

BALTIMORE REGION TRANSPORTATION IMPROVEMENT PROGRAM 2012-2015

DEVELOPED BY THE BALTIMORE METROPOLITAN PLANNING ORGANIZATION

CITY OF ANNAPOLIS ♦ ANNE ARUNDEL COUNTY ♦ BALTIMORE CITY ♦ BALTIMORE COUNTY ♦ CARROLL COUNTY ♦ HARFORD COUNTY ♦ HOWARD COUNTY

MARYLAND DEPARTMENT OF TRANSPORTATION ♦ MARYLAND DEPARTMENT OF THE ENVIRONMENT ♦
MARYLAND DEPARTMENT OF PLANNING ♦ MARYLAND TRANSIT ADMINISTRATION

November 14, 2011

 BALTIMORE REGIONAL TRANSPORTATION BOARD

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http://www.baltometro.org/TIP/TIP2012_15.pdf

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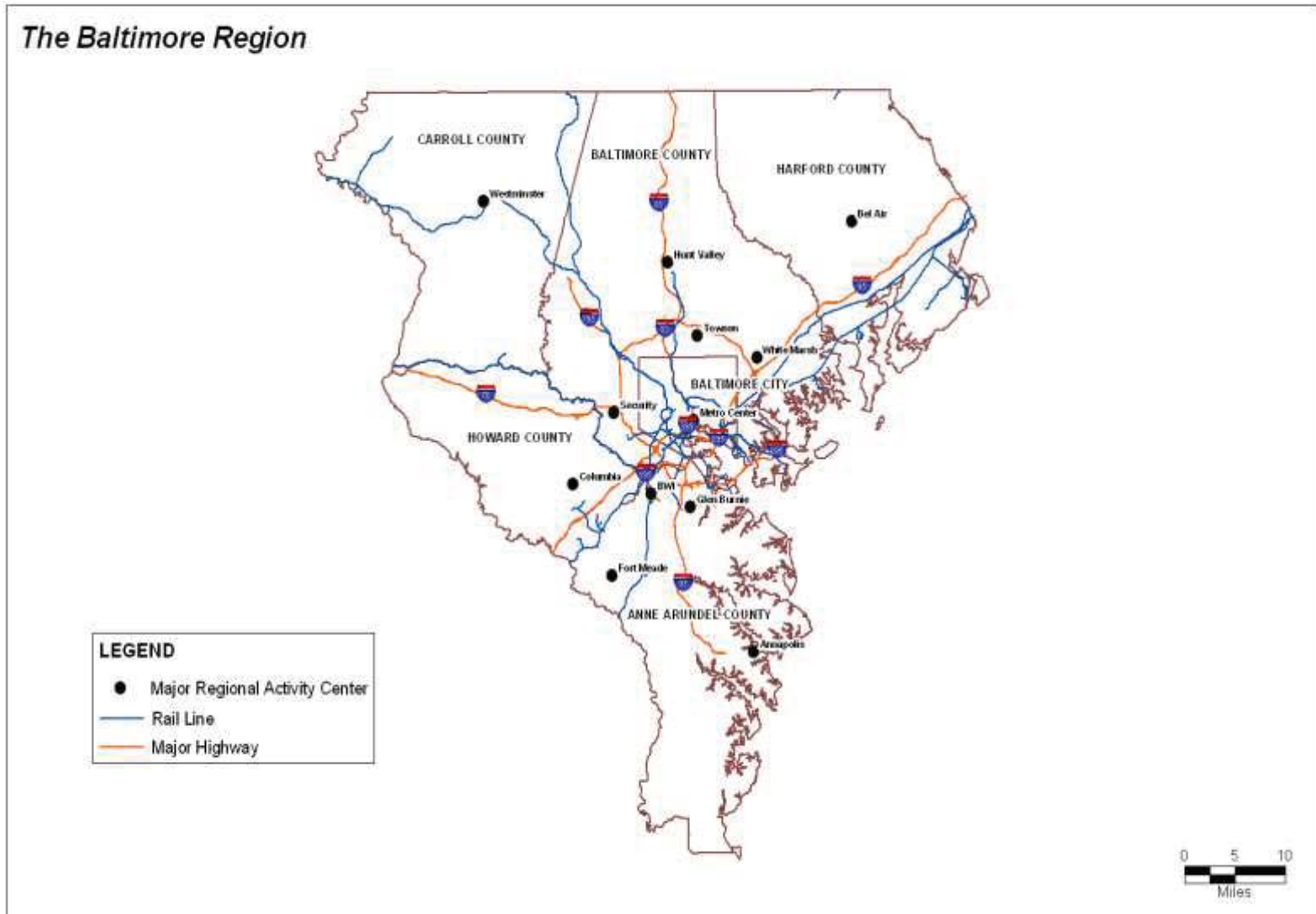
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Exhibit I-1

The Baltimore Region



BALTIMORE METROPOLITAN PLANNING ORGANIZATION

BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #12-10

APPROVAL OF THE BALTIMORE REGION
FY 2012-2015 TRANSPORTATION IMPROVEMENT PROGRAM AND
ASSOCIATED CONFORMITY DETERMINATION

WHEREAS, the Baltimore Regional Transportation Board (BRTB) is the designated Metropolitan Planning Organization for the Baltimore region, encompassing the Baltimore Urbanized Area, and includes official representatives of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, and Howard, and the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, and the Maryland Transit Administration; and

WHEREAS, the FY 2012-2015 Baltimore Region Transportation Improvement Program was prepared in response to the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users and meets all of the requirements of the February 2007 final rule governing the development of metropolitan plans and programs, and all projects and activities funded in this document have been developed in relationship to the regionally adopted *Plan It 2035*; and

WHEREAS, the Interagency Consultation Group (ICG) which includes the Maryland Department of the Environment, the Maryland Department of Transportation and a local jurisdiction representative of the Baltimore Regional Transportation Board reviewed and approved the methodology used as well as the results of the technical analysis. The ICG has approved the conformity analysis as reported in the "Conformity Determination of *Plan It 2035* and the 2012-2015 Transportation Improvement Program," dated November 2011, which provides the basis for a finding of conformity (Attachment 1: Table II-9 and Attachment 2: Table II-10) to the Reasonable Further Progress (RFP) motor vehicle emissions budgets in the Baltimore Nonattainment Area 8-Hour Ozone State Implementation Plan, as well as emissions budgets in the Carbon Monoxide Maintenance Plan and to the fine particulate matter nonattainment area interim emissions test required by §93.109 (i)(3) of the Final Transportation Conformity Rule updated most recently in March 2010; and

WHEREAS, the FY 2012 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 Annual Element of the 2012-2015 Transportation Improvement Program uses federal funds for the following project categories: fifty-two percent highway preservation, fourteen percent emission reduction strategies, seven percent

transit, six percent highway capacity, fifteen percent environmental/safety, three percent miscellaneous, and three percent enhancement program; and

WHEREAS, opportunities for public comment were provided, including six public meetings on project elements of the FY 2012 Baltimore Region Transportation Improvement Program and the methodology and results of the conformity analysis and were duly considered by the Metropolitan Planning Organization; and

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board approves the FY 2012-2015 Baltimore Region Transportation Improvement Program and the associated Conformity Determination.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the aforementioned resolution at its November 14, 2011 meeting.

November 14, 2011

Date

Kevin Kamenetz

Kevin Kamenetz, Chairman
Baltimore Regional Transportation Board

TABLE II-9
Final Emissions Results – Ozone and CO Standard
(tons/day)

		2012 Emissions*			2015 Emissions			2025 Emissions			2035 Emissions		
		VOC	NO _x	CO	VOC	NO _x	CO	VOC	NO _x	CO	VOC	NO _x	CO
Motor Vehicle Emissions Budgets from the 8-hour ozone RFP SIP		41.2	106.8	--	41.2	106.8	--	41.2	106.8	--	41.2	106.8	--
Motor Vehicle Emissions Budget from the CO Maintenance Plan		--	--	1,689.80	--	--	1,689.80	--	--	1,689.80	--	--	1,689.80
NETWORK BASED ANALYSIS		34.43	69.21	856.80	28.74	45.63	801.86	20.49	20.29	780.10	21.53	17.92	826.50
Emission Reduction Strategies	IMPLEMENTED (Includes Ride Share Program.)	-0.03	-0.16	-0.53	-0.02	-0.15	-0.48	-0.01	-0.14	-0.42			
	PROGRAMMED - TIP, CTP, & CIP												
	Bus Replacement and Bicycle/Pedestrian Improvements		-0.15	-0.06		-0.15	-0.06		-0.15	-0.06			
	CHART (Areawide Congestion Management)		-0.42			-0.32			-0.13				
	<i>Off-Network Analysis Total</i>	-0.03	-0.73	-0.59	-0.02	-0.62	-0.54	-0.01	-0.42	-0.48	0.00	0.00	0.00
IMPLEMENTATION TOTAL		34.40	68.48	856.21	28.72	45.01	801.32	20.48	19.87	779.62	21.53	17.92	826.50
Eight-hour Ozone Budgets vs. Implementation		-6.80	-38.32	--	-12.48	-61.79	--	-20.72	-86.03	--	-10.67	-88.88	--
CO Maintenance Budget vs. Implementation		--	--	-833.59	--	--	-888.48	--	--	-910.18	--	--	-863.30

* Emission results for 2012 are included here in anticipation of final EPA reclassification of the Baltimore region from "moderate" nonattainment of the ozone standard to "serious" nonattainment.

TABLE II-10
Final Emissions Results – PM_{2.5} Standard
(tons/year)

		2012 Emissions*		2015 Emissions		2025 Emissions		2035 Emissions	
		Direct PM _{2.5}	NO _x	Direct PM _{2.5}	NO _x	Direct PM _{2.5}	NO _x	Direct PM _{2.5}	NO _x
<i>Motor Vehicle Emissions Budget from the PM_{2.5} SIP</i>		686.97	36,502.41	686.97	36,502.41	686.97	36,502.41	686.97	36,502.41
<i>2002 Baseline Year Emissions for the Interim Emissions Test</i>		1,043.51	63,759.38	1,043.51	63,759.38	1,043.51	63,759.38	1,043.51	63,759.38
NETWORK BASED ANALYSIS		557.45	26,005.96	479.08	17,270.47	440.96	7,876.83	462.95	7,009.81
Emission Reduction Strategies	IMPLEMENTED (Includes Ride Share Program)	-0.67	-41.69	-0.67	-39.71	-0.67	-37.11		
	PROGRAMMED - TIP, CTP, and CIP								
	Bus Replacement and Bicycle/Pedestrian Improvements	-0.29	-39.74	-0.29	-39.74	-0.29	-39.73		
	CHART (Areawide Congestion Management)	-1.59	-108.02	-1.43	-82.10	-1.13	-32.79		
<i>Off-Network Analysis Total</i>		-2.55	-189.45	-2.39	-161.55	-2.09	-109.63	0.00	0.00
IMPLEMENTATION TOTAL		554.90	25,816.51	476.69	17,108.92	438.87	7,767.20	462.95	7,009.81
PM _{2.5} Budgets vs. Implementation		-132.07	-10,685.90	-210.28	-19,393.49	-248.10	-28,735.21	-224.02	-29,492.60
2002 Baseline vs. Implementation		-488.61	-37,942.87	-566.82	-46,650.46	-604.64	-55,992.18	-580.56	-56,749.57

* Emission results for 2012 are included here in anticipation of final EPA reclassification of the Baltimore region from "moderate" nonattainment of the ozone standard to "serious" nonattainment.

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 region¹ over the next four 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, *Plan It 2035*, for the Baltimore region into a short-term program of improvements. This includes specific capacity improvements that have been identified in the long range plan, as well as system preservation projects and operational initiatives that are supported in the plan but have not been previously detailed. 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

¹. 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.

projects in the region for which federal funding requests are anticipated between federal fiscal years 2012-2015.²

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 financial plan supporting the projects in the four year program. It also details the amount and source of federal funds to be requested for the coming fiscal year, FY 2012.

All federally funded projects in the TIP are listed in Chapter VI. The projects 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, emission reduction strategy (ERS), enhancement program, environmental/safety,

². The Baltimore Region TIP follows the Maryland state fiscal year which is July 1 to June 30.

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 2012-2015 TIP is approximately \$1.86 billion. Of that amount, an estimated \$1.57 billion will be provided by federal funding authorities, while the local and state matching funds are an estimated \$289 million.

B. Metropolitan Planning Organization Self-Certification

At the time the metropolitan TIP, and the projects requesting funds in the coming fiscal year, are endorsed for funding out of the U. S. Department of Transportation (DOT), the Metropolitan Planning Organization (MPO) is required to certify that projects selected through the transportation planning process conform with all applicable federal laws and regulations. The Baltimore Regional Transportation Board (BRTB), in its capacity as the MPO for the Baltimore region, certifies via Resolution #12-11 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 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 Metropolitan Planning Regulations; ❸ the MPO adopted a financially constrained long-range transportation plan, *Plan It 2035*, for the Baltimore region consistent with the metropolitan planning factors in Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); ❹ the MPO has submitted to the Maryland Department of Transportation (MDOT) guidelines for the Congestion Management Process (CMP) adopted by the MPO which has been operational since

October 1, 1997; ⑤ the MPO has determined that conformity (8-hour ozone, fine particulate matter and carbon monoxide) of *Plan It 2035* and the 2012-2015 TIP for the Baltimore region has been conducted under the U.S. Environmental Protection Agency's (EPA's) final rule amended most recently March 24, 2010; and ⑥ the MPO adheres to the federal Minority Business Enterprise/Women Business Enterprise (MBE/WBE) requirements set forth in 49 CFR Part 23.

C. Consistency with Plan It 2035

In an effort to plan for future regional transportation needs and to comply with the intention of SAFETEA-LU and the Clean Air Act Amendments of 1990 (CAAA), the BRTB endorsed *Plan It 2035*, the long-range transportation plan in November 2011 along with the FY 2012 – 2015 TIP. The factors that guided development of *Plan It 2035* are listed in the Metropolitan Planning Regulations effective July 1, 2007.

Plan It 2035 reports on regional growth in population, households and employment to the year 2035 and the projected travel demand generated as a result of the demographic data. It demonstrates how the existing (2000-2011) and committed (2012 – 2015) transportation network will

be inadequate to accommodate future travel demand in an acceptable manner to ensure regional mobility objectives. To address the projected demands on the transportation system, *Plan It 2035* includes a range of projects through the year 2035.

A multi-modal array of transportation improvements are outlined in *Plan It 2035* for implementation by the year 2035 with the requisite funding scenario needed to support the program. Non-motorized transportation alternatives are included, as well as inter-modal and transportation demand management strategies. The transportation demand management strategies 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.

The capacity projects in the 2012 – 2015 TIP "flow" from the conforming Plan, resulting in a prioritized subset of projects for implementation. In this way, long-range policy recommendations are translated into short-range transportation improvements.

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 include the promotion of ridesharing, construction of park-and-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, providing a range of options geared toward promoting alternative commuting options. The program's incentives are comprised of federal tax benefits for both employers and employees, and a Maryland State tax credit for employers.

Bicycle and Pedestrian 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 SAFETEA-LU, 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 as well as prioritization factors for bicycle and pedestrian projects in *Plan It 2035*.

Projects in the 2012 – 2015 TIP that incorporate Bicycle and Pedestrian functions are designated with the following statement below the project justification: *Supports regional B&P initiatives

Transportation Management Associations (TMAs)

Presently, there are several TMAs operating within the Baltimore region. These organizations are 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 following are the current TMAs operating in the Baltimore region:

- Annapolis Regional Transportation Management Association
- BWI Business Partnership
- Hunt Valley Business Forum
- Harford Transportation Management Association
- Southeast Baltimore Transportation Management Association

II. FEDERAL REQUIREMENTS AND REGIONAL REVIEW FUNCTION

A. Requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

Below is a discussion of key federal requirements that are in place regarding development of the TIP. These include a prioritized list of financially constrained improvements, a consideration of “flexing” funds between traditional highway and transit sources of money, completion of congestion management studies prior to inclusion of any project that contributes to an increase in single occupant vehicles, and the role of public involvement throughout the process.

As a requirement of SAFETEA-LU, the MPO, in cooperation with state and local agencies and transit operators, have developed a prioritized and financially reasonable TIP. Priority is reflected by the year in which a project is shown. Priorities and financial analysis are provided for all four years of the TIP. Financial reasonableness is evaluated on three fronts: ❶ MDOT ensures that federal funding requests during the TIP planning process are reasonable for our region; ❷ MDOT provides documentation of the state's capacity to meet the match requirements associated

with state sponsored projects in the TIP; while ❸ Local governments also provide documentation of the same financial reasonableness requirements to match the federal funds requested for locally sponsored projects.

As a further requirement of SAFETEA-LU, the TIP is required to take full advantage of the increased flexibility of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) capital funds. MDOT provides a "statement of concurrence" that consideration of this provision (funding crossover) has been utilized in the development of all state initiatives. Documentation of project prioritization, financial reasonableness and flexible funding is included in Appendix B.

Projects included in the 2012 – 2015 TIP have been cooperatively determined by members of the MPO. The project selection process considered the air quality implications and regional mobility enhancement prior to inclusion in the final TIP document.

An additional requirement of SAFETEA-LU is to include a financial plan that demonstrates that the projects proposed in the TIP can be funded. The TIP demonstrates that the region, through public and private funding, is reasonably able to

generate the projected resources needed to carry out the projects in the TIP.

Another requirement of SAFETEA-LU states that in a “transportation management area classified as a non-attainment area for ozone and/or carbon monoxide, any highway project (programmed with federal funds) that will result in carrying capacity for single-occupant vehicles must be part of an approved congestion management process (CMP)”. CMP guidelines were adopted by the MPO in October, 1997. As potential capacity projects enter the state planning process, the MPO is invited to participate in interagency discussions. This process allows the MPO to offer recommendations during the process to address congestion prior to building additional lane capacity. At three stages in this interagency process the MPO adopts a resolution approving the analysis to date. The MPO also conducts ongoing data collection and monitoring to assess conditions and ascertain the effectiveness of a range of strategies to relieve congestion. Individual project listings in Chapter VI identify specific corridors in which projects are located.

Also as a requirement of SAFETEA-LU, the public must have an opportunity to review and comment on the TIP in the

early stages of preparation with at least one public meeting. Formal public participation procedures to govern metropolitan transportation planning activities were updated by the MPO in January 2007. These guidelines reaffirmed a framework for public participation and information dissemination.

The MPO offered citizens, affected public agencies, private providers of transportation and other interested parties reasonable opportunities to comment on the first draft TIP. A schedule of key dates in the development of the TIP was provided to the members of the Citizens Advisory Committee (CAC) along with a description of the information available in the TIP. Opportunities to comment on the draft TIP were publicized primarily through electronic means (web site and e-newsletters) and CAC meetings, with outreach work undertaken by Public Involvement staff. The draft TIP was made available online. For the final draft TIP, flyers announcing a public meeting on the TIP were distributed in addition to advertising in local papers, The Baltimore Sun, Washington Post and Sunspot web. The CAC members were asked to distribute the flyer to their constituencies as an additional way of disseminating the information.

Public involvement activities were announced on the Internet via the Baltimore Metropolitan Council (BMC) web site. Copies of the TIP were provided to 21 libraries throughout the region as well as the local planning departments.

There were six public meetings in which the public was able to comment on the draft TIP. In addition to these public meetings, the public was able to address the BRTB at their October 27 and November 14 meetings. Written comments by mail or e-mail are accepted during the public review periods. A summary of all comments received, both verbal and written, BRTB responses to comments, and the public participation notices are included in Appendix G.

B. Environmental Justice

Environmental justice (EJ) considers whether low-income and minority populations bear disproportionate impacts resulting from governmental decisions. Historically, EJ was borne out of civil rights and environmental complaints from low-income and minority communities. Concerns were raised, showing that these communities suffered

disproportionately from exposure to toxic chemicals and the siting of industrial plants and waste facilities.

In 1994, Presidential Executive Order 12898 directed federal agencies to review its procedures and make EJ part of their mission by identifying and addressing the effects of all programs, policies, and activities on “minority populations and low-income populations.”

In 1997, the U.S. Department of Transportation (DOT) issued, “Order to Address Environmental Justice in Minority Populations and Low-income Populations.”

The DOT Order directs consideration of two groups. A person whose household income is at or below the U.S. Department of Health and Human Services poverty guidelines is considered low-income. A person belonging to the following groups are considered part of minority populations:

- Person of origin in any of the black racial groups of Africa
- Person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin
- Person of origin in the Far East, Southeast Asia, Indian subcontinent, or Pacific Islands
- Person of origin of the original people of North America (American Indian, Alaskan Native)

The DOT Order applies to all policies, programs and other activities undertaken, funded or approved by the DOT, including metropolitan planning. There are three fundamental DOT environmental justice principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Metropolitan planning organizations (MPOs) are responsible for assessing the benefits and burdens of transportation system investments for different socio-economic groups. This includes both a data collection effort and engagement of minority, low-income, and disability populations in public involvement activities.

In *Plan It 2035*, an analysis was done to measure the region's ability to improve access to jobs and other destinations. Included in this document is information about where upcoming transportation projects are located relative to concentrations of minority and low-income populations. Two maps (Exhibit II-1 and Exhibit II-2) show areas where the percentages of minority and low-income populations are higher than for the region. Data from the 2000 Census is used to calculate the regional information.

Minority Populations

From the 2000 Census the region's minority population is 34% of the total population, although, the concentrations of such groups are not equally distributed throughout the region. For example, the number of African-Americans living in Baltimore City is significantly higher than in other jurisdictions. In order to show where large concentrations of minorities are living in the region, we looked at census blocks (i.e. neighborhoods) with populations greater than 22% - the median (midpoint) rate. Exhibit II-1 shows census block groups with minority populations greater than 22%.

Low-income Populations

Similarly, income is not distributed equally throughout any region. As a result, the region's median household income (\$49,817) was used to show the levels of income around this region. Low-income populations can be identified as earning 50% of the median household income. Therefore, a household at the 50% rate has a maximum income of \$24,909, while a household at the 80% rate has a maximum income of \$39,854. Exhibit II-2 shows census block groups that are 50% and 80% of the region's median household income.

When a transportation project enters project planning consideration of EJ is undertaken. These studies are conducted by the appropriate state agency (e.g. Maryland State Highway Administration, Maryland Transit Administration, and Maryland Transportation Authority) or a local jurisdiction during the project planning phase. Opportunities for public participation are central to these efforts.

Additional EJ maps are available in Section VI: Individual Project Listings. These maps show the locations

(by jurisdiction) of specific projects in relation to minority and low-income population concentrations.

Exhibit II-1 Minority Concentration, Baltimore Region, 2000

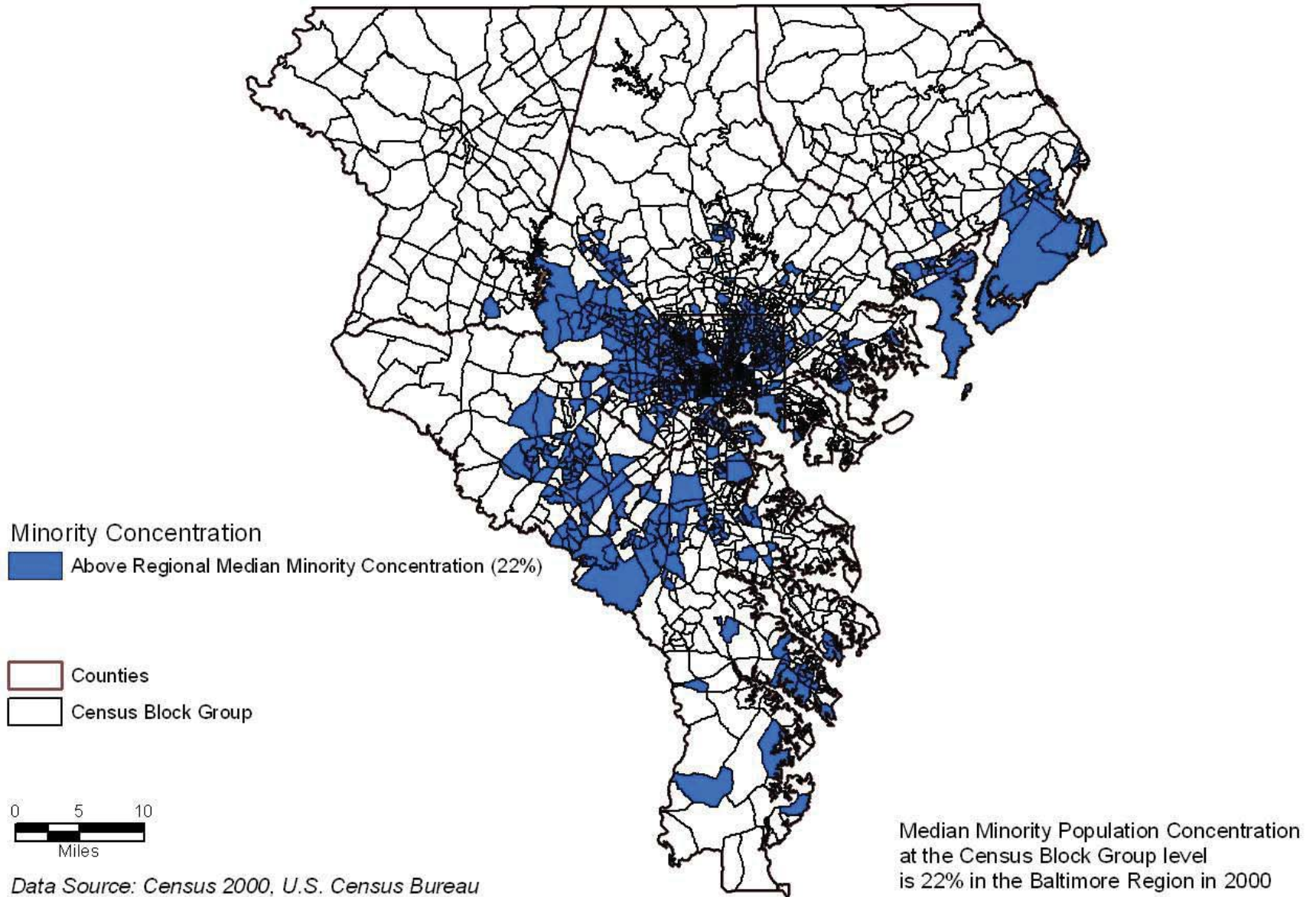
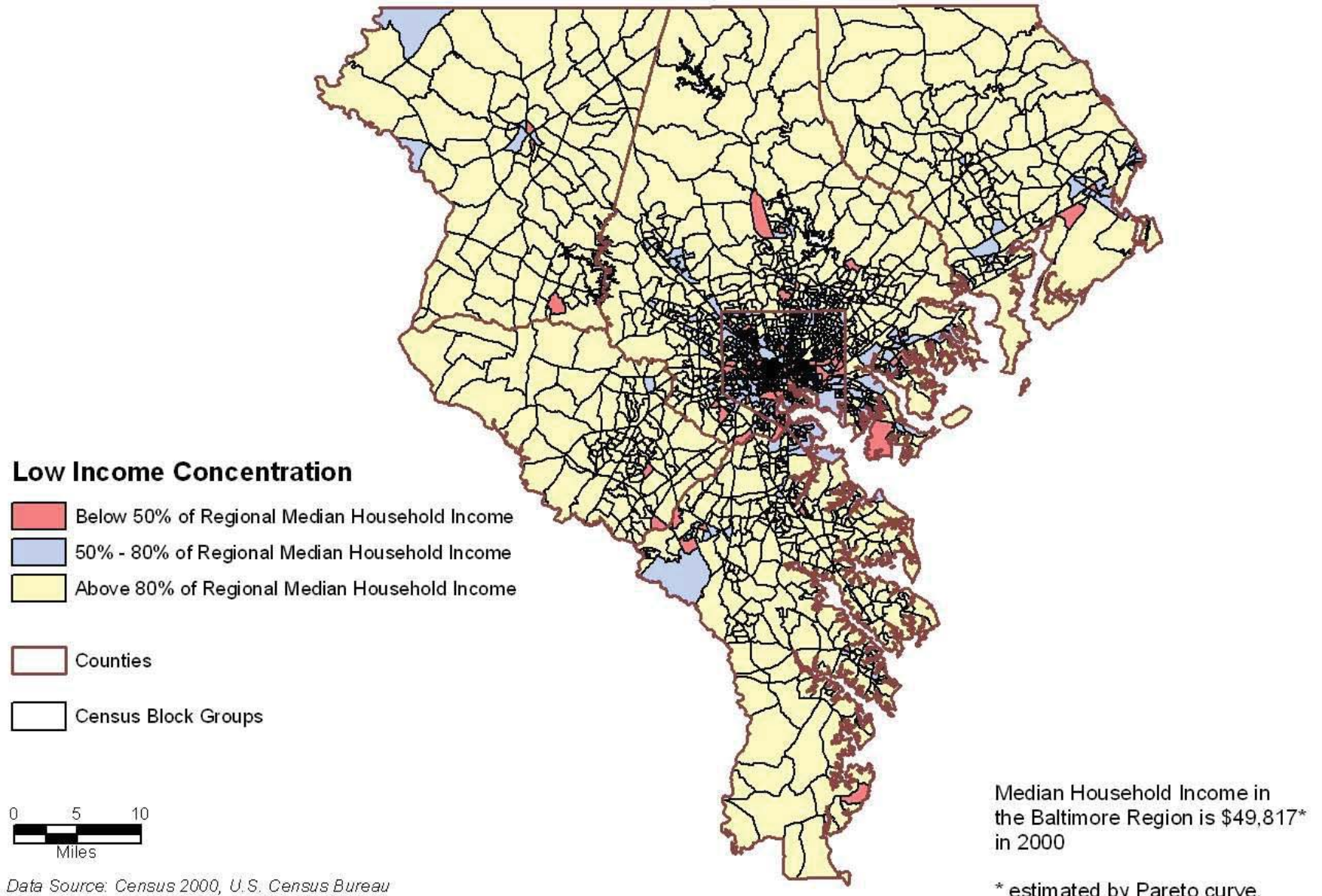


Exhibit II-2 Low Income Concentration, Baltimore Region, 2000



C. Using Management and Operations Initiatives to Improve Transportation Network Performance

Along with traditional system improvements, the region has been working on increasing system efficiency and safety through improved management and operations (M&O) of the transportation system. M&O can be defined as:

“An integrated program to optimize the performance of existing infrastructure through the implementation of multi- and intermodal, cross-jurisdictional systems, services, and projects designed to preserve capacity and improve security, safety, and reliability of the regional transportation system. Transportation systems management and operations includes regional operations collaboration and coordination activities among transportation and public safety agencies, and improvements such as traffic detection and surveillance, arterial management, freeway management, demand management, work zone management, emergency management, electronic toll collection, automated enforcement, traffic incident management, roadway weather management, traveler information services, commercial vehicle operations, traffic control, freight

management, and coordination of highway, rail, transit, bicycle, and pedestrian operations.” *Source:* Association of Metropolitan Planning Organizations.

Simply put, M&O means more efficient use of the existing transportation system. M&O has become a major emphasis area of federal transportation policy and funding because of the many potential benefits of M&O activities, such as improved safety, reduced travel time, improved throughput, reduced incident response time, reduced operating costs, and improved productivity. SAFETEA-LU includes a number of programs that encourage and promote M&O. Title VI, section 6001 requires that regional transportation plans contain operational and management approaches to relieve congestion and maximize the safety and mobility of people and goods. The region will continue to address federal transportation legislation requirements and recommendations.

In FY 2007, the *M&O Strategic Deployment Plan* was developed. This document provides a framework for continued deployment and development of regional M&O projects. The *M&O SDP* identified eight high priority projects, listed below:

1. Facilitate Incident Management Training Opportunities
2. Facilitate Regional M&O Outreach, Education, and Training Opportunities
3. Link Regional Transportation Planning and Operations
4. Enhance M&O Along Critical Corridors and Evacuation Routes
5. Establish a Regional Transportation Information System
6. Traffic Control System Reliability Enhancements
7. Secure Critical Regional Transportation Infrastructure
8. Implement Regionally Coordinated Adaptive Traffic Control Systems

In early FY 2011, Maryland implemented a statewide transportation information system, called Maryland 511. This statewide project addresses the needs identified in regional High Priority Project #5.

Enhanced incident management continues to be identified as a high priority for the region, and efforts to improve coordination at incidents have been and will continue to be incorporated into the projects initiated by the Baltimore Regional Operations Coordination (B-ROC) Committee. The B-ROC Committee focuses on enhancing

incident response operations across jurisdictions, agencies, modes, and facility types. Priority coordination projects are identified by the B-ROC Committee and are implemented as resources become available. High Priority Project #1 from the *M&O SDP* was assigned to the B-ROC Committee. The B-ROC Committee addresses the need for incident management training by holding Traffic Incident Management training and workshops. Also, the B-ROC Committee is completing the development of an on-line Traffic Incident Management course for the region's first responders.

The Traffic Signal Subcommittee has been meeting quarterly to provide a forum for the region's traffic engineers to discuss issues of common concern and to coordinate signal operations across jurisdictional and operational boundaries. This group has initiated several signal timing studies to address the need for coordinated timing. This committee also held well-attended Traffic Signal Operations Forums in December 2004 and 2005, March 2007, November 2008 and May 2011. The subcommittee anticipates holding this type of event every 18 months. This committee will also be involved in implementing High Priority Projects #6 and #8. A pilot Adaptive Traffic Control System

project, using ACS Lite, was deployed along a corridor in Anne Arundel County in late FY 2010.

Emergency preparedness planning has been an area of increased consideration during the last several years. The Transportation & Public Works (T&PW) Committee was initiated in FY 2006 to address emergency preparedness issues, such as evacuation planning, as well as “typical” public works issues. The T&PW Committee has funded the development of an evacuation model, a contraflow study/route ranking tool and the purchase of an evacuation support trailer. In FY 2012, the T&PW Committee held a tabletop exercise focused on transportation evacuation. An after-action report will guide the identification of ensuing evacuation planning projects. These activities fall under High Priority Projects #4 and #7.

Projects in the 2012-2015 TIP that incorporate M&O functions are designated with the following statement below the project justification: *Supports regional M&O initiatives.

D. Coordinating Human Service Transportation

SAFETEA-LU continued to support transportation initiatives for Elderly and Disabled populations through the

FTA Section 5310 Capital Grant Program and low income populations through FTA Section 5316 Job Access and Reverse Commute (JARC) Program, and established the FTA Section 5317 New Freedom Program. With the addition of this new funding program SAFETEA-LU also established the requirement that all of these programs be coordinated. MTA is the administrator for all three programs and coordinates with the Baltimore MPO on the implementation of these programs. The MPO takes the lead, with assistance from MTA, for development of the Baltimore Region Coordinated Public Transit Human Services Transportation Plan. The coordination takes place in the form of a locally developed Coordinated Human Service Transportation Plan. All of the projects funded through these programs “must be derived from a locally developed, coordinated public transit-human services transportation plan”.³ This provision is aimed at improving transportation services for persons with disabilities, older adults and individuals with lower incomes, and ensuring that communities are coordinating transportation resources provided through multiple Federal

³ Language taken from Circulars FTA C 9045.1 [New Freedom Program Guidance and Application Instructions](#) and FTA C 9050.1 [The Job Access and Reverse Commute \(JARC\) Program Guidance and Application Instructions](#). Chapter 1, page I-2.

programs. MTA and the BRTB updated the Baltimore Area Coordinated Transportation Plan in September 2010.

Elderly & Individuals with Disabilities Program

SAFETEA-LU reaffirms this program with continued funding. This program provides capital funds to non-profit organizations serving the elderly and persons with disabilities. The only major change is that the projects must also come from a locally developed coordinated plan. Non-profit organizations provide 20 percent of the cost to match the 80 percent provided by the FTA. The MTA provides staff support for the solicitation of applications and arranges for the acquisition of the vehicles. The review of the applications and awarding of the funds are the responsibility of the Governor's Interagency Committee on Specialized Transportation.

Job Access and Reverse Commute Program

The JARC Grants program is intended to develop transportation services designed to transport welfare recipients and low-income individuals to and from jobs and develop transportation services for residents of urban, suburban, and rural areas to suburban employment sites. SAFETEA-LU continued to support this program for job access and reverse commute initiatives yet also implemented changes in the JARC Program, including: a formula program; projects are competitively selected; projects come from a locally developed coordinated plan; and funds can be used for planning, operational or transit capital projects. For capital projects, FTA will provide funds for up to 80 percent of the cost while the recipient of the grant will match the funds with a minimum of 20 percent of the cost of the project. For operational projects, FTA will provide funds for up to 50 percent of the cost while the recipient of the grant will match the funds with a minimum of 50 percent of the cost of the project. Funding requested through this program is reflected in the TIP.

New Freedom Program

In addition to continuing support of transportation initiatives for Elderly and Disabled populations, SAFETEA-LU established the New Freedom Program. This program provides grants for transportation that are new and go beyond the requirements of Americans with Disabilities Act of 1990. This is a formula grant program “to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society ... and expand the mobility options available to people with disabilities beyond the requirements of the ADA of 1990.”⁴

E. Additional Programs for Seniors and Persons with Disabilities

In addition to the FTA Section 5310 Program, MTA has been actively pursuing ways to assist the Elderly and Persons with Disabilities. All new bus purchases are lift-equipped. The MTA operates a fleet of buses that is fully accessible to the elderly and persons with disabilities.

⁴ Federal Transit Administration Circular FTA C 9045.1 New Freedom Program Guidance and Application Instructions, May 1, 2007, Page II-1

Bus operators receive, as part of their training program, disability awareness/passenger assistance technique training for the special needs of passengers. This training emphasizes Americans with Disabilities Act (ADA) service requirements and techniques for communicating with the elderly and people who are disabled. The needs of the elderly and disabled customers, those with hidden disabilities and blind, deaf and mentally retarded travelers are discussed. Operators are instructed in the operation of the lift-equipment and in providing assistance to riders from the disability community.

MTA operates a Mobility Program and Reduced Fare Program for the elderly and persons with disabilities. Mobility provides comparable ADA service for those who cannot use fixed-route service. The Reduced Fare Program provides a 33% discount for the elderly and persons with disabilities in accordance with requirements for recipients of federal operating assistance from FTA (49 CFR 609.23).

In addition to these programs, MTA initiated two new programs: MTA Taxi Access II Service and the Senior Ride Program.

MTA Taxi Access II Service

The MTA Taxi Access II Service is a program that is open to eligible MTA Mobility customers. This program offers program participants same day transportation options through a network of taxi providers. Participants in the program can use the service for any purpose and take it to anywhere within the service area of Mobility. There is a premium fare of \$3.00 that the participant pays for each ride and the participant is responsible for any portion of a fare that exceeds the \$20.00 limit. Participants may be accompanied by up to 3 people per trip if all passengers start and end the ride at the same location. A list of participating companies has been expanded and is available to users.

Senior Ride Program

Since FY 2006, MTA has awarded grants to qualified applicants to encourage and facilitate the development of volunteer transportation services for low-income and moderate-income seniors. Each year, MTA has offered statewide approximately \$100,000 in State funds to be matched with 25% local contribution. The projects must provide door-to-door transportation services, use primarily volunteer drivers, and have a dispatching system.

F. Regionally Significant Transportation Improvements

For informational purposes and air quality analysis in non-attainment and maintenance areas, the Statewide and Metropolitan Planning Regulations (23 CFR Part 450 and 49 CFR Part 613) require the inclusion of all regionally significant projects using only state, local or private funds in the TIP. A regionally significant project is defined as:

A transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

Table II-1 identifies all regionally significant projects funded by state or local agencies or private developers.

Table II-1
Regionally Significant Projects

Project	Description	Lane Change	Year of Operation
<u>MTA - Transit</u>			
Baltimore Red Line	Bayview MARC to Centers for Medicare and Medicaid Services	Light Rail	2016
<u>Maryland Transportation Authority</u>			
I-95 (Section 100)	South of I-95/I-895 interchange to north of MD 43	8 to 12	2014
I-95 (Section 200)	North of MD 43 to north of MD 22 (18 miles)	n/a	n/a
<u>State Highway Administration</u>			
MD 198, Laurel Fort Meade Road	MD 295 to MD 32	n/a	n/a
US 50, John Hanson Highway	MD 70 to MD 2 (north)	n/a	n/a
<u>Baltimore County</u>			
Campbell Boulevard	MD 7 to US 40	0 to 4	2012
Campbell Boulevard	US 40 to Bird River Road	0 to 4	2012
Campbell Boulevard	Bird River Road to MD 43 extended	0 to 4	2012
Cherry Hill Road	Extension to Owings Mills Boulevard	0 to 2	2013
Forge Road	Cross Road to Forge View Road	2 to 4	2012
Old Harford Road	Placid Ave to Cub Hill Road	2 to 4	2013
Owings Mills Boulevard	Lyons Mill Road to Winands Road	0 to 4	2012
Owings Mills Boulevard	Winands Road to MD 26	0 to 4	2014
Rolling Road	Windsor Mill Road to MD 26	2 to 4	2013
Warren Road	Abbey Lane to Bosley Road	2 to 4	2013
MD 140, Reisterstown Road	Garrison View Rd to Owings Mills Blvd	4 to 6	2017

Table II-1
Regionally Significant Projects

Project	Description	Lane Change	Year of Operation
<u>Carroll County</u>			
Boxwood Drive Extended	Dogwood Drive terminus north to MD 88	0 to 2	2015
Georgetown Boulevard Extended	Georgetown Boulevard terminus at Londontown Boulevard north to Progress Way to Bennett Road	0 to 4	2015
<u>Harford County</u>			
Bata Blvd Access Road	MD 543 to Bata Blvd	0 to 2	2015
North Avenue	US 1 to MD 924	0 to 2	2013
Perryman Access - Mitchell Lane	US 40 in the vicinity of Mitchell Lane	0 to 2	2014
Tollgate Road	Plumtree Road to Bel Air South Parkway	0 to 2	2018
<u>Howard County</u>			
Dorsey Run Rd (Guilford Rd north to CSX RR)	Old Guilford Rd to CSX railroad bridge (southern section)	2 to 5	2013
Dorsey Run Rd (MD103 to Montevideo Rd)	MD 103 to Montevideo Road (northern section)	0/2 to 3	2014
North Ridge Rd	MD 99 to US 40	0 to 2	2013
<u>Howard County - SHA</u>			
I-70	US 40 and US 29 (6.0 miles)	n/a	n/a
MD 108, Clarksville Pike	Woodland Rd to West of Centennial Lane	2 to 4	2014
MD 216	Maple Lawn Blvd to Reservoir High School access road	2 to 4	2015
MD 32, Patuxent Freeway	MD 108 to I-70	n/a	n/a
MD 32, Patuxent Freeway - Access Management	Rosemary Lane to south of MD 144	Service Road	2015
MD 32, Patuxent Freeway at Linden Church Road	@ Linden Church Road	Interchange	2014
US 29, Columbia Pike	Seneca Dr to south of MD 175	5 to 6	2014

G. Status of Projects from the 2011-2014 TIP

As mandated by the federal regulations for statewide and metropolitan planning, major projects from the previous TIP that were implemented must be tracked. Any significant delays in the planned implementation of these major projects must be explained. In order to meet this guideline, Table II-2 lists all projects by jurisdiction including the TIP number, year of operation and status of the project.

Key for Table II-2:

XX means funds have been received and the project is not in the new TIP

Ongoing means that this project continues year after year

n/a means not applicable, usually used for a study where year of operation has yet to be determined.

Table II-2
Status of Projects in the 2011-2014 TIP

Project Name	Project ID	Year of Operation		Project Status
		11-14 TIP	12-15 TIP	
<u>Baltimore Metropolitan Council</u>				
CMAQ Areawide	80-0801-09	Ongoing	Ongoing	In the current TIP
<u>Anne Arundel County</u>				
Chesterfield Road Bridge over Bacon Ridge Branch	11-1101-13	2012	2012	Acceptance scheduled for April 2013
Furnace Avenue Bridge over Deep Run	11-1103-13	2012	2012	Acceptance scheduled for March 2014
Magothy Bridge Road over the Magothy River	11-1104-13	2011	XX	Acceptance scheduled for June 2013
<u>Baltimore City</u>				
Transportation Career Development Program	12-0002-99	Ongoing	Ongoing	Ongoing
Road Resurfacing - Federal Aid Program	12-0207-11	Ongoing	Ongoing	Ongoing
Intermodal Bus Center	12-0749-66	2012	2012	In the current TIP
Traffic Signal Reconstruction	12-0819-04		XX	Ongoing
Edmondson Avenue Bridge	12-1002-43	2013	2014	In the current TIP
Areawide Bridge Preservation and Rehabilitation Program	12-1030-13	Ongoing	Ongoing	Ongoing
Boston Street Realignment/Reconstruction	12-1102-42	2013	2014	In the current TIP
Transit Vehicle Purchase	12-1118-63		2012	In the current TIP
Kent Street Transit Plaza	12-1120-03		2013	In the current TIP

Table II-2
Status of Projects in the 2011-2014 TIP

Project Name	Project ID	Year of Operation		Project Status
		11-14 TIP	12-15 TIP	
<u>Baltimore County</u>				
Dogwood Road Bridge #72 Over Dogwood Run	13-0001-13	2011	2014	Undergoing environmental process
Mohrs Lane Bridge #143	13-0803-13	2014	2014	Design started Spring 2011
Harris Mill Road Bridge #191	13-0804-13	2011	XX	Construction completed June 2011
Ensor Road Bridge #158 over Third Mine Branch	13-1003-13	2012	2014	Design underway
Gunpowder Road Bridge #409	13-1005-13	2014	2014	In the current TIP
Hess Road Bridge #10	13-1006-13	2014	2014	Implemented by Harford County DPW, design started Summer 2011
Hammonds Ferry Road over CSX	13-1012-13	2012	2014	Design started in Spring 2011
Painters Mill Rd/Gwynns Falls Bridge #103	13-1013-13	2012	2013	Undergoing right-of-way clearance
Mt. Zion Road/Piney Creek Bridge #65	13-1014-13	2011	XX	Completed June 2011
Gores Mill Road Bridge #s 136, 138 & 346	13-1102-19	2015	2015	Design underway
Lansdowne Boulevard Bridge #113	13-1105-13	2016	2020	In the current TIP
Jericho Covered Bridge Preservation	13-1106-13	2013	2013	Design underway, anticipated completion in 2013
Piney Grove Road Bridge #140	13-1107-13		2017	In the current TIP
Peninsula Expressway Bridge #119	13-1108-13		2018	In the current TIP
Biennial Bridge Inspection	13-8901-14	Ongoing	Ongoing	Ongoing

Table II-2
Status of Projects in the 2011-2014 TIP

Project Name	Project ID	Year of Operation		Project Status
		11-14 TIP	12-15 TIP	
<u>Carroll County</u>				
Little Pipe Creek Trail	14-0501-25	2014	XX	Project not yet started
Wakefield Valley Community Trail	14-0502-25	2014	XX	Project not yet started
Bixlers Church Road over Big Pipe Creek	14-1101-13	2012	2012	Preliminary design Fall 2011
Shepherds Mill over Little Pipe Creek	14-1102-13	2016	2012	In preliminary design
Stone Chapel Road over Little Pipe Creek	14-1103-13	2015	2015	Project not yet started
White Rock Road over Piney Run	14-1104-13	2013	2013	Preliminary design nearing completion
Biennial Bridge Inspection Program	14-9401-14	Ongoing	Ongoing	Ongoing
<u>Harford County</u>				
Watervale Road Bridge # 63	15-0404-13	2011	2012	In the current TIP and expected to be in operation in 2012
Harford Creamery Road Bridge # 104	15-0405-13	2013	2013	In the current TIP and expected to be in operation in 2012
Carrs Mill Road Bridge #216	15-0701-13	2013	2014	In the current TIP and expected to be in operation in 2014
Abingdon Road Bridge #169 over CSX	15-1001-13	2013	2014	In the current TIP
Chestnut Hill Bridge #40	15-1101-13	2014	2015	In the current TIP
Phillips Mill Road Bridge #70	15-1102-13	2014	2015	In the current TIP
Prospect Road Bridge #217	15-1104-13	2015	2015	In the current TIP and expected to be in operation in 2015
Bridge Inspection Program	15-9411-14	Ongoing	Ongoing	Ongoing

Table II-2
Status of Projects in the 2011-2014 TIP

Project Name	Project ID	Year of Operation		Project Status
		11-14 TIP	12-15 TIP	
<u>Howard County</u>				
Bridge Repairs/Deck Replacement	16-0436-13	Ongoing	Ongoing	In the current TIP -Bridge projects are being developed and implemented from year to year
<u>MTA - Commuter Rail</u>				
MARC Aberdeen Station Parking Expansion	75-1101-02	2012	XX	On hold, funding in between stages
MARC Halethorpe Station Parking Expansion	70-0201-02	2012	2012	In the current TIP
<u>MTA - Transit</u>				
Local Bus & Facilities - Annapolis	41-1101-63	Ongoing	Ongoing	In current TIP and part of LOTS funding
Mobility Bus Implementation	42-1001-69	2013	Ongoing	In the current TIP and ongoing
Howard Street Revitalization	42-1004-39	2013	XX	Funding ended after FY11
Bus Replacement	40-0009-05	Ongoing	Ongoing	In the current TIP and ongoing
Bus & Rail System Preservation & Improvement	40-0015-64	Ongoing	Ongoing	In the current TIP and ongoing
Small Urban Transit Systems - Operating Assistance	40-0104-61	Ongoing	Ongoing	In current TIP and part of LOTS funding.
Baltimore Green Line	40-0601-69	n/a	XX	On hold, in between funding stages
Baltimore Red Line	40-0602-69	n/a	n/a	On hold, in between funding stages
Metro Station Fire Management Systems (SCADA)	40-0603-39	2012	XX	Funding ended after FY11
New Freedom Program	40-0801-69	Ongoing	Ongoing	In current TIP and part of LOTS funding

Table II-2
Status of Projects in the 2011-2014 TIP

Project Name	Project ID	Year of Operation		Project Status
		11-14 TIP	12-15 TIP	
<u>MTA - Transit</u> (continued)				
Light Rail Mid-Life Overhaul	40-1001-64	2013	2017	In the current TIP and ongoing
Closed Circuit Television Improvements	40-1002-69	2013	XX	Funding ended after FY11
Metro Railcar Overhaul & Emergency Repairs	40-1003-64	Ongoing	Ongoing	Funding ended after FY2011
PA/LED Sign Replacement - LRT and Metro	40-1004-64	2013	XX	Funding ended after FY11
Rural Transit Systems - Operating Assistance	40-9204-61	Ongoing	Ongoing	In current TIP and part of LOTS funding
Small Urban Transit Systems - Capital	40-9502-05	Ongoing	Ongoing	In current TIP and part of LOTS funding
Ridesharing - Baltimore Region	40-9901-01	Ongoing	Ongoing	In current TIP and part of LOTS funding
Job Access And Reverse Commute Program	40-9909-69	Ongoing	Ongoing	In current TIP and part of LOTS funding
Bush Street Maintenance Shop	42-1102-66	2011	2013	Obligated funds for FY2010 will be spent in FY2012 and FY2013 (\$12 million was originally obligated in FY2010 for the construction phase)
<u>Office of the Secretary</u>				
Baltimore and Potomac Tunnel	92-1101-99	n/a	n/a	In the current TIP

Table II-2
Status of Projects in the 2011-2014 TIP

Project Name	Project ID	Year of Operation		Project Status
		11-14 TIP	12-15 TIP	
<u>State Highway Administration</u>				
MD 295: I-695 to I-195	61-0501-41	2011	2012	Construction underway; completion expected Fall 2011
MD 175: MD 295 to MD 170	61-0605-41	n/a	n/a	Preliminary engineering underway
BRAC Related Intersections near Fort Meade	61-0802-39		2013	Preliminary engineering and construction underway
I-695: Bridge at MD 139	63-0801-13	2012	2012	Construction underway; completion expected Fall 2012
I-695: Bridge at MD 26	63-0804-13	2013	2014	Construction underway; completion expected Summer 2012
US 1, Belair Road	63-1103-13	2012	XX	Completed
US 40, Baltimore National Pike	63-1104-13	2015	2015	Construction underway
I-695: I-83 (JFX) to I-95	63-9305-41	n/a	n/a	Preliminary engineering underway
US 40 at MD 715	65-0803-46	2013	2013	Construction underway; completion expected Spring 2013
BRAC Related Intersections near Aberdeen Proving Ground	65-0804-39		2013	Preliminary engineering underway
MD 24, Rocks Road	65-1101-12	2014	2014	Preliminary engineering underway

Table II-2

Status of Projects in the 2011-2014 TIP

Project Name	Project ID	Year of Operation		Project Status
		11-14 TIP	12-15 TIP	
<u>State Highway Administration</u> (continued)				
US 1: Baltimore Co. to Prince George's Co. Line	66-0501-19	n/a	n/a	Detailed study at MD 175 underway
US 29, Columbia Pike (Phase I)	66-1101-41	2014	2014	Preliminary engineering underway
Areawide Recreational Trails Program	60-0101-38	Ongoing	Ongoing	Ongoing
Areawide Bridge Replacement And Rehabilitation	60-9310-13	Ongoing	Ongoing	Ongoing
Areawide Resurfacing And Rehabilitation	60-9501-11	Ongoing	Ongoing	Ongoing
Areawide Congestion Management	60-9504-04	Ongoing	Ongoing	Ongoing
Areawide Environmental Projects	60-9506-38	Ongoing	Ongoing	Ongoing
Areawide Safety And Spot Improvements	60-9508-19	Ongoing	Ongoing	Ongoing
Areawide Urban Reconstruction	60-9511-19	Ongoing	Ongoing	Ongoing
Areawide Enhancement Projects	60-9903-29	Ongoing	Ongoing	Ongoing

H. Conformance with Air Quality Planning

The CAAA require careful evaluation of the conformity between transportation plans and programs against the applicable State Implementation Plan (SIP) for attaining air quality standards. The procedures for performing this evaluation have been documented and issued by the U.S. Environmental Protection Agency (EPA) in the final rule, "Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs and Projects Funded or Approved under Title 23 USC or the Federal Transit Act", hereafter termed Final Rule.

The Baltimore metropolitan area, as a result of its designation as a "moderate" nonattainment area with regard to the 8-hour ozone National Ambient Air Quality Standard (NAAQS) and a nonattainment area with regard to the fine particulate matter (PM_{2.5}) NAAQS, has conducted a comprehensive analysis of conformity for the 2012-2015 TIP with air quality goals as a pre-condition of its acceptance by federal funding agencies. The results of this work, as summarized below and in an accompanying report entitled Conformity Determination of Plan It 2035

and the 2012-2015 Transportation Improvement Program, concluded that the region's transportation plan and program are in conformity with air quality goals.

The conformity determination referred to above is founded upon technical analyses of the impact on areawide emissions of air pollutants associated with building, or not building, projects contained in the TIP. These air quality analyses are based upon Round 7-C cooperative socio-economic forecasts, which were endorsed on July 27, 2010. All projects that serve as emission reduction strategies (ERS) in the TIP are identified as such by the ERS heading on the top right corner of the page. ERS-related projects are documented in the conformity determination report.

It should be noted that many of the projects contained in the TIP involved non-capacity improvements such as bridge replacement, bridge rehabilitation, streetscaping, road reconstruction, road resurfacing, road rehabilitation, traffic engineering, safety projects, and bicycle and pedestrian facilities. These improvements do not alter the functional traffic capacity of the facilities being improved and are "exempt" from the requirement to

determine conformity according to the Final Rule. Therefore they were not included in the travel demand model-based technical analysis.

Projects in the TIP that are not identified as exempt in the Final Rule are identified in the conformity document as “non-exempt.” They are not exempt from the requirement to determine conformity. These projects in the TIP typically involve capacity improvements. Non-exempt projects which are regionally significant were included in the travel demand model. Non-exempt, non-regionally significant projects were evaluated to determine whether they were suitable to be included in the travel demand model. Non-exempt, non-regionally significant projects which were not able to be evaluated in the travel demand model were reviewed through a manual quantitative analysis.

Upon completion of the travel demand forecasting task, the results were analyzed by the Maryland Department of Environment (MDE) to estimate the emission effects of the highway based transportation system. The results are portrayed in tons per day of NO_x,

VOC, and CO, and tons per year of PM_{2.5} and the PM_{2.5} precursor NO_x, for future horizon years.

Documentation of local CO analyses is required for some “exempt” and all “non-exempt” projects that are located in the Central Business District of Baltimore City. If local CO violations were not examined through the National Environment Policy Act (NEPA) process, a qualitative analysis would have been performed and submitted by the sponsoring agency. However, no projects fall into this category.

Conformity determinations by the MPO were made with input from the local jurisdictions and modal administrations. All projects were assessed by the Interagency Consultation Group (ICG) to determine conformity status for testing. Through coordination with the submitting agencies, the MPO made a determination of conformity by testing projects in the model or performing quantitative analyses.

III. PROGRAM DEVELOPMENT

A. Integration with Federal, State and Local Programs

The projects contained in the 2012-2015 TIP flow from the B RTP with detailed information extracted from the capital programs of state and local agencies responsible for implementing transportation projects in the region. Project information was provided by these agencies from the 2012-2015 portions of their respective multi-year improvement programs.⁵ For a surface transportation project to be eligible for inclusion in the State TIP (STIP), and thus to receive federal aid, it must first be listed in the Annual Element of the TIP.

Because the TIP must reflect regional priorities and be consistent with recommendations contained in the long-range transportation plan, it is important that a "regional voice" be expressed in the preparation of individual agencies' capital programs. Meetings that take place as part of the effort to produce a short-range element begin to accomplish this. The meetings foster a more fully coordinated project selection

⁵. A list of contributing agencies is attached.

process for the TIP, providing for sound technical analysis early in the programming process, full discussion among local and state agencies and avoidance of unrealistic over-programming.

B. Federal Fund Sources for Surface Transportation Projects

Federal regulations require that certain highway and transit projects inside or serving the urbanized area be included in the TIP to gain federal approval. Projects proposed to be funded through the following programs in the current or following fiscal year must be included in the TIP:

- Surface Transportation Program
- Enhancement (under the Surface Transportation Program)
- National Highway System
- FTA Capital and Operating - Sections 5307, 5309, 5310, 5311, and 5313
- Congestion Mitigation and Air Quality
- Interstate Construction
- Interstate Discretionary
- Interstate Maintenance
- High Priority Projects - 1602 (Special Legislation)
- Highway Bridge Replacement and Rehabilitation

The MPO endorsement of the TIP is a DOT requirement and is an opportunity for the MPO to support or oppose

proposed projects in the above program categories.⁶ Inclusion of these projects in the Annual Element of the TIP indicates endorsement by the MPO for federal funding of the proposed project phase(s).

C. Amending the Transportation Improvement Program

The TIP must be flexible to account for alterations to the Annual Element resulting from emergencies, implementation opportunities or changes in priorities. To keep the TIP current, an amendment process is necessary. To manage the process, the MPO's Technical Committee has recommended a set of criteria to aid in determining when a change in a project warrants amendment of the TIP or if the project change is deemed consistent with the TIP without amendment. In November, 1996, the BRTB approved an expedited process for amendments to the TIP. The amended process allows the BRTB Executive Committee to review and act on modifications to the TIP.

⁶. Endorsement of projects for planning/preliminary engineering does not imply any commitment of funds for later phases (right-of-way acquisition, construction).

There are five types of changes which require different action and vary upon the federal funding authority: addition of new projects, change in level of project funding, change in source of project funding, change in scope of project and change in timing. The criteria for use in determining the need for TIP amendments are as follows:

FHWA/FTA PROJECTS

1. All new projects or subsequent project phases require a TIP amendment.
2. Any change in funding source in the current fiscal year requires a reaffirmation of project selection, flexible funding and fiscal reasonableness.
3. Any change in priority requires a reaffirmation of project selection and fiscal reasonableness.

FTA PROJECTS ONLY

4. Any change in project scope requires professional judgment to determine if a TIP amendment or reaffirmation of project selection and fiscal reasonableness is required. There are four considerations when determining the action: (1) whether the project has radically changed; (2) where is the money coming from; (3) where is the money going to; and (4) whether new segments or parts of the project have been analyzed for conformity. The answers to these questions will determine what action needs to be taken. The MPO staff will be responsible for making the final decision on these types of changes.

5. Any funding level increase in the current fiscal year requires a TIP amendment or letter transmitting the change to the FTA with reaffirmation of fiscal reasonableness, depending on the type of increase. FTA allows flexibility within the original grant amount of 10 percent. However, any change above and beyond the original grant requires a TIP amendment.

FHWA PROJECTS ONLY

6. Any change in project scope requires a TIP amendment with appropriate documentation.
7. Any funding level increase in the current fiscal year of 20 percent or more requires reaffirmation of fiscal reasonableness and project selection.

To amend the TIP, project changes must first be reviewed and commented upon by the MPO staff, with subsequent review and recommendation for approval by the Technical Committee. The MPO then receives all comments and further reviews the change prior to recommending and endorsing action.

These procedures result in regional approval of an amendment to the TIP. The Office of the Secretary of MDOT, acting for the MPO, then conveys the amendment information to the Maryland Department of Planning for State Clearinghouse review. After the Clearinghouse responds, the amendment is then forwarded to the FHWA division office or

the FTA regional office for initial federal approval if funding from either of those agencies is involved.

D. Emergency Projects

In emergency situations, there is a need to request federal funding assistance in a less time-consuming manner than that set forth in the TIP amendment process described above. Emergency conditions on transportation facilities can develop quickly and require prompt remedial action. Outlined below are steps which can be taken to secure appropriate federal support for projects in emergency situations while at the same time following the standard TIP amendment procedure.

An implementing agency that has identified an emergency situation may initiate preliminary engineering in accordance with the following procedure:⁷

1. A letter is sent to the chairman of the MPO explaining the nature of the emergency and expressing the need for a short-cut amendment of the TIP. Copies of the letter are also sent to the chairman of the Technical Committee;

⁷. Purchase of right-of-way or construction can proceed only upon completion of the regular amendment procedure outlined in Section C above.

2. The chairman of the MPO communicates with MPO representatives of all jurisdictions affected, as well as the chairman of the Technical Committee. Upon agreement of all parties, the chairman of the MPO sends a letter to the implementing agency, approving the inclusion of the project engineering phase in the current Annual Element;
3. The implementing agency transmits the letter to the MDOT for inclusion in the STIP to be eligible for funding approval and obligation; and
4. Technical Committee members are notified of the action and receive copies of any correspondence pertaining to it. Standard TIP amendment procedures follow.

IV. EXPLANATION OF TERMS AND SYMBOLS

The TIP covers a five year period. It includes projects for which federal funds are expected to be requested in Fiscal Years 2012, 2013, 2014 and 2015.

The projects are listed first by implementing agency - City of Annapolis, Baltimore City, the five counties in alphabetical order and the two MDOT modal administrations, included as MTA - Commuter Rail, MTA - Transit, and the State Highway Administration (SHA). Projects to be implemented by SHA are broken down further by county in alphabetical order. Projects advanced by MdTA are funded through user revenues and can be found in the Regionally Significant and Non-Federally Funded Transportation Improvements section of this document.

Within these groups, projects are listed by category in the following order: commuter rail, enhancement program, environmental/safety, emission reduction strategy, highway capacity, preservation and transit. The ERS category consists of the following types of projects: ridesharing, park-and-ride lots or garages, bicycle and pedestrian facilities, traffic engineering, fleet improvement and system expansion.

The preservation category consists of the following types of projects: road resurfacing/rehabilitation, road reconstruction and bridge repairs/deck replacement. All new, relocated or widened roads and bridges or interchange reconstructions that increase capacity are considered highway capacity, not preservation. Each category of projects is further subdivided by funding source.

The project numbers (TIP Reference Number) printed below each project name show the project's location and type according to the following codes: **AB-CCCC-DD**, where:

- A** Implementing Agency
 - 0 – Other State Agencies
 - 1 - Local Project
 - 2 - Maryland Transportation Authority
 - 3 - Maryland Port Administration
 - 4 - Maryland Transit Administration (Transit)
 - 5 - Maryland Aviation Administration
 - 6 - State Highway Administration
 - 7 - Maryland Transit Administration (Rail)
 - 8 - Baltimore Metropolitan Council
 - 9 - Office of the Secretary

B Location / Jurisdiction selected

- 0 - Regional
- 1 - Anne Arundel County
- 2 - Baltimore City
- 3 - Baltimore County
- 4 - Carroll County
- 5 - Harford County
- 6 - Howard County
- 7 - Incorporated Towns
- 8 - City of Annapolis

CCCC

The first two digits display the year the project first appeared in the TIP; the last two digits are supplied numerically by the software system.

DD Project Type by Category:

EMISSION REDUCTION STRATEGY (ERS)

- 01 - Ridesharing
- 02 - Park-and-ride lots
- 03 - Bicycle/pedestrian facilities
- 04 - Traffic engineering
- 05 - Fleet improvement
- 06 - System expansion
- 09 - Other (ITS)

HIGHWAY PRESERVATION

- 11 - Road resurfacing/rehabilitation
- 12 - Road reconstruction
- 13 - Bridge repair/deck replacement
- 14 - Bridge inspections
- 19 - Other

ENHANCEMENT PROGRAM

- 21 - Archaeology
- 22 - Acquisition/preservation of easements or sites
- 23 - Rehabilitation/operation of historic transportation structures/facilities
- 24 - Landscaping
- 25 - Bicycle/pedestrian facility
- 29 - Other

ENVIRONMENTAL/SAFETY

- 31 - Noise barriers
- 32 - Lighting, signs
- 33 - Wetland mitigation
- 34 - Scenic beautification, reforestation
- 38 - Environmental other
- 39 - Safety other

HIGHWAY CAPACITY

- 41 - Roadway widening
- 42 - New or extended roadways
- 43 - Bridge widening
- 44 - New bridge/elimination of at-grade crossing
- 45 - Interchange ramp added or widened
- 46 - New interchange

COMMUTER RAIL

- 51 - Operating assistance
- 52 - Operations support equipment
- 53 - Fleet improvement
- 54 - Preservation and improvements
- 55 - Rehabilitation of facilities
- 56 - New rail facilities
- 59 - Other

TRANSIT

- 61 - Operating assistance
- 62 - Operations support equipment
- 63 - Fleet improvement
- 64 - Preservation and improvements
- 65 - Rehabilitation
- 66 - New bus facilities
- 69 - Other

AIRPORTS

- 71 - Facility maintenance
- 72 - Facility rehabilitation
- 73 - Facility expansion
- 79 - Other

PORTS

- 81 - Facility maintenance
- 82 - Facility rehabilitation
- 83 - Facility expansion
- 89 - Other

MISCELLANEOUS

- 99 - Miscellaneous

Wherever possible, local Capital Improvement Program (**CIP**) number and state Consolidated Transportation Program (CTP) page numbers are provided to assist in finding projects in their respective capital improvement or development programs. For road and bridge projects, the **Functional Class** of the existing facility as specified by the

1985 FHWA functional classification is given. Functional classes are:

- Interstate
- Freeway
- Principal arterial
- Minor arterial
- Collectors, major or minor
- Local

Funding Source indicates the source of federal aid using the following symbols:

For Federal Highway Administration Funds:

- BRR - Bridge Replacement and Rehabilitation
- CMAQ - Congestion Mitigation and Air Quality
- IC - Interstate Construction
- ID - Interstate Discretionary
- IM - Interstate Maintenance
- IS - Interstate Substitute
- ITS - Intelligent Transportation Systems
- STP - Surface Transportation Program
- ENH - Enhancement Funds under STP
- NHS - National Highway System
- NHTSA - National Highway Traffic Safety Administration
- UA - Urban Attributable

For Federal Transit Administration Funds:

- 3037 - Section 3037 Job Access Reverse Commute
- 5307 O - Section 5307 Urbanized Area Formula Program
(for operating projects)
- 5307 C - Section 5307 Urbanized Area Formula Program
(for capital projects)
- 5309 B - Section 5309 Capital Program
(for bus or bus related projects)
- 5309 F - Section 5309 Capital Program
(for fixed guideway modernization)
- 5309 N - Section 5309 Capital Program
(for new systems)
- 5310 - Section 5310
Elderly Persons and Persons with Disabilities
- 5311 C - Section 5311 Nonurbanized Area Formula Program
(for capital assistance)
- 5311 O - Section 5311 Nonurbanized Area Formula
Program (for operating assistance)
- 5313 - Section 5313 State Planning and Research
Program

For Other Fund Sources:

- 1702 - High Priority Projects (Special Legislation)
- FRA - Federal Railroad Administration
- RTP - Recreational Trails Program
- OTH - Housing and Urban Development Block Grants,
Commerce EDA Grants or other federal funding

Year of Operation indicates when the facility or service will be open to traffic or for public use. **Conformity**

Status reflects one of three classifications: test (for capacity type projects evaluated using the travel demand model), review (for minor projects evaluated using an off-model approach), or programmatically conforming - PC (for projects which are exempt from the requirement to determine conformity) in accordance with meeting the CAAA. **MCTs** indicate the Major Traffic Corridors within which the project is located in the Baltimore region. Exhibit IV-1 depicts the MCTs across the region.

The **Physical Data** line, which pertains to road projects, indicates the project length in **Miles** and the present/future number of **Lanes**.

Also included for road projects is an indication if the project is a **Highway Capacity Improvement** or if it is part of the **National Highway System**. The National Highway System Designation Act of 1995 (NHS) was signed into law on November 28, 1995. The NHS designates key road segments that provide improved access to work and markets; to ports, airports, and rail stations; to our national parks; and to bordering countries. Principal contributions of the NHS are to facilitate sustainable economic growth by enhancing intermodal and highway system connections, improving productivity and

efficiency of commercial vehicle operations, facilitating the movement of agricultural produce, advancing safety, alleviating congestion, supporting national defense, and improving system performance. Nationally, the total mileage is about 160,955 miles and includes the Interstate Highway System, as well as other roads important to the nation's economy, defense and mobility. Inclusion in the NHS is designated under the project description. Exhibit IV-2 depicts the adopted NHS for the Baltimore region.

For all projects, the adopted plan or program in which the project is contained is designated under the project justification.

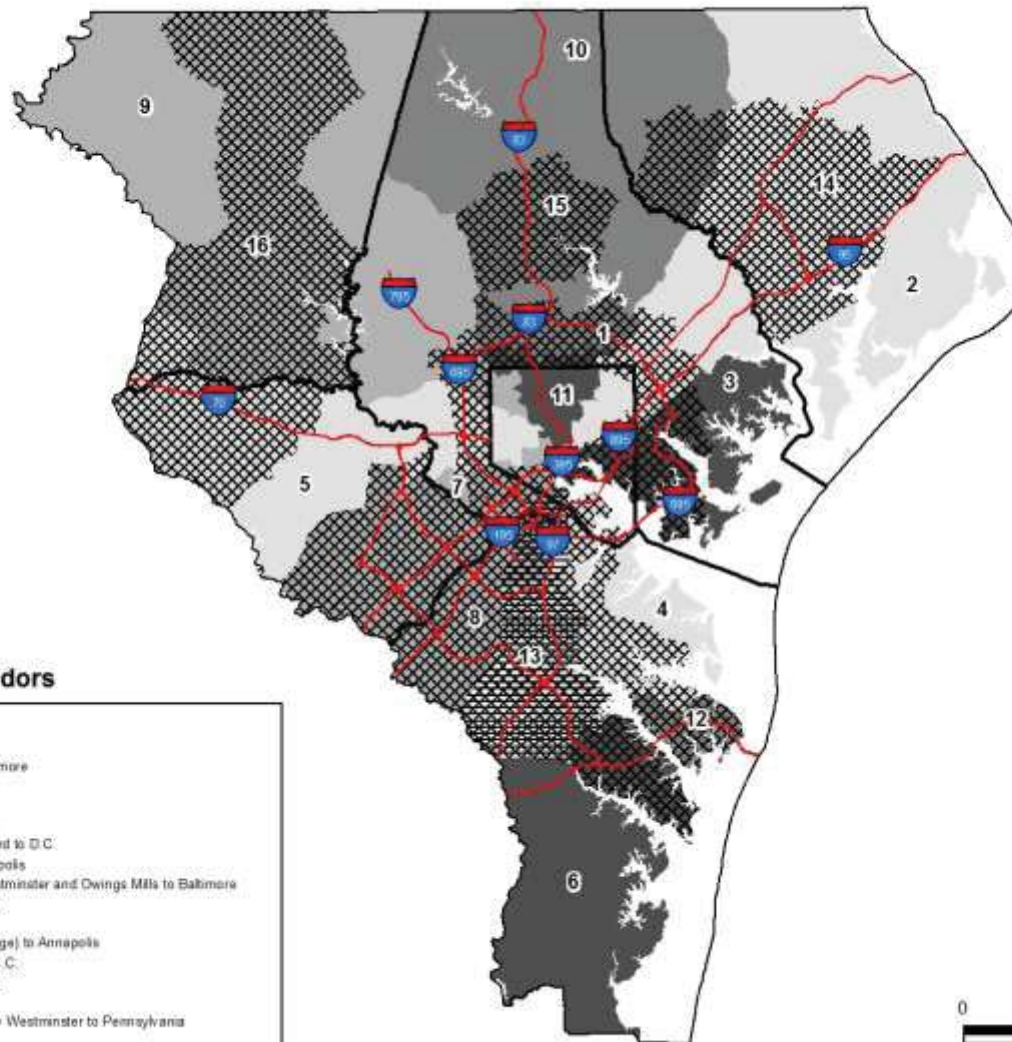
In the listing in Chapter VI, project costs are presented on the basis of the amount of federal funding previously received or expected to be requested during a particular year. All figures are in thousands of dollars. The abbreviations in the **Phase** column stand for the following:

- PP - Project Planning
- PE - Preliminary Engineering
- ROW - Right-of-way or property acquisition
- CON - Construction
- OTH - Other

The **Annual Element** section for each project listing indicates projects for which new federal funding in FY 2012 is

requested. The **Matching Funds** column indicates the state and/or local funds programmed to match the federal funding requested for that fiscal year. In all but a few cases, the local match is provided by the agency or jurisdiction under which the project is listed.

Exhibit VI-1 Major Traffic Corridors - Baltimore Region



Major Traffic Corridors

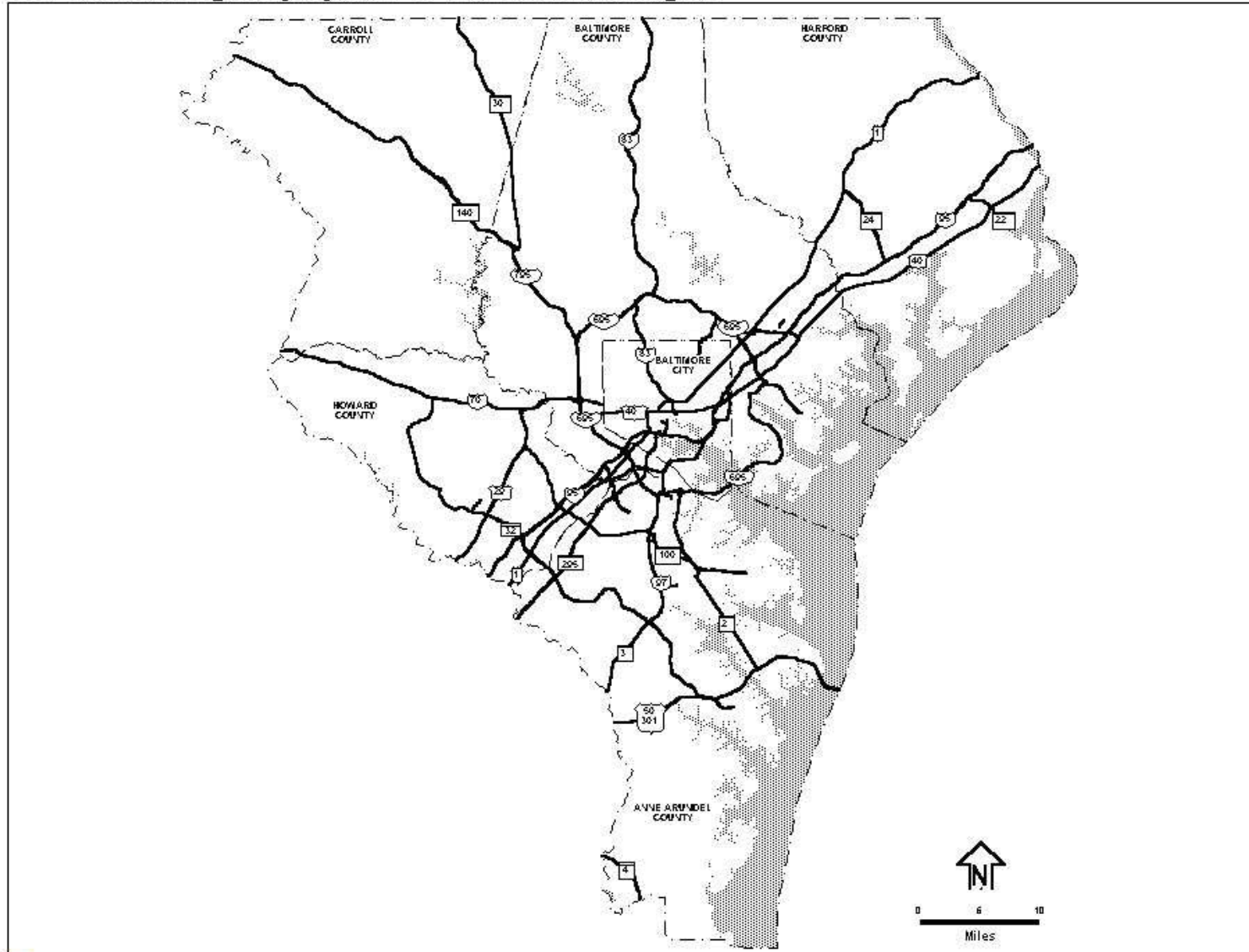
1. Baltimore Beltway
2. Harford to Baltimore
3. Dundalk to Essex to Baltimore
4. Annapolis to Baltimore
5. Mount Airy to Baltimore
6. Annapolis to Washington
7. Baltimore to Laurel/Howard to D.C.
8. Columbia to BWI to Annapolis
9. Frederick County via Westminster and Owings Mills to Baltimore
10. Towson to Pennsylvania
11. Towson to Baltimore
12. Eastern Shore (Bay Bridge) to Annapolis
13. Baltimore via Bowie to D.C.
14. Northeast: Bel Air to I-95
15. North: Shawan Road
16. Northwest: Columbia via Westminster to Pennsylvania



Data Source: ©NAVTEQ 2010

Exhibit IV-2

The National Highway System in the Baltimore Region



V. THE FINANCIAL PLAN

The Statewide and Metropolitan Planning Regulation (23 CFR 450) requires that the Transportation Improvement Program (TIP) must be financially constrained, meaning that the amount of funding programmed must not exceed the amount of funding estimated to be reasonably available. In developing the TIP, the BRTB has taken into consideration the transportation funding revenues expected to be available during the four years of the TIP (Federal FY 2012 through FY 2015). Further, the 2012 TIP is financially constrained by program and by year. The framework of both *Plan It 2035* – the regional long-range transportation plan and the FY 2012 TIP meet this requirement. This section of the TIP includes the documentation of reasonably available finances that demonstrates how this TIP, once approved, can be implemented. In developing the TIP, the MPO members, MDOT, and state (MTA) and local transit operator(s) have cooperatively developed estimates of funds that are reasonably expected to be available to support TIP implementation. The revenue and cost estimates for the TIP reflect year of expenditure dollars,

based on reasonable financial principles and information as described here.

The Maryland Department of Transportation (MDOT)'s 2011 Consolidated Transportation Program (CTP) provides investment in the transportation system for all modes of transportation across the State. The CTP development process is instrumental to the development of the TIP. The transportation priorities guiding the CTP find their origin from the local jurisdictions that share their transportation priorities with the Transportation Secretary and MDOT staff at the Secretary's Annual Capital Program Tour each fall. The Tour process is stipulated by State law requiring the Transportation Secretary to visit with and present the Draft CTP to elected officials from each county and the City of Baltimore. Meetings are held with local jurisdiction staff before the Tour meeting. These meetings give local staff an opportunity to coordinate priorities and to hear firsthand from MDOT staff the current status of the CTP and the revenue and investments that have changed since the previous year. The draft CTP becomes the basis for development of the metropolitan TIP. The state and federal financial forecast that supports the TIP is based on a six-year Financial Plan developed by MDOT that is updated

semi-annually. The forecasted revenues and expenditures use the latest available economic estimates. The TIP is based on conservative assumptions formulated from historical trends for projected funding. The TIP serves several purposes. It is the documentation of the intent to implement specific facilities and projects from the long-range transportation plan. It provides a medium for local elected officials, agency staffs, and interested members of the public to review and comment on the priorities assigned to the selected projects. The TIP establishes eligibility for federal funding for those projects selected for implementation during the first program year, known as the Annual Element of the program.

A summary of available federal funds for the Baltimore region in FY 2012 and their allocation by fund source to implementing agencies is included. The project listings provide specific requests by fund source and identify the source of the matching funds. Included in Appendix B are letters that document availability of matching funds from project sponsors.

A. Revenue Projections

Several years ago, MDOT assumed a very different revenue picture to develop state and regional programs. The nationwide economic downturn and slow recovery continues to have an enormous impact on the revenue projections for both the State of Maryland and for MDOT. Maryland's transportation system has felt less impact from the revenue falloff than other states because of an increase in transportation revenue in 2007. The additional revenue has allowed for capital investments already under construction to continue as well as support some safety and system preservation projects, but to a much lesser extent than expected.

Thanks to that increase in state-generated transportation revenue, and to the American Recovery & Reinvestment Act (ARRA) funding, Maryland has been able to maintain a \$9.5 billion capital program and continue funding many of the safety and system preservation projects. In response to economic performance, MDOT has reduced its revenue projections. Outside of the ARRA funded projects, only the Red and Purple transit lines had funds advanced. Total projected revenues amount to \$20 billion for the six year

period (2011-2016). This estimate is based on the revenue sources used by MDOT and includes bond proceeds and federal funds that will be used for operating, capital and debt payment expenses. The projection does not assume any future State tax or fee increases beyond those changes enacted in prior General Assembly sessions.

Pertinent details are as follows:

- Opening Balance: It is the goal of MDOT to maintain a \$100 million fund balance over the program period to accommodate working cash flow requirements throughout the year.
- Motor Vehicle Fuel Tax: This revenue is projected to be \$3.1 billion over the six year period. Motor fuel taxes include the 23.5 cents per gallon gasoline and the 24.25 cents per gallon diesel fuel.
- Motor Vehicle Titling Tax: This source is projected to yield \$3.6 billion. The titling tax of 6.0 percent of the fair market value of motor vehicles, less an allowance for trade-in vehicles, is applied to new and used car sales and vehicles of new residents. This revenue source follows the cycle of auto sales with periods of decline

and growth. Although vehicle sales are currently in a down cycle, it is projected that this six-year planning period will follow a normal business cycle around an underlying upward trend.

- Motor Vehicle Registration/Miscellaneous, and Other Fees: These fees are projected to generate \$2.7 billion. This forecast assumes revenues will increase an average of 3.0 percent every two-year cycle.
- Sales and Use Tax: Beginning in fiscal year 2009, MDOT is receiving a portion of the 6.0 percent general sales and use tax. For fiscal years 2009 – 2013, MDOT's portion is 5.3 percent. The portion increases to 6.5 percent for fiscal year 2014 and beyond. The transportation share of this revenue is estimated to be \$1.5 billion.
- Corporate Income Tax: The transportation share of corporate income tax revenues is estimated to be \$808 million. MDOT receives a portion (20.4 percent) of the 8.25 percent corporate income tax.
- Federal Aid: This source is projected to contribute \$4.0 billion for operating and capital programs. This amount does not include \$610 million received directly by the Washington Metropolitan Area Transit Authority (WMATA).

The majority of federal aid is capital; only \$530 million is for operating assistance.

- **Operating Revenues:** These revenues are projected to provide a six-year total of \$2.4 billion, with \$833 million from MTA; \$273 million from MPA; and \$1.3 billion from MAA. MTA revenues primarily include rail and bus fares. MPA revenues include terminal operations, the World Trade Center, and other Port-related revenues. MAA revenues include flight activities, rent and user fees, parking, airport concessions, and other aviation-related fees.
- **Bond Proceeds:** It is projected that \$1.6 billion of bonds will be sold in the six year period. The level of bonds that could be issued is dependent on the net revenues of MDOT. This level of bonds is affordable within the financial parameters used by MDOT.
- **Other Sources:** The remaining sources are projected to provide \$340 million. These sources include earned interest from trust funds, reimbursements, and miscellaneous revenues.

B. Federal Aid Assumptions

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Act authorized highway, transit, rail and safety programs through Federal Fiscal Year (FFY) 2009. SAFETEA-LU provided \$286.5 billion nationally over six years then expired on September 30, 2009. Without new legislation, Congress has extended the program through a series of continuing resolutions – at least through November 18, 2011. Since FFY 2004, Maryland has received approximately \$585 million annually for highways and \$140 million annually for transit formula programs (including WMATA’s allocation for Maryland service).

It is important to note that not all of the funding authorized in the surface transportation legislation is necessarily new or additive money for Maryland. Typically Maryland allocates federal funds to projects in its programs based on conservative projections for future federal funding. The majority of funds authorized by SAFETEA-LU were used for projects already committed in the state capital program and for unfunded system preservation needs.

Continued delays in the enactment of the next surface transportation authorization bill and the uncertainty over the long-term solvency of the Federal highway trust Fund (HTF) have constrained MDOT's ability to adequately plan for future investments throughout the State. Over the past two years Congress added approximately \$35 billion in general funds to the HTF in order to protect against projected shortfalls, but additional general fund transfers are increasingly unlikely. If Congress is unable to find the revenue to prevent a future deficit, they will be forced to reduce the amount of federal aid provided to states. This action would have a dramatic impact on programs that are currently funded in the CTP.

Federal Highways

Federal highway programs are authorized by multiple-year legislation. The funds authorized and apportioned to the states are subject to annual ceilings which determine how much of the authorized money can be obligated in any given year. This ceiling is referred to as Obligational Authority (OA) and is imposed by Congress annually in response to prevailing economic policy.

Under SAFETEA-LU, OA has ranged from 84 percent to 93 percent. Given fiscal concerns with the soundness of the Federal highway trust fund, Maryland assumed an OA level of 85 percent for FFY 2010, 93 percent for FFY 2011 and 80 percent for FFY 2012 and beyond.

Federal Transit

The majority of Maryland's federal transit funds are distributed by formula. In the absence of new authorization legislation, an assumption was made for the same funding levels authorized by SAFETEA-LU. As such, FTA Urbanized Area capital assistance for Baltimore, MARC, D.C. area and Small Urban Systems is estimated at \$81.5 million for FFY 2011. Rail modernization funding for Maryland is estimated at \$36.8 million in FFY 2011.

The majority of Maryland's federal transit funds are also distributed by formula. In the absence of new authorization legislation, MDOT assumes the same funding levels authorized by SAFETEA-LU. As such, FTA Urbanized Area capital assistance for Baltimore, MARC, and Small Urban Systems continue as before. Additional federal funding will be requested for the

development of the Red Line under the New Starts program which has recently been approved to enter Preliminary Engineering. The intent is to seek at least 50 percent of the cost of the Red Line from federal funding.

C. Where The Money Comes From

Maryland's transportation system is funded through several dedicated taxes and fees, federal aid, operating revenues, and bond sales, which are assigned to the Transportation Trust Fund.

This fund is separate from the State's General Fund that pays for most other State government operations and programs. Funds are collected this way: MDOT's customers pay user fees for transportation infrastructure and services, through motor fuel taxes, vehicle titling taxes, registration fees, operating revenues, sales and use taxes, and corporate income taxes. The motor fuel tax and vehicle titling tax are the two largest sources of MDOT revenue. Operating revenues include transit fares and usage fees generated at the Port of Baltimore and the BWI Thurgood Marshall Airport. In addition, federal aid comprises a large

portion of transportation revenues. These funds must be authorized by a congressional act. Congress last enacted long-term federal surface transportation authorizing legislation in August, 2005; the current act expired on September 30, 2009, but is on a series of resolutions.

Total projected Trust Fund revenues amount to \$20 billion for the six-year period 2011-2016. These amounts are based on the assumption that the economy will recover and continue along a moderate growth scenario for the next six years.

D. Where The Money Goes

The MDOT program is fiscally constrained. The Trust Fund supports operation and maintenance of State transportation systems, administration, debt service and capital projects. A share of these funds is dispersed among Maryland's counties and Baltimore City for local transportation needs. After operating costs, debt service, and local distributions, the remaining money goes towards funding capital projects.

E. Documentation of Financial Capacity for Transit Activities

On January 30, 2002, the FTA issued circular C7008.1A. This circular states that FTA will assess the financial capacity of applicants for Sections 5307 and 5309 funding on the basis of overall current financial condition and future financial capability. In response to FTA's requirement, the TIP provides evidence of satisfactory financial capacity from agencies and local jurisdictions seeking Sections 5307 and 5309 funding. All transit projects are reflected under the MTA headings, however documentation of local match for transit projects is provided. This information is included in Appendix B.

The Maryland Transit Administration

The MTA, as a modal administration under the MDOT, derives financial capacity through Maryland's Transportation Trust Fund. The fund is credited with transportation-related receipts, including proceeds of motor vehicle titling and fuel taxes, a portion of the State's corporate income tax, registration fees for motor vehicles, bus and rail fares, port fees and airport revenues, together with bond and note proceeds, federal funds and other receipts. Capital

expenditures are financed from net revenues of the Department, federal grants and the proceeds of sales of Consolidated Transportation Bonds.

City of Annapolis

Matching funds for the City's transit projects are provided by the City and the State of Maryland. The City's portion of the local match is provided through the Off-Street Parking Fund. Documentation and approval of the local funds are contained in the City of Annapolis operating Budget and Capital Improvement Program (CIP). The State portion of the match is provided through the Transportation Trust Fund.

Harford County

State and local matching funds have been committed for Harford County transit services. State funds are provided through the Transportation Trust Fund; local funds are dedicated in the County Office of Aging budget.

Howard County

State and local matching funds have also been committed for Howard County transit services. Adequate