

## I. INTRODUCTION

### A. Summary

The Baltimore Region Transportation Improvement Program (TIP) documents the anticipated timing, cost, and rationale for federally-funded transportation improvements to be made in the Baltimore region<sup>1</sup> over the next five years. It is a program of specific projects, not a plan. In accordance with federal guidelines, the TIP is a translation of recommendations from the long-range transportation plan (20 years) for the Baltimore region into a short-term program of improvements. As such, the TIP ensures consistency between plan recommendations and project implementation in the region. The TIP also serves as a multi-modal listing of transportation projects in the region

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<sup>1</sup>. As shown in Exhibit I-1, the Baltimore region is composed of Baltimore City and Anne Arundel, Baltimore, Carroll, Harford and Howard counties. As a result of Census 2000, there are three federally recognized urbanized areas in the region. One includes the City of Baltimore, Anne Arundel, Baltimore, and Howard counties, and part of Carroll and Harford counties. The second includes Westminster in Carroll County. The third is Aberdeen – Havre de Grace – Bel Air in Harford County.

for which federal funding requests are anticipated between federal fiscal years 2007-2011.<sup>2</sup>

A summary of the key federal requirements is provided in Chapter II. The summary is followed by several sections that provide information for the requirements in key areas. The relationship between the TIP and other transportation plans and programs in the region, its fulfillment of federal requirements, its regional review function and the procedures for amending it are described in Chapter III. Chapter IV explains the terms and symbols used in the project listings. Chapter V presents the FY 2007 Annual Element, a summary of the amount and source of federal funds requested in the Annual Element, and a graphic summary of the Annual Element by project listing, project type and fund source.

All federally funded projects in the TIP are listed in Chapter VI. They are grouped first according to the local jurisdiction or state agency responsible for their implementation. Within those sections they are then grouped alphabetically by major type: commuter rail,

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<sup>2</sup>. Maryland state fiscal year is July 1 to June 30. Federal fiscal year is October 1 to September 30.

emission reduction strategy (ERS), enhancement program, environmental/safety, highway, preservation, or transit. A timetable for anticipated federal funding requests is presented for each project. The estimated total cost of the projects in the 2007-2011 TIP is \$1.41 billion. Of that amount, an estimated \$1.13 billion will be provided by federal funding authorities, while the remaining \$0.28 billion will be met through local and state matching funds.

## **B. Metropolitan Planning Organization Self-Certification**

At the time the metropolitan TIP and the associated projects of the Annual Element are endorsed for funding out of U. S. Department of Transportation (DOT) funds, the Metropolitan Planning Organization (MPO) is required to certify that projects selected through the transportation planning process conform to all applicable federal laws and regulations. The Baltimore Regional Transportation Board (BRTB), in its capacity as the MPO for the Baltimore region, hereby certifies that the transportation planning process is conducted in a manner that complies with the requirements of 23 USC 143, 49 USC 1607, 23 CFR Part 450 and 49 CFR Part 613, and Sections 174 and 176(c)

and (d) of the Clean Air Act. The certification requirement directs members of the MPO to review the planning process that has been underway and ascertain on an annual basis that the requirements are being met. The review serves to maintain focus on essential activities. Members of the MPO are listed in Appendix A of this document.

The MPO's commitment to comply with applicable federal transportation planning requirements is evidenced by the following: ❶ the MPO has a continuing, cooperative and comprehensive (3C) transportation planning process that results in plans and programs consistent with the general land use and master plans of the local jurisdictions in the urbanized area; ❷ the MPO has adopted a public involvement process that fulfills the requirements and intent of public participation and outreach as defined in the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21)<sup>3</sup> planning regulations; ❸ the MPO adopted a financially constrained long-range transportation plan, Transportation 2030, for the Baltimore region consistent with the

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<sup>3</sup> Even though Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was enacted August 10, 2005 the implementation will not occur until July 1, 2007.

metropolitan planning factors in TEA-21; ④ the MPO has submitted to the Maryland Department of Transportation (MDOT) guidelines for the Congestion Management System (CMS) adopted by the MPO which has been operational since October 1, 1997; ⑤ the MPO has determined that (8-hour) conformity of Transportation 2030 and the 2007-2011 TIP for the Baltimore region has been conducted under the U.S. Environmental Protection Agency's (EPA's) final rule issued November 24, 1993 and amended August 15, 1997; and ⑥ the MPO adheres to the federal MBE/WBE requirements set forth in 49 CFR Part 23.

### **C. Consistency with the Baltimore Regional Transportation Plan**

In an effort to plan for future regional transportation needs and to comply with the mandates of TEA-21 and the Clean Air Act Amendments of 1990 (CAAA), the BRTB endorsed Transportation 2030, the Baltimore Regional Transportation Plan in December 2004. The factors that guided development of Transportation 2030 are outlined in the metropolitan planning section of the TEA-21 legislation.

Transportation 2030 reports on regional growth in population, households and employment to the year 2030 and the projected travel demand generated as a result of these increasing demographic data. It demonstrates how the existing and committed transportation network will be inadequate to accommodate future travel demand in an acceptable manner to ensure regional mobility objectives. Therefore, the Plan includes a range of projects through the year 2030 to help meet this demand.

A multi-modal array of transportation improvements are outlined in the Plan for implementation by the year 2030 with the requisite funding scenario needed to support the program. Non-motorized transportation alternatives are included, as well as intermodal and transportation demand management strategies. The latter measures are particularly important to complement the infrastructure improvements and ensure the region meets the conformity requirements for transportation plans and programs by way of national air quality goals and objectives.

As Transportation 2030 conforms to the CAAA requirements, the capacity projects in the 2007-2011 TIP "flow" from the conforming Plan and may be viewed as a

prioritized subset of projects for implementation. In this way, long-range policy recommendations are translated into short-range transportation improvements. The policies are concerned with realistic funding, system preservation and maintenance and improvement to public transportation.

#### Emission Reduction Strategies (ERS)

ERS projects form the foundation of programs intended to reduce traffic congestion and improve regional air quality. In the TIP, projects that serve a direct ERS function are collected together by jurisdiction under the ERS heading. These projects have TIP reference numbers ending between 01 and 09, and include the promotion of ridesharing, construction of park-&-ride lots, bicycle and pedestrian facilities, traffic engineering improvements, fleet improvements and transit system expansion. A full description of ERS projects can be found in the accompanying Conformity Determination document.

In addition, several projects in the TIP listed under the preservation or highway (new capacity) heading have ERS components, such as walkways, bikeways, bus stop

shelters, park-and-ride lots or improved access to rail/transit stations.

In support of employer-based programs, the Maryland Transit Administration (MTA) has instituted Commuter Choice Maryland (formally Transit Plus 2000) a range of options geared toward promoting alternative commuting options. Commuter Choice Maryland commuter benefits program offers employers and employees a range of options geared toward promoting alternative commuting options. The program's incentives are comprised of federal tax benefits for employers and employees, and a Maryland State tax credit for employers only. Under the federal tax benefits portion, employers have three options for distributing commuter benefits in the form of passes or vouchers to employees, 1) giving monthly passes to participating employees for which an employer can receive a federal and state tax deduction as a regular business expense on the amount of benefit given to employees, plus a Maryland Commuter Tax Credit for 50% of the amount of benefit given to employees, 2) allowing employees to purchase passes using a pre-tax salary deduction for which

participating employees reduce federal, state and FICA taxes on the amount deducted tax-free, thus reducing the actual cost of the passes, 3) the employer and employees share the cost of monthly commuting for which the employer offers to pay a portion of the employees' monthly pass costs and the employees pay for the rest using a pre-tax salary deduction. Under this option the employer receives all the tax deductions and credits described in example one while the employees receive federal, state and FICA tax reductions on the amount deducted tax free.

The Maryland Commuter Tax Credit allows Maryland employers to receive a credit for 50% of the amount of benefit given to employees up to a maximum amount of \$52.50 per participating employee per month (based on a maximum contribution of \$105 tax free to the employee). Eligible expenses include Transit Instruments (passes, vouchers, fare cards, tickets), Vanpool Expenses, Guaranteed Ride Home programs, and Cash in Lieu of Parking programs. The credit can be taken against State

income tax, personal income tax, or the insurance premium tax.

#### Non-Motorized Planning

All state road projects in the TIP, excluding fully controlled access roads and interstate highways, are considered for bicycle improvements. In many cases, recommended improvements are wide curb lanes or paved shoulders. Some of the TIP projects may include paved shoulders or space for wide curb lanes; others may improve cycling conditions simply by widening a narrow road or smoothing a rough surface. With federal funding available under TEA-21, bicycle and pedestrian facilities and services are being expanded. Regional and local bicycle planning efforts have been integrated into the planning process, including a standing bicycle and pedestrian advisory group and prioritization factors for bicycle and pedestrian projects have been included in the B RTP. In addition, the B RTP includes a bicycle and pedestrian component, *Action Plan 2001: a Plan for Bicycling and Walking in the Baltimore Region* that was approved by the BRTB in October 2001.

Bicycle and Pedestrian planning has been an area of increased consideration since the BRTB approval of *Action Plan 2001: a Plan for Bicycling and Walking in the Baltimore Region*. The document provides a framework for coordination of bicycle and pedestrian accommodation across the region. Since then, the State of Maryland, and a number of local jurisdictions have approved bicycle and pedestrian plans for their respective planning areas. Projects in the 2007-2011 TIP which could include a bicycle and pedestrian component as identified in an approved bicycle and pedestrian plan are designated with the following statement: Could serve to improve conditions for bicycling and/or walking per approved local, regional and/or statewide bicycle and pedestrian planning document.

#### Transportation Management Associations (TMAs)

Presently, there are several TMAs operating within the Baltimore region. These organizations are creative examples of public/private partnerships working to address employer transportation needs. The TMAs set strategies and develop action programs of significance to their local

areas. The BWI TMA operates the only organized guaranteed ride home program in the region. The following are the current TMAs operating in the Baltimore region:

- Annapolis Regional Transportation Management Association (ARTMA)
- BWI Business Partnership
- Hunt Valley Business Forum
- Harford Transportation Management Association