

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #24-21**

**AMENDMENT TO THE 2024 – 2027 BALTIMORE REGION
TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Baltimore Regional Transportation Board is the designated Metropolitan Planning Organization for the Baltimore region, encompassing the Baltimore Urban 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 the RTA of Central Maryland; and

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2024-2027 Transportation Improvement Program for the Baltimore region at its July 27, 2023 meeting, with federal approval on October 25, 2023; and

WHEREAS, federal regulations require that all transportation-related projects must be listed in the approved Transportation Improvement Program with accurate funding schedules in order to be eligible for federal funding; and

WHEREAS, the Transportation Improvement Program consists of projects included in, and in support of, the region's long-range transportation plan and ongoing short-range planning efforts; and

WHEREAS, Baltimore City has requested approval of one amendment to the 2024-2027 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, Baltimore City is requesting to amend one project to the 2024-2027 TIP for the RAISE Transit Priority project. Baltimore City was awarded a \$22.0 million Rebuilding American Infrastructure with Sustainability and Equity (RAISE). This amendment will add funds for construction and engineering in FY 2024 (see attachment); and

WHEREAS, the Transportation Improvement Program, as amended, continues to display financial reasonableness and re-affirms the appropriate project selection criteria whereby all requirements for a Transportation Improvement Program in the Infrastructure Investment and Jobs Act are met; and

WHEREAS, the Interagency Consultation Group has determined that this project is exempt according to the Conformity Rule (40 CFR Parts 51 and 93); and

WHEREAS, the proposed Transportation Improvement Program amendment was presented to the Technical Committee on April 2, 2024.

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approves the attached amendment to the 2024-2027 Transportation Improvement Program for the Baltimore region and finds it to conform to the applicable Maryland State Implementation Plan and requirements of the 1990 Clean Air Act Amendments.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution on April 19, 2024.

April 19, 2024

Date



Anthony Russell, Chair
Baltimore Regional Transportation Board

RAISE Transit Priority Project

| | | | |
|--------------------------|----------------------|--------------------------|---|
| TIP ID | 12-2201-64 | Year of Operation | 2028 |
| Agency | Baltimore City | Project Type | Preservation and improvements |
| Project Category | Transit Preservation | Functional Class | Varies |
| Conformity Status | Exempt | Physical Data | 10.5 miles of roadways, existing number of lanes maintained |
| CIP or CTP ID(s) | 508-137 | Est. Total Cost | \$54,474,541 |

Description:

The RAISE Transit Priority Project (Formerly: East-West Priority Corridor) proposes a comprehensive suite of investments that will facilitate more efficient transit trips, improve multi-modal connections, and address existing safety issues. This project applies strategies from the Transit Priority Toolkit to directly address existing challenges in the corridor, offering near-term investments to better connect people to jobs, education, amenities, and leisure activities while the region considers long-term options via the Regional Transit Plan. Planned strategies include dedicated bus lanes, peak only bus lanes, intersection queue jump for buses, transit signal priority, bus stop optimization, accessibility improvements, and bus bulbs. The corridor is currently served by multiple bus routes, including both the CityLink Blue and Orange. The state of Maryland is providing matching funds for this project.

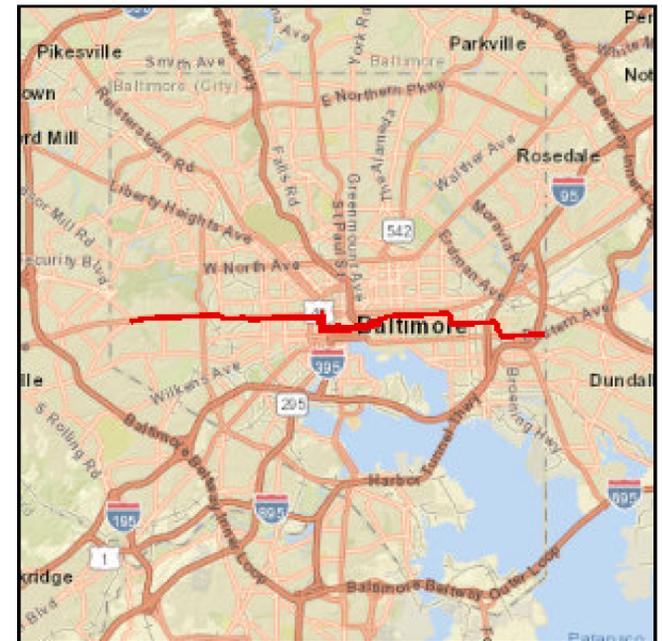
Justification:

Improved bus service between East and West Baltimore will decrease emissions, encourage mode shift, and provide faster more reliable transit options.

Amendment: This amendment to the FY 2024-2027 TIP will add Rebuilding American Infrastructure with Sustainability and Equity (RAISE) funds that were allocated in FY 2023 but were not obligated. This amendment will add \$36.854 million (\$14.24 million federal/\$22.614 million matching) in construction funds in FY 2024 and \$4.0 million (\$1.76 million federal/\$2.24 million matching) in engineering funds in FY 2024. The total estimated cost increases from \$51.52 million to \$54.47 million.

Connection to Long-Range Transportation Planning Goals:

- 3.A Improve Accessibility -- Increase transportation options and equity for all segments of the population.
- 4.A Increase Mobility -- Coordinate with MDOT and Local agencies to improve travel time reliability through performance-based planning and programming
- 7.E Promote Prosperity and Economic Opportunity -- Coordinate with communities to provide context-sensitive infrastructure.





RAISE Transit Priority Project

(Funding in Thousands)

Rebuilding American Infrastructure with Sustainability and Equity -ORIGINAL

| Phase | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | FY 2026 Federal Funds | FY 2026 Matching Funds | FY 2027 Federal Funds | FY 2027 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$6,000 | \$7,620 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$13,620 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| PL | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ROW | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Subtotal | \$6,000 | \$7,620 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$13,620 |
| Total | \$6,000 | \$7,620 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$13,620 |



RAISE Transit Priority Project

(Funding in Thousands)

Rebuilding American Infrastructure with Sustainability and Equity -NEW

| Phase | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | FY 2026 Federal Funds | FY 2026 Matching Funds | FY 2027 Federal Funds | FY 2027 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$20,240 | \$30,234 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$50,474 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$1,760 | \$2,240 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,000 |
| PL | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ROW | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Subtotal | \$22,000 | \$32,474 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$54,474 |
| Total | \$22,000 | \$32,474 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$54,474 |