605-41	MD 175: MD 295 to MD 170	SHA	2025	Highway Capacity	Roadway Widening
61-1403-41	MD 198: MD 295 to MD 32	SHA	2034	Highway Capacity	Roadway Widening
63-0803-46	I-795: Dolfield Boulevard Interchange	SHA	2040	Highway Capacity	New Interchange
64-1703-41	MD 32: MD 26 to I-70 Corridor 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 Corridor Study	SHA	NA	Highway Capacity	Roadway widening
66-1406-41	US 29: Middle Patuxent River to Seneca Driver – Phase 2	SHA	2030	Highway Capacity	Roadway widening

APPENDIX F

FY 2020-2023 TIP AMENDMENT AND ADMINISTRATIVE MODIFICATION LOG

Summary of 2020 – 2023 TIP Amendments and Administrative Modifications

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
11-1601-19	McKendree Road Culvert over Lyons Creek	Anne Arundel County	This administrative modification adds federal Surface Transportation Block Grant program funds for the engineering phase in FY 2020. This is not a new project phase as engineering funds were first obligated in FY 2017. Anne Arundel County's initial design estimate was based on averaging the costs of recent similar designs. The anticipated costs to complete design are in excess of the original estimates, necessitating additional funds to complete design. FY 2020 STBG funds are added in the amount of \$293,000 along with \$73,000 in matching funds. Funding in the TIP increases from \$1.038 million to \$1.404 million. The estimated total cost of the project increases from \$1.609 million to \$1.901 million.	<p>This project is to remove and replace the culvert on McKendree Road over Lyons Creek to correct the structurally deficient condition of the existing multicell culvert. Three foot shoulders planned on both sides of the road.</p> <p>Engineering funds were first included in FY 2017.</p> <p>Conformity Status: Exempt</p>	Admin Mod: 8/2/19
12-1705-13	Hanover Street Bridge Deck Repair over Middle Branch	Baltimore City	This amendment adds the project to the 2020-2023 TIP using \$3.7 million in Section 1702 High Priority Project funds along with \$925,000 in matching funds. The project had been in the 2019 TIP, but must now be added to the 2020-2023 TIP due to delays in the approval process.	<p>The Hanover Street Bridge is a thirty-seven span bridge built in 1916 and rehabilitated in 1970 and 1992. The structure consists of a two-leaf bascule span, sixteen open spandrel arch spans, and twenty arcade spans at the north end of the bridge. The bridge has an overall length of 2290'-2". The bridge carries five lanes of traffic, two in each direction with an alternating direction center lane. This work will include the design and construction of the rehabilitation of the concrete bridge deck for the Hanover Street Bridge over the Middle Branch. The design work occurred in FY19, with construction of the rehabilitation scheduled to begin in FY20.</p> <p>Conformity Status: Exempt</p>	Amendment approved by Executive Committee: 9/24/19
12-1404-11	Belair Road Complete Streets	Baltimore City	FHWA directed Baltimore City to change the source of federal funds from the Surface Transportation Block Grant Program (STBG) to the National Highway Performance Program (NHPP). The project scope and amount of funding remain unchanged.	<p>Design and construction for street, sidewalk, bike improvements and greening at key nodes on Belair Road, including Frankford Ave., Erdman Ave., and Fleetwood Ave. This project is a major implementation item from the Urban Land Institute Belair Road report and BCDOT traffic study. FY 2020 Eng and FY 2023 construction funds are for Phase II which includes the intersection of Belair Rd and Erdman Ave. FY 2021 Eng and FY 2024 construction funds are for Phase III which includes the intersection of Belair Rd and Fleetwood Ave. Phase I, which includes the intersection of Belair Rd and Frankford Avenue, advertised for construction in FY19.</p> <p>Conformity Status: Exempt</p>	Admin Mod: 11/1/19

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
12-2010-11	Madison Street Rehabilitation from North Milton Avenue to Edison Highway	Baltimore City	FHWA directed Baltimore City to change the source of federal funds from the Surface Transportation Block Grant Program (STBG) to the National Highway Performance Program (NHPP). The project scope and amount of funding remain unchanged.	<p>Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades.</p> <p>Pedestrian improvements include bump outs for shorter crossings and improved crosswalks/intersections.</p> <p>Conformity Status: Exempt</p>	Admin Mod: 11/1/19
12-2012-11	Patapsco Avenue from Magnolia Avenue to Patapsco River Bridge	Baltimore City	FHWA directed Baltimore City to change the source of federal funds from the Surface Transportation Block Grant Program (STBG) to the National Highway Performance Program (NHPP). The project scope and amount of funding remain unchanged.	<p>Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades.</p> <p>A mixed use trail and pedestrian accommodations will be added to the north side of Patapsco Avenue.</p> <p>Conformity Status: Not Exempt</p>	Admin Mod: 11/1/19
12-2013-11	Pennington Avenue Rehabilitation from Birch Street to East Ordnance Road	Baltimore City	FHWA directed Baltimore City to change the source of federal funds from the Surface Transportation Block Grant Program (STBG) to the National Highway Performance Program (NHPP). The project scope and amount of funding remain unchanged.	<p>Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades.</p> <p>ADA compliant sidewalks will be added where there are no existing sidewalks.</p> <p>Conformity Status: Exempt</p>	Admin Mod: 11/1/19
40-9502-05	Small Urban Transit Systems - Capital Assistance	Maryland Transit Administration	This administrative modification updates FTA Section 5307 and 5339 funds in FY 2020 to reflect the difference between the estimated and actual budgetary needs of the grant sub-recipient. These funds will be used for preventive maintenance and four heavy duty bus replacements in Carroll County. Section 5307 funds decrease in the amount of \$40,000 along with a decrease of \$10,000 in matching funds. Section 5339 funds decrease in the amount of \$4,000 along with a decrease of \$1,000 in matching funds. Total funding in the TIP decreases from \$1.6 million to \$1.545 million.	<p>Capital assistance to small urban transit systems throughout the region to purchase vehicles, equipment, and facilities. The Baltimore region's small urban transit systems include Carroll Transit System, Anne Arundel County and Howard County.</p> <p>Conformity Status: Exempt</p>	Admin Mod: 11/1/19

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
40-1603-61	Urban Transit Systems - Operating Assistance	Maryland Transit Administration	This administrative modification updates FTA Section 5307 funds in FY 2020 to reflect the difference between the estimated and actual budgetary needs of the grant sub-recipient. These funds will be used to provide continued operating assistance in Harford County. Funds increase in the amount of \$488,000 federal along with \$488,000 in matching funds. Total funding in the TIP increases from \$13.008 million to \$13.984 million.	Operating assistance to urban transit systems throughout the Aberdeen/Bel Air North/Bel Air South urbanized area. Transit agencies eligible for funding include Harford County. Costs generally associated with operating assistance can include utilities, miscellaneous equipment, fuel/oil, and driver, maintenance staff, and administrative salaries. Conformity Status: Exempt	Admin Mod: 11/1/19
60-9310-13	Areawide Bridge Replacement and Rehabilitation	State Highway Administration	This administrative modification adds federal and state funds for the engineering phase in FY 2020 and FY 2021. The admin mod adds \$1 million (\$800,000 federal/\$200,000 matching) in NHPP and state funds in FY 2020 and FY 2021. It also adds \$2 million (\$1.6 million federal/\$400,000 matching) in STBG and state funds in FY 2020 and FY 2021. Total funding in the TIP increases from \$148.4 million to \$154.4 million. These funding changes are necessary to accommodate bridge inspection programs committed in FY 2020 and FY 2021.	This is an ongoing program to provide major upgrades and maintenance of structures on State highways. These are non-capacity improvements which may include but are not limited to structural replacements, deck rehabilitation, superstructure replacements, parapet reconstruction, cleaning and painting, and general maintenance on various state-owned bridges. Conformity Status: Exempt	Admin Mod: 11/1/19
60-9504-04	Areawide Congestion Management	State Highway Administration	This administrative modification adds federal STBG and state matching funds (\$4 million federal/\$1 million matching) to the engineering phase in each of FY 2020 and FY 2021. It also shifts \$2 million (\$1.6 million federal/\$400,000 matching) in construction phase funds from STBG to NHPP. Total funding in the TIP increases from \$93.8 million to \$103.8 million. These funding changes are needed to accommodate CHART expenditures and the installation of dynamic message signs throughout the state.	This is an ongoing program to provide traffic control, management, and monitoring on State highways. These improvements may include but are not limited to the employment of variable message signs, video for traffic management (CCTV), traffic management detectors, signal systemization and remote timing, permanent congestion monitoring systems employed by the CHART program, deployment of local jurisdiction intelligent transportation system (ITS) projects, and the development of park-and-ride facilities. This project also includes a program that replaces older drayage trucks serving the Port of Baltimore with newer trucks that meet or exceed 2007 EPA emissions certified engine standards. Conformity Status: Exempt	Admin Mod: 11/1/19
60-9508-19	Areawide Safety And Spot Improvements	State Highway Administration	This administrative modification shifts a total of \$1 million (\$800,000 federal/\$200,000 matching) in right-of-way funds from NHPP to STBG. Total funding in the TIP is unchanged at \$239.6 million. The shift in funding is needed to accommodate the increased right-of-way cost for geometric improvements to MD 103 between US 29 and the Long Gate Shopping Center entrance.	This is an ongoing program to provide localized improvements to address safety and/or operational issues on State highways. These are highway improvements which may include but are not limited to projects dealing with bypass lanes, acceleration and deceleration lanes, turn lanes, rail crossings, intersection realignment, geometric improvements, safety improvements including bridge, bicycle, and pedestrian safety improvements, pavement markers, ADA improvements, guardrails, and roundabouts. Other improvements such as slope repairs, drainage improvements, and joint sealing may be included incidental to other safety improvements. Conformity Status: Exempt	Admin Mod: 11/1/19

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
63-2002-13	I-695: Bridge Replacement on Putty Hill Avenue	State Highway Administration	This amendment adds a new project to the 2020-2023 TIP. The project will be added to the final MDOT FY 2020-2025 Consolidated Transportation Program as a major project and has an estimated total cost that exceeds the threshold for inclusion in the Areawide Bridge Replacement and Rehabilitation TIP project. The estimated total cost of the project is \$12.704 million. Of this amount, \$1.976 million was programmed in FY 2019 under the Areawide Bridge Replacement and Rehabilitation project. The remaining \$10.728 million in federal NHPP and state matching funds are being added to the 2020-2023 TIP as a part of this amendment.	This project replaces bridge no. 0317400 on Putty Hill Avenue over I-695. The new bridge will maintain two 12' lanes and include 6' bicycle-compatible shoulders with 5'8" sidewalks on both sides of the bridge. The engineering and right-of-way phases for this project were originally funded as part of the Areawide Bridge Replacement and Rehabilitation project (60-9310-13). Conformity Status: Exempt	Resolution #20-7: 11/26/2019
40-2001-62	Access and Mobility Partnership	Maryland Transit Administration	This amendment adds \$240,000 in FTA Section 5312(b) Human Services Coordination Research Program funds along with \$60,000 in state matching funds to the 2020-2023 TIP. MDOT MTA was awarded funds from this discretionary grant program to improve paratransit rider experience and coordination between agencies.	MDOT MTA will incorporate technology solutions and enhance coordination between agencies to provide more options for paratransit riders, including fixed route and taxi access alternatives. MDOT MTA will utilize a customizable module for paratransit software, which presents fixed route alternative options to paratransit riders. This module utilizes real-time data to provide information on fixed route alternatives to persons requesting paratransit rides and assists with ensuring the comparability of paratransit rides to the fixed route alternatives. Conformity Status: Exempt	Resolution #20-8: 11/26/2019
40-1602-05	Urban Transit Systems - Capital Assistance	Maryland Transit Administration	This amendment updates FTA Section 5307 and 5339 funds in FY 2020 to reflect the difference between estimated and actual budgetary needs in Harford County. Section 5307 funds increase in the amount of \$1.139 million along with an increase of \$285,000 in matching funds. These funds will be used to provide four small replacement buses, two heavy duty replacement buses, replacement tablets and docks and preventive maintenance. Section 5339 funds increase in the amount of \$197,000 along with an increase of \$50,000 in matching funds. These funds will be used for the replacement of one heavy duty bus. Total funding in the TIP increases from \$3.328 million to \$4.999 million.	Capital assistance for the purchase of vehicles, equipment, and facilities for Harford County (Harford County Transportation Services). Conformity Status: Exempt	Resolution #20-8: 11/26/2019

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
63-2001-13	MD 151/MD 151B: Bridge Replacements	State Highway Administration	This amendment increases funding for the construction phase from \$20 million to \$30 million. The increase in construction funds is necessary to accommodate increased truck loads, additional fill to avoid significant settlement, and the treatment and disposal of hazardous soils at the site. In addition, bridge no. 0335100 has transitioned from a deck replacement to a full replacement. Federal Surface Transportation Block Grant Program funds increase by \$8.401 million along with an increase of \$1.599 million in state matching funds. Funding in the TIP increases from \$20.322 million to \$30.322 million.	This project replaces bridge no. 0309900 on MD 151 and bridge nos. 0335100 and 0335000 on MD 151B. Conformity Status: Exempt	Resolution #20-11: 1/28/2020
70-1503-55	MARC Facilities	Maryland Transit Administration	This administrative modification updates FTA Section 5337 funds to reflect FY 2020 funds not originally accounted for during the FY 2020-2023 TIP call for projects. These funds will be used to procure and begin construction of the Riverside heavy maintenance facility and to fund repairs and renovations at the MARC BWI facility. Funds increase in the amount of \$7.8 million federal along with \$1.95 million in matching funds. Total funding in the TIP increases from \$80.919 million to \$90.669 million.	1) Procure Riverside maintenance facility, which CSX has offered to sell to MTA. Maintenance activities for equipment on the MARC Camden Line would then be under direct control of MARC. MTA & CSX are jointly working with MDE to remediate hazardous material contamination. 2) Design and engineering for BWI MARC/Amtrak facility renovation and improvements. This work involves station improvements and new canopies. 3) MARC Martin State Airport – Purchase private property & construct two additional storage tracks. 4) Construction of Riverside heavy maintenance facility. Note: In addition to the matching funds listed, MTA has committed \$4.5 million in state dollars. Conformity Status: Exempt	Admin Mod: 1/28/20
15-1101-13	Chestnut Hill Bridge #40	Harford County	This administrative modification updates federal STBG funds in FY 2020. Construction phase funds increase by \$200,000 (\$160,000 federal/\$40,000 matching) to reflect recent increases in contractor bids on similar projects for items such as maintenance of stream flow, bridge foundations, and rip rap stone for scour protection. The construction work will also include \$123,000 in utility relocation work (\$98,000 federal/\$25,000 matching). These funds are added under the Other phase. Total funding in the TIP increases from \$1.38 million to \$1.703 million.	This project will replace the existing Chestnut Hill Road Bridge. Three foot shoulders planned on both sides of the road. Engineering funds were included in a previous TIP. Conformity Status: Not Exempt	Admin Mod: 1/28/20

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
40-1801-64	Agencywide System Preservation and Improvement	Maryland Transit Administration	This administrative modification adds unobligated FTA Section 5307 funds from Federal Fiscal Year 2018 to FY 2020. These funds will be used to upgrade the current Automatic Vehicle Location ranger system for the entire mobility vehicle fleet. Funds increase in the amount of \$655,000 federal along with \$163,000 in matching funds. Total funding in the TIP increases from \$35.284 million to \$36.102 million.	<p>This is an ongoing project to rehabilitate agency-wide facilities, systems, and infrastructure, including park-and-ride lots, roofing, bridge and subway inspection, a transit asset management system, a system network migration and upgrade, system-wide elevators and escalators, and a mobility CAD/AVL system replacement.</p> <p>In addition to the matching funds listed, MTA has committed \$98.9 million in state dollars.</p> <p>Conformity Status: Exempt</p>	Admin Mod: 3/6/20
40-1805-64	Metro and Light Rail System Preservation and Improvement	Maryland Transit Administration	This administrative modification adds unobligated FTA Section 5307 funds from Federal Fiscal Year 2018 to FY 2020. These funds will be used for the design, procurement, and installation of interlockings along the Metro subway system. Funds increase in the amount of \$1.661 million federal along with \$415,000 in matching funds. Total funding in the TIP increases from \$46.819 million to \$48.895 million.	<p>This is an ongoing project to rehabilitate Light Rail and Metro facilities, infrastructure, track, and equipment. In addition to the matching funds listed, MTA has committed \$211.5 million in state dollars.</p> <p>Conformity Status: Exempt</p>	Admin Mod: 3/6/20
11-1103-13	Furnace Avenue Bridge over Deep Run	Anne Arundel County	This administrative modification updates federal Surface Transportation Block Grant program funds for the engineering phase in FY 2020. Engineering funds are increasing to reflect a higher A/E proposal. FY 2020 STBG funds increase in the amount of \$153,000 along with an increase of \$49,000 in matching funds. Funding in the TIP increases from \$1.605 million to \$1.807 million.	<p>This project will reconstruct the existing bridge to correct existing deficiencies, a substandard approach road and bridge deck geometry. Five foot shoulders are planned on both sides of the road.</p> <p>Conformity Status: Exempt</p>	Admin Mod: 5/8/20
11-1602-13	Polling House Road Bridge over Rock Branch	Anne Arundel County	This administrative modification updates federal Surface Transportation Block Grant program funds for the engineering phase in FY 2020. Engineering funds are increasing to reflect a higher A/E proposal. FY 2020 STBG funds increase in the amount of \$262,000 along with an increase of \$76,000 in matching funds. Funding in the TIP increases from \$1.738 million to \$2.076 million.	<p>This project will replace the existing bridge along Polling House Road over Rock Branch to correct the deteriorated structure and obsolete deck geometry. Three foot shoulders are planned on both sides of the road.</p> <p>Conformity Status: Exempt</p>	Admin Mod: 5/8/20
63-2002-13	I-695: Bridge Replacement on Putty Hill Avenue	State Highway Administration	This administrative modification increases funding for the construction phase in fiscal years 2020 through 2022 to accommodate additional utility work required for the project. Funding in the TIP increases by a total of \$2.26 million (\$1.808 million federal NHPP/\$452,000 matching). Total funding in the TIP increases from \$10.728 million to \$12.988 million.	<p>This project replaces bridge no. 0317400 on Putty Hill Avenue over I-695. The new bridge will maintain two 12' lanes and include 6' bicycle-compatible shoulders with 5'8" sidewalks on both sides of the bridge.</p> <p>The engineering and right-of-way phases for this project were originally funded as part of the Areawide Bridge Replacement and Rehabilitation project (60-9310-13).</p> <p>Conformity Status: Exempt</p>	Admin Mod: 7/10/2020

APPENDIX G

PUBLIC PARTICIPATION

INVESTING IN THE REGION'S FUTURE 

The Baltimore Regional Transportation Board (BRTB) has a

\$4.3 BILLION

TRANSPORTATION PLAN

for the region and we want to know what you think!

LEARN MORE ON **JULY 9 & 14** OR VISIT **BALTOMETRO.ORG**

BRTB

PRESS RELEASE



FOR IMMEDIATE RELEASE
CONTACT: Ciara Blue
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BRTB SEEKS PUBLIC COMMENTS ON FY 2021-2024 TIP INCLUDING \$4.26 BILLION IN TRANSPORTATION PROJECTS

BALTIMORE, MD (Tuesday, June 16, 2020) – The Baltimore Regional Transportation Board (BRTB), as the metropolitan planning organization (MPO) for the Baltimore region, seeks public comments through Friday, July 17 on two transportation-related documents – the draft 2021-2024 Transportation Improvement Program (TIP) and the associated Air Quality Conformity Determination.

Those interested in learning more about the draft 2021-2024 TIP and Air Quality Conformity may do so during a virtual public meeting on Thursday, July 9th at 6pm or Tuesday, July 14th at 12:30pm. Comments are accepted by email at: comments@baltometro.org, Twitter: [@BaltoMetroCo](https://twitter.com/BaltoMetroCo), [@BmoreInvolved](https://twitter.com/BmoreInvolved), or #BRTBlstns, or in writing to the Baltimore Regional Transportation Board, Attn: Public Involvement Coordinator, [1500 Whetstone Way, Suite 300, Baltimore, MD 21230](https://www.baltimoremd.gov/1500-Whetstone-Way).

2021-2024 Transportation Improvement Program (TIP)

The draft 2021-2024 TIP is the list of regional transportation projects requesting federal funding in the near term. It includes **\$4.26 billion** in proposed federal, state and local money for highway, transit, bicycle and pedestrian projects during the next four years. The funding goes toward maintaining, operating and expanding the transportation system. These projects support regional goals such as accessibility, safety, and prosperity. Funding identified in the TIP is based on funding reasonably expected to be available from local, state, and federal sources. The TIP is fiscally constrained.

Viewers can visit the BRTB's [interactive project map](#), where the public can view projects and offer comments.

Analysis of Air Quality Conformity

The Baltimore region has been designated as not meeting National Ambient Air Quality Standards (NAAQS) 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 Baltimore region mobile source emissions as a result of implementing the draft 2021-2024 TIP.

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.

[Visit our website](#) to download and learn more about the draft Air Quality Conformity Determination and FY 2021-2024 TIP.

###

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, 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 and Queen Anne's County boards 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.

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The Baltimore Regional Transportation Board (BRTB) has a

\$4.3 BILLION TRANSPORTATION PLAN

for the region and we want to know what you think!

LEARN MORE ON **JULY 9 & 14** OR VISIT **BALTOMETRO.ORG**





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INVESTING IN THE REGION'S FUTURE

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JOIN US VIRTUALLY

Thu, July 9 6:00 PM
Tue, July 14 12:30 PM

BRTB


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Jueves, Julio 6:00 PM
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INVIRTIENDO EN EL FUTURO DE LA REGIÓN

La Junta Directiva del Transporte Regional de Baltimore (BRTB) tiene un plan de \$ 4.3 Billones para el transporte de la región y nosotros queremos conocer lo que usted piensa! Unase con nosotros en una reunión virtual pública o puede enviar sus comentarios hasta el 17 de Julio.





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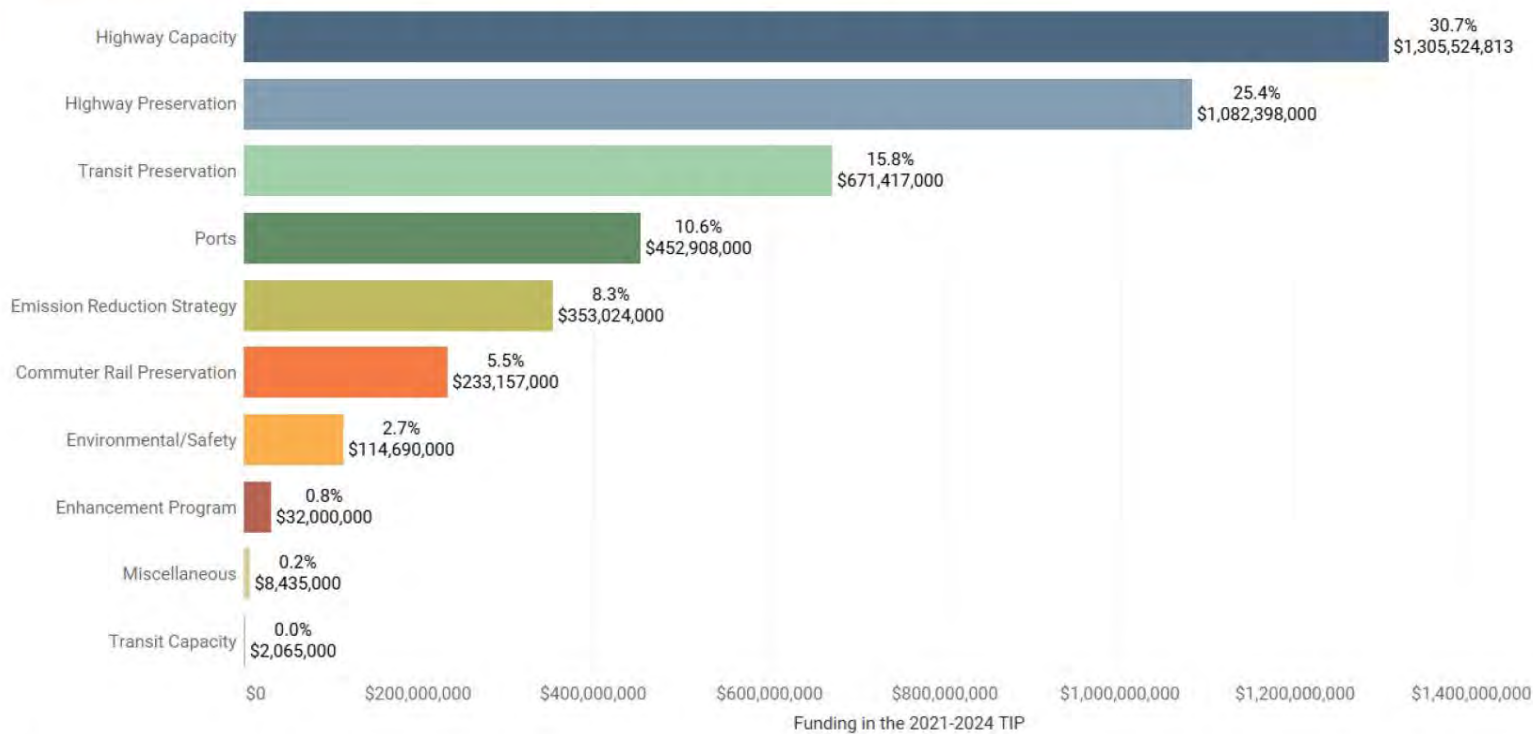


Overview of the Draft 2021-2024 TIP

- **140 federally-funded and regionally significant projects**
 - 24 are new projects
- **\$4.26 billion in proposed federal, state and local money**
 - \$2.46 billion federal; \$1.8 billion state/local
 - highway, transit, bicycle and pedestrian projects
 - maintaining, operating and expanding the transportation system
- **Projects support long-range transportation goals**
 - for example: accessibility, safety, and prosperity.
- **Funding limited**
 - Programmed funds cannot exceed what is reasonably expected to be available from local, state, and federal sources



Funding in the Draft 2021-2024 TIP




How to Share Your Thoughts

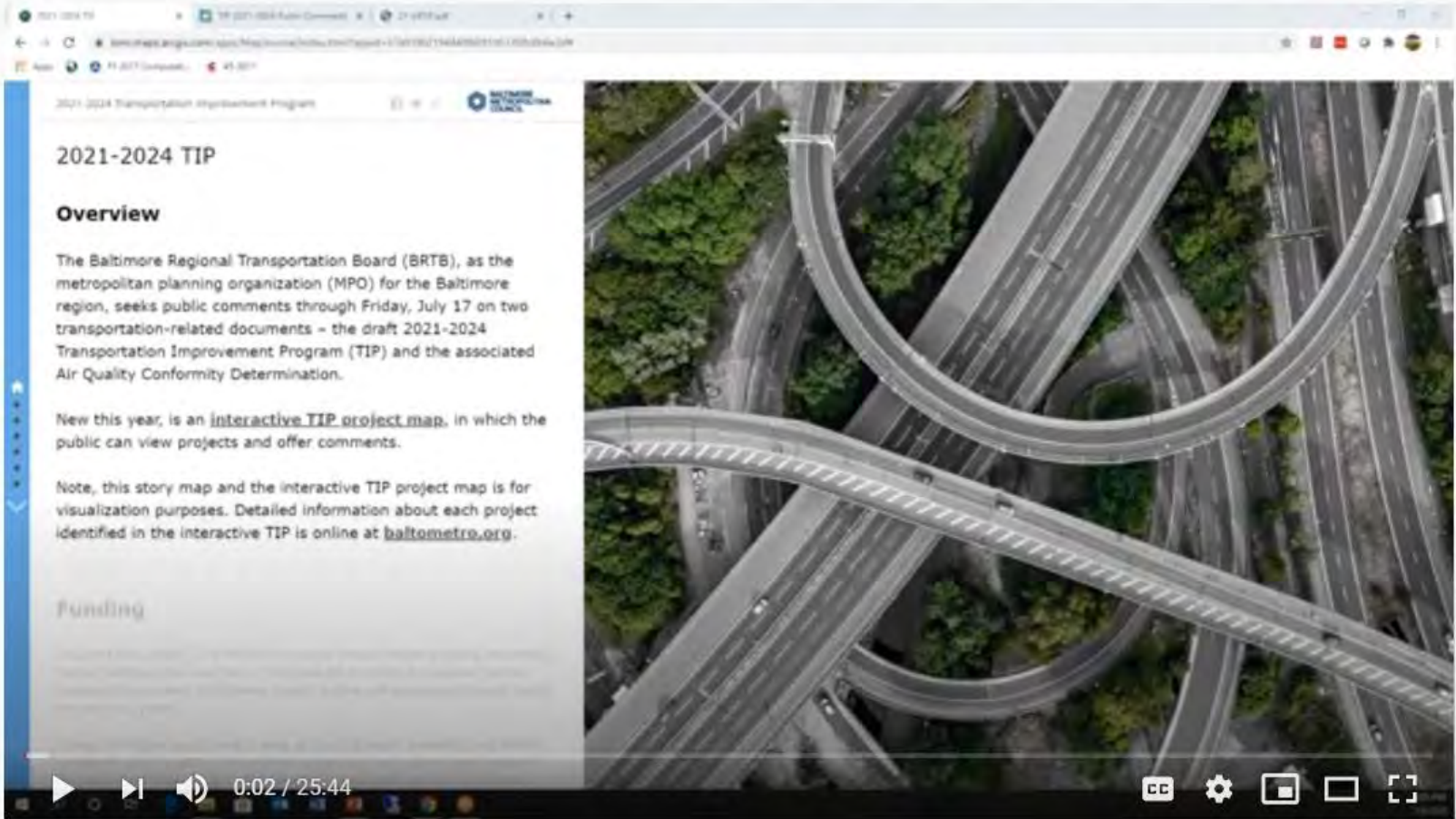
- **Comment Period: June 16 through July 17, 2020**
- **Comments accepted by**
 - Interactive TIP project map featuring comment tool
 - Email: comments@baltometro.org
 - Mail: 1500 Whetstone Way, Suite 300 | Baltimore, MD 21230
 - Fax: 410-732-8248
 - Twitter: @BaltoMetroCo | @BmoreInvolved | #BRTBlistens
- **Learn more at a Virtual Public Meeting**
 - Thursday, July 9 at 6 p.m.
 - Tuesday, July 14 at 12:30 p.m.



A RECORDING OF THE PUBLIC MEETING SHARED ON YOUTUBE

<https://youtu.be/qA2sbTiWjz8>





2021-2024 TIP

Overview

The Baltimore Regional Transportation Board (BRTB), as the metropolitan planning organization (MPO) for the Baltimore region, seeks public comments through Friday, July 17 on two transportation-related documents - the draft 2021-2024 Transportation Improvement Program (TIP) and the associated Air Quality Conformity Determination.

New this year, is an interactive TIP project map, in which the public can view projects and offer comments.

Note, this story map and the interactive TIP project map is for visualization purposes. Detailed information about each project identified in the interactive TIP is online at baltometro.org.

Funding

18 views • Jul 10, 2020

Public Meeting: 2021-2024 Transportation Improvement Program & Air Quality Conformity Determination

18 views • Jul 10, 2020

0 0 SHARE SAVE

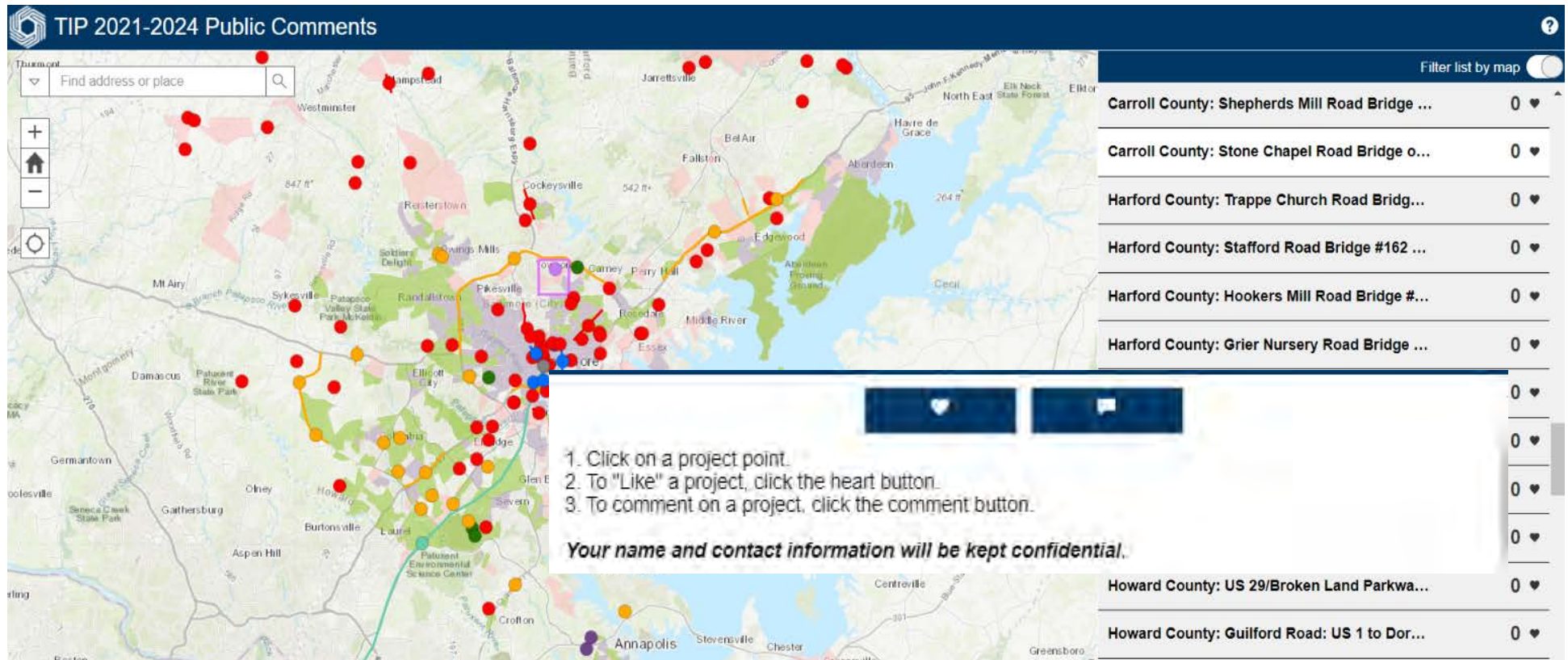


The Baltimore Regional Transportation Board (BRTB), as the metropolitan planning organization (MPO) for the Baltimore region, seeks public comments through **Friday, July 17** on two transportation-related documents – the draft 2021-2024 *Transportation Improvement Program (TIP)* and the associated *Air Quality Conformity Determination*.

- Anne Arundel County is dedicating \$14 million in funding for a **multi-modal transportation center in Parole** to serve existing local and regional bus service, with possible future connectivity to modes such as **bikeshare, carshare, and ridehailing services**;
- In Baltimore City, several new projects focus on increasing bicycle and pedestrian access, including funding for part of the **Baltimore Greenway Loop** that connects Baltimore City's major parks.
- Baltimore County is using \$2 million in federal and local funds to purchase vehicles and signage for the **Towson Circulator** – a new fixed route service in Towson.
- MDOT SHA is dedicating \$281 million in the draft 2021-2024 TIP for the **expansion of the Baltimore Beltway (I-695)**.
- The Maryland Port Administration is partnering with CSX to leverage federal funding to reconstruct the 125-year-old **Howard Street Tunnel** in order to create double-stack rail access to and from the Port of Baltimore.
- MDTA continues its expansion of the **I-95 Express Toll Lanes (ETL)** by dedicating over \$774 million in toll revenues towards implementation of the first phase of the I-95 Section 200 Northbound Extension in Baltimore and Harford Counties.

[Get full details about the TIP and how to comment at baltometro.org](http://baltometro.org)

INTERACTIVE MAP OF TIP PROJECTS ON VULNERABLE POPULATIONS INDEX (VPI) MAPPING TOOL



RESPONSES TO PUBLIC COMMENTS ON FY 2021-2024 TIP, AND AIR QUALITY CONFORMITY DETERMINATION (A FULL RECORD OF COMMENTS IS AVAILABLE ONLINE)



City of Annapolis
Gavin Buckley
Mayor

Anne Arundel County
Steuart Pittman
County Executive

City of Baltimore
Bernard C. "Jack" Young
Mayor

Baltimore County
Johnny Olaszewski
County Executive

Carroll County
Stephen Wantz
Member, Board of Commissioners

Harford County
Barry Glassman
County Executive

Howard County
Calvin Ball
County Executive

Queen Anne's County
Stephen Wilson
County Commissioner

Maryland Department of Transportation
Gregory Slater
Secretary

Maryland Department of the Environment
Ben Grumbles
Secretary

Maryland Department of Planning
Robert McCord
Secretary

Maryland Transit Administration
Kevin Quinn
Administrator

Harford Transit
Gary Blazinsky
Administrator

1500 Whitestone Way, Suite 300
Baltimore, MD 21230
Telephone: 410-732-0500
www.baltometro.org

August 14, 2020

On behalf of the Baltimore Regional Transportation Board (BRTB), I would like to thank you for your comments on the **Draft 2021-2024 Transportation Improvement Program (TIP) and Air Quality Conformity**.

The BRTB members have reviewed all public comments and issued the attached response.

The BRTB is scheduled to vote on the Draft 2021-2024 TIP and Air Quality Conformity at their meeting on **Tuesday, August 25 at 9 a.m.** There is a public comment opportunity at the meeting. If you wish to directly address the BRTB, please join the virtual meeting at www.baltometro.org/meeting-events/baltimore-regional-transportation-board-2020-08. If you wish to speak at that time, you may also notify staff by emailing tiang@baltometro.org.

Once again, thank you for your time and effort in sending comments to the BRTB. We appreciate your input and encourage your continued participation in the regional transportation planning process.

Lynda Eisenberg, Empowered Chair
Baltimore Regional Transportation Board



SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

2021-2024 Transportation Improvement Program and the
Associated Air Quality Conformity Determination

Many of the comments below are shortened for purposes of space. [Full comments](#) were shared with all BRTB and Technical Committee members and can be located on the BMC website.

Let us say up front that we are very appreciative of the effort so many individuals and organizations have gone through to review materials and send in comments. This is informative to the members and does have an impact on the planning process. As is customary for the BRTB, we share all comments and responses with everyone who commented as well as on the BMC website and in the TIP and Conformity Determination documents.

1. Brian Seel

Comment: This document is a plan for how we will move forward over the next few years, and it is basically doubling down on the 1950's car and highway mentality. While climate change is not as steep of a curve as COVID ...many of these projects will be around and in use 50 years from now. How can we still keep doing the same thing we have in the past?

BRTB Response: There is a wide range of projects in the TIP which support all modes of transportation. There are a number of transit and bicycle projects in the planning stage with support in the current Unified Planning Work Program. In addition, several new technologies are being deployed around the region and some technologies, while offering promise are not yet ready to be deployed.

2. Bob Reuter

Comment: We ask that you sign and forward to others the BTEC petition for a city charter amendment to begin the process of regaining control of the Baltimore MTA into local hands. www.mdt-petition.com/invite/BTEC.php

BRTB Response: Baltimore City DOT is supporting and contributing to a study led by the Baltimore Metropolitan Council that is researching the feasibility, issues, costs, legislative issues, etc. of establishing a regional transportation authority.

3. David Drasin

Comments: I noticed a pattern in the Howard County items, and wonder if there is a statement of principle on this as a general policy—all highway widenings must include bike/pedestrian lanes.

We should be asking if highway widening is the right direction for resources, since speeding and car injuries/pedestrian-bike deaths is a serious national issue, and some road widening is being reversed.

BRTB Response: Thank you for the questions related to bike and pedestrian facilities as part of Howard County's TIP projects and your concern about dedicating resources to highway widening.

Generally, the county and the state include bike/pedestrian facilities or accommodations in projects unless it is exclusively a freeway project. The list below shows the non-freeway projects along with the proposed bike/pedestrian facilities.

- Dorsey Run Road: This project will provide sidewalks and bike accommodation.
- Guilford Road: This project is still mostly in design but will provide sidewalks and bike accommodation.
- MD 175 at Oakland Mills Road Interchange: This project will provide bike lanes and sidewalks to allow passage between the two sections of Blandair Park.

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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 for documentation of any verbal comments received during BRTB meetings.

- Snowden River Parkway: This project will include a new shared use pathway along the whole extent.
- Marriottsville Road and I-70 Bridge Improvements will include bike lanes/shoulders including shoulders on the bridge.

The freeway projects will not provide any bike or pedestrian accommodation since these roads do not allow cyclists. However, the county is working with MDOT SHA to ensure the MD 32 project, which reclassified MD 32 as freeway and barred cyclists on parts of the roadway, to design and implement an alternate route using local roads. This alternate route could include new signage, new shoulders and mitigations of pinch points.

Your question related to widening is a harder question to answer. The projects in the TIP are a reflection of previous and current county land use and transportation planning efforts, especially the general plan. The general plan has a 20-year time horizon, therefore the current plan, though updated in 2010, includes projects, especially related to transportation that reflect priorities from 2000. The 2010 update reflected some of your thinking and thoughts related to safety and road widening, resulting in the development of the bike and pedestrian plans, the road safety plan and our complete streets policy efforts. We are seeing the results of these planning efforts in new bike lanes, shared use paths and sidewalks.

Lastly, and very importantly, the county has initiated a new update to the general plan, HoCo by Design, and this update will be your opportunity to influence the future of transportation in the county. Howard County strongly urges you to participate and make your voice heard at hoco.bydesign.com.

4. Peter Smith

Comment: I disagree with the share of funds dedicated to expanding highway capacity. Increasing highway capacity and the use of personal automobiles is not a desirable objective for our region. I prefer a larger share of funds go towards transit maintenance and increasing transit capacity.

BRTB Response: MDOT MTA continues to make significant investments in transit maintenance efforts including a new metro railcar fleet, overhauling Light Rail and MARC vehicles, replacing buses, and completing state of good repair projects across the transit system. MDOT MTA will complete the Central Maryland Regional Transit Plan by October 1, 2020. Developed in collaboration with a regional Commission, local jurisdictions, BMC, and the public, this plan identifies and prioritizes transit enhancements and corridors for additional transit assets. The plan will serve as a guide for future transit investment.

5. Jaime Sigan

Comment: The TIP does very little, if any, to improve rail infrastructure in the Baltimore region. This plan fails to account for residents without a car and we need to do better that moves us away from congesting our roads with more highways and buses. We have to take a serious look at how expanding highways and the lack of regional rail goes against building a more inclusive, equitable, and diverse society.

BRTB Response: MDOT MTA continues to make significant investments in replacing the metro railcar fleet, overhauling light rail and MARC vehicles, and completing rail state of good repair efforts. MDOT MTA will complete the Central Maryland Regional Transit Plan by October 1, 2020. Developed in collaboration with a regional Commission, local jurisdictions, BMC, and the public, this plan identifies

and prioritizes transit enhancements and corridors for additional transit assets. The plan will serve as a guide for future transit investment.

6. Louis Franceschi

Comments:

- Stop spending money on the highways that only benefit commuters and make it loud and unbearable for actual Baltimore residents.

BRTB Response: We hear your concern over traffic from autos, buses and trucks and the ensuing mix of noises in not only urban but also suburban areas. Highway facilities support all of these modes and allow residents of the City to access jobs in suburban areas as well as suburban residents to work, shop, and play in the City. In partnership with Baltimore City, the BRTB looks to balance the benefits and burdens of our transportation system while supporting livable communities.

- Fund the bus system. Expand the subway from Hopkins to southeast. Add crosswalks, parking, and bike lines and stop lights and give people incentives to not barrel down neighborhoods at 60 mph....

BRTB Response: MDOT MTA will complete the Central Maryland Regional Transit Plan by October 1, 2020. Developed in collaboration with a regional Commission, local jurisdictions, BMC, and the public, this plan identifies and prioritizes transit enhancements and corridors for additional transit assets. The plan will serve as a guide for future transit investment.

7. Mary Rayme

Comment: Maryland should have a statewide bike path plan that connects the whole state.

BRTB Response: The 2009 Maryland Trails Strategic Implementation Plan focuses on bicycle transportation plan improvements across the state. MDOT has supported the plan's implementation by providing Bikeways grants for planning, design and construction of bicycle paths. The 2009 plan is available here: www.mdot.maryland.gov/newMDOT/Planning/Trails/Documents/pdfs/TSIP.pdf

The 2040 Bicycle and Pedestrian Master Plan 2019 Update provides additional recommendations, goals and metrics to support the Trails Plan implementation. The 2040 plan is available here: www.mdot.maryland.gov/newMDOT/Planning/Bike_Walk/Bike_Ped_Plan_Update.html

MDOT recently completed an inventory of existing bicycle paths across the state. The mapping of the State's major road separated bike routes is available at: maryland.maps.arcgis.com/apps/MapJournal/index.html?appid=ee0ae05d4ba649feac79ff5ff404d7f5

8. Cato Clemens

Comment: Work with the Boring Company

BRTB Response: The Federal Highway Administration (FHWA) and the Maryland Department of Transportation (MDOT) released a draft version of an environmental assessment (EA) on April 17, 2019 for the proposed Washington D.C. to Baltimore Loop Project. The project is considered a non-traditional transportation technology, and it is not contained in the draft FY 2021-2024 BRTB TIP.

Two EA public comment periods are complete. The first public comment period extended from April 24 through June 10, 2019 (45 days) and the second public comment period was held from June 17 through July 17, 2019 (30 days).

Future governmental actions are pending.

9. Zac Metzler

Comment: If I recall correctly, when the public was polled about transit priorities in the Baltimore region, there was overwhelming support for mass transit & rail expansion and highway safety measures.

BRTB Response: MDOT MTA will complete the Central Maryland Regional Transit Plan by October 1, 2020. Developed in collaboration with a regional Commission, local jurisdictions, BMC, and the public, this plan identifies and prioritizes transit enhancements and corridors for additional transit assets. The plan will serve as a guide for future transit investment.

10. Patrick Reely

Comment: Move funding towards public transportation specifically expansion of the rail system

BRTB Response: MDOT MTA will complete the Central Maryland Regional Transit Plan by October 1, 2020. Developed in collaboration with a regional Commission, local jurisdictions, BMC, and the public, this plan identifies and prioritizes transit enhancements and corridors for additional transit assets. The plan will serve as a guide for future transit investment.

11. Steven Kolarz

Comment: More emphasis should be placed on transit expansion and preservation in the plan overall.

BRTB Response: MDOT MTA will complete the Central Maryland Regional Transit Plan by October 1, 2020. Developed in collaboration with a regional Commission, local jurisdictions, BMC, and the public, this plan identifies and prioritizes transit enhancements and corridors for additional transit assets. The plan will serve as a guide for future transit investment.

12. Jonathan Foster

Comment: I believe what we really need to invest in is transit. Rail transit specifically.

BRTB Response: MDOT MTA will complete the Central Maryland Regional Transit Plan by October 1, 2020. Developed in collaboration with a regional Commission, local jurisdictions, BMC, and the public, this plan identifies and prioritizes transit enhancements and corridors for additional transit assets. The plan will serve as a guide for future transit investment.

13. Steven Johnson

Comments: The community survey did show overwhelming public support for expanding public transportation and prioritizing deferred road maintenance over highway expansion projects.

Hopefully we can get the Hanover St. Bridge repaired soon.

BRTB Response: The Vietnam Veterans Memorial Bridge (more commonly known as the Hanover Street Bridge) is scheduled for deck repair in 2020-2021. The project in the TIP is for the replacement of a smaller bridge on Hanover Street to the north.

14. Paul Emmart

- Thank you very much for posting the recording and making the TIP so accessible on the web. The interactive map is impressive.

BRTB Response: Thank you for your positive feedback. We are glad you found the recording and the interactive mapping tool useful.

- I encourage you and staff to emphasize bicycle paths and pedestrian walk ways as much as possible. I especially emphasize the connection between bikes and public transport on buses or on trains (for example MARC).

BRTB Response: This is a sentiment shared by many and is supported with active planning for bike and pedestrian facilities in the region. The BRTB has a Bicycle and Pedestrian Advisory Group that meets regularly to support and advance these types of facilities. The BRTB has also funded studies to assess access by biking and walking to all fixed guideway stations in the region.

- Baltimore region does not meet the National Ambient Air Quality Standards. I would prefer if the BMC could over achieve in reaching the budgets.

BRTB Response: While the Baltimore nonattainment area does not currently meet the National Ambient Air Quality Standards set in 2015 for ground level ozone, the BRTB works hard to ensure that the region's emissions from the transportation sector do not worsen air quality or delay timely attainment of air quality standards. This is done through the conformity process where the emissions from the transportation sector, with the TIP and Plan projects compared to the motor vehicle emissions budget set by the State of Maryland, through MDE. For many years, the projected transportation emissions have been well below the MDE-established budgets in the State Implementation Plan. The BRTB recognizes the benefits to air quality through the vast number of employees telecommuting in 2020. We encourage employers to promote teleworking to their employees.

The BRTB works hard to ensure that the process is clear and understandable to the public and our partners. This conformity process follows the requirements of 42 U.S. Code § 7506, *Limitations on certain Federal assistance*.

The BRTB recognizes that additional efforts need to be made to reduce air pollution emissions from transportation. A variety of initiatives are being undertaken by MDOT and other BRTB members to address air quality from transportation, such as:

Supporting Bicycle and Pedestrian Travel through: Discretionary Grant Funding, State-funded bicycle and pedestrian improvements along State roads, and Bike infrastructure planning assistance, including mapping and data resources.

Supporting Transportation Emissions Reduction Measures (TERMS), including: Guaranteed Ride Home Program, Commuter and Employer Outreach via the Commuter Choice Program, to encourage alternatives to single-occupancy vehicle commuting, and Rideshare Program.

State-wide emissions reductions measures: The State's draft Greenhouse Gas Reduction Act (GGRA) Plan describes a variety of initiatives being undertaken by MDE, MDOT, and other State agencies to reach the 40 by 30 goal (40% reduction in greenhouse gas emissions from 2006 levels by 2030).

Electrification of the transportation sector: The State has committed to a Multi-State MOU signed by ten States, whereby it is working on a suite of coordinated actions to have 3.3 million ZEVs operating on roadways by 2025.

15. Anonymous

Comment: We strongly support Madison Street Rehabilitation from North Milton Avenue to Edison Highway project

BRTB Response: Thank you. Design for this project is in progress and community engagement is ongoing as the design progresses.

16. atg.mde@

Comment: We support Wolfe/Washington St Bike Facility as an important north-south bicycle route. This will provide important connections between Fells Point/Canton and Johns Hopkins Hospital and North Ave.

BRTB Response: The Baltimore City DOT agrees. This project will result in recommendations on a critical north/south connection in our separated bike network.

17. Anonymous

Comment: We strongly support the Greenway Middle Branch Phase 2, especially prefer the bicycle facility to be an on-road cycle track, as an off-road trail raises some physical safety concerns.

BRTB Response: Thank you. The Greenway Middle Branch Phase 2 plan will likely involve a shared-use trail that is off-street, but adjacent to the roadway.

18. Anonymous

Comment: Bush Street Bike Facility – we support the addition of more cycle tracks in S. Baltimore, particularly as it is close to our work and gives access for low-income neighborhoods. Please continue to add safe (re: traffic & proximity to crime) cycle tracks between S. Baltimore and downtown Baltimore, in particular, and more generally between residential/suburban areas surrounding Baltimore City and the downtown

BRTB Response: Thank you. We agree that there is a need for safe and comfortable transportation options for people walking, biking, and using transit.

19. Jim Brown

Comments:

- Bush Street Bike Facility - This much needed retrofit and upgrade to the Gwynns Falls Trail will connect much of West Baltimore to South, Southwest Baltimore, and Downtown, making safer active transportation access to jobs, and recreation, while completing a missing gap in the Baltimore Greenway Trail Network.

BRTB Response: Thank you. The Baltimore City DOT agrees with this assessment.

- Greenway Middle Branch Phase 2 project - This is a critical connection between downtown and the Middle Branch, which will bring enormous benefits to the residential communities of south Baltimore, as well as the ongoing developments and investments in the Middle Branch, Stadium, Solo Gibbs, and Casino areas, closing a much needed local gap in active transportation, while helping to complete the Baltimore Greenway Trail Network and the East Coast Greenway

BRTB Response: Thank you. The Baltimore City DOT agrees with this assessment.

20. Anonymous

Comment: Rolling Road Bridge No. B-0358 over Branch of Dead Run project - We are in full support of the addition of the 5-foot sidewalks on either side of the bridge. Addition of cycle tracks, separated from the vehicle traffic, would also be greatly appreciated.

BRTB Response: During the preliminary engineering phase for the replacement of Bridge No. B-0358, a scoping study will be undertaken to determine the proposed typical roadway section (lane widths, bike lanes, sidewalks, etc.) over the new structure. This study will include opportunities for community input. Any existing sidewalks will be maintained across the new bridge.

21. Anonymous

Comment: Frederick Avenue Slope Stabilization Wall - We support the improvements to the sidewalks in this area and encourage the addition of more sidewalks in this neighborhood and in adjacent Catonsville where sidewalks are lacking.

BRTB Response: Thank you. The scope of this project involves work to stop the hill next to Frederick Avenue from sloughing onto the sidewalks. This project includes replacement of the sidewalks along the length of the proposed wall.

22. Anonymous

Comment: We applaud the bicycle improvements in the MD 140: Painters Mill Road to Owings Mills Boulevard - Phase 2 project, but we ask that the bike compatibility lane ensures that bikes are fully safe and separated from traffic with a barrier such as concrete or pylons. We also ask that if there are not already sidewalks installed there, that they be added.

BRTB Response: Design elements of this MDOT SHA project include three through lanes in each direction with 16' outside bicycle-compatible lanes, 5' raised medians, and sidewalks. Any type of buffer between motorists and cyclists would require additional widening. In addition, a rigid barrier is not recommended as it can be a danger to both motorists and cyclists and blocks sight lines.

23. Anonymous

Comment: MD 140: Garrison View Road to Painters Mill Road - Phase 1 project: We applaud the bicycle & pedestrian proposed improvements in this project, but we ask that the bike compatibility lane ensures that bikes are fully safe and separated from traffic with a barrier such as concrete or pylons.

BRTB Response: This MDOT SHA project, anticipated to be complete in November 2020, includes three through lanes in each direction with 16' outside bicycle-compatible lanes, 5' raised medians, and sidewalks. Any type of buffer between motorists and cyclists would require additional widening. In addition, a rigid barrier is not recommended as it can be a danger to both motorists and cyclists and blocks sight lines.

24. Mary Cochran

Comment: US 1: Bridge Replacement over CSX project - 8' shoulders? This is a critical route for bicyclists and pedestrians to get from Elkrige and Relay to the Halethorpe Train Station. For MARC passengers to get to Guinness or the Park. A potential link from MARC to the proposed Patapsco Regional Trail. How to upgrade those 8' shoulders to be safe and marked for bikers and hikers? Jersey Walls? Sharrows?

BRTB Response: This MDOT SHA project will accommodate bicyclists and pedestrians with signed 5'4" bicycle-compatible shoulders and a dedicated 5'8" sidewalk on the southbound side of the bridge. In addition, this project will also include sidewalks along southbound U.S. 1 from Clark Boulevard to the Guinness Open Gate Brewery with a signalized pedestrian crossing at the entrance of the facility.

25. Daniel Paschall

Comment: Greenway Middle Branch Phase 2: The Middle Branch Trail / Gwynns Falls Trail is part of the East Coast Greenway from Maine to Florida

BRTB Response: Thank you. We agree it will be a critical link.

26. Crystal McDermott

Comments:

- Work on the Hanover Street Over CSX Bridge is desperately needed.

BRTB Response: Thank you. The Vietnam Veterans Memorial Bridge (more commonly known as the Hanover Street Bridge) is scheduled for deck repair in 2020-2021. The project in the TIP is for the replacement of a smaller bridge on Hanover Street to the north.

- Towson Circulator: Transit capacity is an issue in Baltimore City too. Address this in the next TIP.

BRTB Response: MDOT MTA will complete the Central Maryland Regional Transit Plan by October 1, 2020. Developed in collaboration with a regional Commission, local jurisdictions, BMC, and the public, this plan identifies and prioritizes transit enhancements and corridors for additional transit assets. The plan will serve as a guide for future transit investment.

- Wolfe/Washington Street Bike Facility: The bike traffic shows this much needed north/south bike line is overdue. Start planning more of this now please.

BRTB Response: Thank you. This project is projected to begin in calendar year 2020. A protected bicycle connection on St. Lo Drive (extension to the north) is also planned to be implemented in 2020-2021.

27. Barbara Samuels, R Qessem, ACLU

Comments:

- The Draft TIP does not appear to be tied to the furtherance of other existing plans with goals, strategies and timelines in ways that are discernable or transparent, including other plans that the Baltimore Metropolitan Council and/or MDOT have drafted.
- The TIP was clearly not developed utilizing a racial equity lens.
- The TIP ignores evidence from the Regional Analysis of Impediments and Regional Housing Plan of the role that transportation policy historically played in our region (and across the country) in causing the racial segregation, exclusion and disparities that are now cemented into our landscape.
- The Draft TIP is not a coherent plan, and is especially lacking in any clear explanation of how the TIP furthers regional priorities.
- The funding priorities of the TIP are fundamentally incompatible with what the Regional Analysis of Impediments to Fair Housing, RPSD, Regional Housing Plan — and even MTAs own Regional Transit Plan — are trying to accomplish.

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- The TIP requires more than a minimal tweaking here and there to address racial equity.
- The BRTB and the TIP should deny funding to Carroll County until it allows interjurisdictional transit.

BRTB Response: The Transportation Improvement Program is integrally tied to the region's Long Range Transportation Plan known as *Maximize2045*. *Maximize2045* (and its near term implementation companion the TIP) establish the region's broad transportation goals and performance measures, which serve as guiding principles as the region plans and carries out projects. This approach provides a framework for the region to monitor progress toward regional goals by measuring performance and status of achieving targets. This approach also enables the BRTB to make informed decisions about how best to maintain, operate, and enhance the existing transportation system and to apply limited financial resources. The plan also takes into account anticipated funding levels through 2045, future trends and demographics, and an analysis of potential Environmental Justice effects of the major projects. The TIP does include over \$1.1 billion in funding for the Maryland Transit Administration for important preservation of Metro Subway, Light Rail, Local and Commuter Bus, MARC train, paratransit and for locally operated transit systems (LOTS).

The BRTB and the transportation staff at BMC strive to work closely across all our disciplines and aim to further the goals of the Regional AI and Housing Plans through promotion of safe and reliable transit options. The BRTB is encouraging the development of new expanded transit options that are being developed as part of the Central Maryland Regional Transit Plan (RTP) that is still in its draft stage. To that end the BRTB has allocated the regional planning funds to further develop implementation steps for the RTP so that these future projects can be incorporated for funding in future Long Range Plans and TIPs.

28. CMTA, Clean Water Action, Transit Choices, Coalition for Smarter Growth, MD Sierra Club, Paul Kowzan, Baltimore Transit Equity Coalition, HoCO Climate Action, Bikemore, Baltimore Penn Station MARC Riders Group, MD Legislative Coalition, Baltimore Commission on Sustainability

Comments:

- Ineffective - The single largest category of spending in the Draft TIP is for highway capacity projects that are supposed to "fix congestion". In fact, widening highways has a poor track record for relieving 1 traffic congestion.
- Inequitable - Investments in transportation do not impact all populations equally. The proposed 21-24 TIP's lopsided investments in widening highways are aimed at improving mobility for higher income people and those with private automobiles. Additionally, it will further entrench structural inequities that disadvantage some populations over others.
- Unhealthy - Transforming our dirty transportation system has long been an urgent public health issue.
- Environmentally unsustainable - Widening highways while shortchanging investment in public transportation does not meet the challenge of climate change.
- Change is possible - remove the five new highway capacity projects from the 21-24 TIP and redirect those funds toward projects that help to build the region many of you say you want, such as transit maintenance, access to transit, and bike facilities.

BRTB Response: As the comment letter points out, the vast majority of the highway capacity spending is on two projects that are currently underway therefore it would be impractical to cancel

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SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

2021-2024 Transportation Improvement Program and the
Associated Air Quality Conformity Determination

these projects. The Letter requests that the five new projects listed in the highway capacity category be redirected to transit or bicycle/pedestrian projects.

These five new projects are all funded with either state or local funds and do not include any federal funding. Three of these projects are new multi-modal studies for corridors identified in Move Anne Arundel, the county's new transportation master plan. One project in Howard County (Marriottsville Road) is funded through proceeds from the County Building Excise Tax that are legally restricted in their use. The fifth project is the I-95 Active Traffic Management project that seeks to better use the existing footprint of I-95 by allowing for peak hour shoulder use.

While shifting funds from those five projects is not possible, the BRTB has been shifting its focus to transit and bicycle planning. For instance, the BRTB is encouraging the development of new expanded transit options that are being developed as part of the Central Maryland Regional Transit Plan (RTP) that is still in draft. To that end the BRTB has allocated regional planning funds in FY 2021 to further develop implementation steps for the RTP. Also in FY 2021, there are two additional transit planning activities funded in the UPWP - looking at several corridors for transit signal priority treatment and also a review of bus stops in the region.

The BRTB is also promoting bicycle and pedestrian projects including funding preliminary engineering for sections of the Patapsco Regional Greenway and through awards to Transportation Alternatives grants to worthy regional projects.

Through these and other efforts the BRTB is actively promoting multi-modal projects that can be added to future Long Range Plans and TIPs.

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A full record of public comments is available online at baltometro.org/sites/default/files/bmc_documents/general/transportation/tip/21-24/21-24TIP_Comments.pdf

APPENDIX H

ASSOCIATED BRTB RESOLUTIONS

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

BALTIMORE REGIONAL TRANSPORTATION BOARD RESOLUTION #21-3

APPROVAL OF THE BALTIMORE REGION 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM AND THE CONFORMITY DETERMINATION OF THE 2021-2024 TIP

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 FY 2021-2024 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 May 2016 final rule governing the development of metropolitan plans and programs, and all projects and activities funded in the FY 2021-2024 TIP have been developed in relationship to the regionally adopted *Maximize2045: A Performance-Based Transportation Plan*; and

WHEREAS, the FY 2021-2024 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, the conformity analysis as reported in the "Conformity Determination of the FY 2021-2024 Transportation Improvement Program and *Maximize2045*," dated August 2020, provides the basis for a finding of conformity to the 8-hour ozone national ambient air quality standard (NAAQS) SIP for the Baltimore region, which includes meeting the 2012 Reasonable Further Progress motor vehicle emissions budgets, as determined adequate by U.S. EPA. This addresses three ozone NAAQS: 1997, 2008, and 2015. (Attachment I: Tables 1 through 2); and

WHEREAS, a range of outreach strategies were employed to share information about the FY 2021-2024 Baltimore Region Transportation Improvement Program including a public review from June 16 to July 17, 2020. The public review included presentations to BRTB subcommittees and two virtual public meetings. The draft FY 2021-2024 TIP document was also supported by an online storymap, dashboard, and interactive map. More than 40 comments were submitted and considered by the BRTB; and

WHEREAS, the FY 2021-2024 Baltimore Region Transportation Improvement Program uses federal and matching funds for the following project categories: 30.6 percent highway capacity, 25.5 percent highway preservation, 15.8 percent transit preservation, 10.6 percent ports, 8.3 percent emission reduction strategies, 5.5 percent commuter rail preservation, 2.7 percent environmental and/or safety, 0.8 percent enhancement program, 0.2 percent miscellaneous, 0.05 percent transit capacity, and 0.0 percent commuter rail capacity.

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board approves the FY 2021-2024 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 August 25, 2020 meeting.

8/25/2020

Date



Lynda Eisenberg, Chair

Baltimore Regional Transportation Board

Table 1. VOC Emissions Test Results (average summer weekday, tons/day)

	2021	2025	2035	2045
Total Emissions Modeled	20.2	16.2	10.3	9.5
2012 Conformity Budget¹	40.2	40.2	40.2	40.2
Conformity Result	Pass	Pass	Pass	Pass

¹ 8-hour ozone Reasonable Further Progress (RFP) SIP Budget for Baltimore region (motor vehicle emissions budgets determined to be “adequate” by U.S. EPA on February 22, 2016)

Table 2. NOx Emissions Test Results (average summer weekday, tons/day)

	2021	2025	2035	2045
Total Emissions Modeled	40.8	26.3	16.6	16.5
2012 Conformity Budget¹	93.5	93.5	93.5	93.5
Conformity Result	Pass	Pass	Pass	Pass

¹ 8-hour ozone Reasonable Further Progress (RFP) SIP Budget for Baltimore region (motor vehicle emissions budgets determined to be “adequate” by U.S. EPA on February 22, 2016)

APPENDIX I

GLOSSARY OF TERMS

GLOSSARY OF TERMS

3-C	Coordinated, comprehensive, and continuing	MDE	Maryland Department of the Environment
ACS	American Community Survey	MDOT	Maryland Department of Transportation
ADA	Americans with Disabilities Act of 1990	MDTA	Maryland Transportation Authority
BMC	Baltimore Metropolitan Council	MPA	Maryland Port Administration
BRTB	Baltimore Regional Transportation Board	MPO	Metropolitan Planning Organization
CAAA	Clean Air Act Amendments of 1990	MTA	Maryland Transit Administration
CFR	Congressional Federal Register	NAAQS	National Ambient Air Quality Standards
CIP	Capital Improvement Program	NBI	National Bridge Inventory
CMAQ	Congestion Mitigation and Air Quality	NEPA	National Environmental Policy Act
CMP	Congestion Management Process	NHPP	National Highway Performance Program
CTP	Consolidated Transportation Program	NHS	National Highway System
DBE	Disadvantaged Business Enterprise	NOx	Oxides of Nitrogen
DOT	Department of Transportation	NPMRDS	National Performance Management Research Data Set
EJ	Environmental Justice	OA	Obligation Authority
EPA	Environmental Protection Agency	PAC	Public Advisory Committee
ERS	Emission Reduction Strategy	PBPP	Performance Based Planning and Programming
FARS	Fatality Analysis Reporting System	PHED	Peak-hour Excessive Delay
FAST	Fixing America's Surface Transportation	PM2.5	Particles smaller than 2.5 micrometers
FHTF	Federal Highway Trust Fund	POP	Program of Projects
FHWA	Federal Highway Administration	ROW	Right-of-Way
FTA	Federal Transit Administration	SHA	State Highway Administration
HHS	U.S. Department of Health & Human Services	SIP	State Implementation Plan
HPMS	Highway Performance Monitoring System	STIP	State Transportation Improvement Program
HSIP	Highway Safety Improvement Program	SOV	Single Occupancy Vehicle
ICG	Interagency Consultation Group	TAM	Transit Asset Management
IRI	International Roughness Index	TAZ	Transportation Analysis Zone
ITS	Intelligent Transportation Systems	TERM	Transit Economic Requirements Model
LOTTR	Level of Travel Time Reliability	TIP	Transportation Improvement Program
LRTP	Long-range Transportation Plan	TTTR	Truck Travel Time Reliability
M&O	Management and Operations	TZD	Toward Zero Deaths
MAA	Maryland Aviation Administration	ULB	Useful Life Benchmarks
MAP-21	Moving Ahead for Progress in the 21st Century	USC	United States Code
MARC	Maryland Commuter Rail	VOC	Volatile Organic Compounds
MD-JARC	Maryland Job Access Reverse Commute Program	WMATA	Washington Metropolitan Area Transit Authority