

II. FEDERAL REQUIREMENTS AND REGIONAL REVIEW FUNCTION

A. Requirements of the Transportation Equity Act for the 21st Century

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 TEA-21, the MPO, in cooperation with MDOT, must develop a prioritized and financially reasonable TIP. Priority lists are prepared for each of the years (at a minimum 3 years) on a regional level. Since the scope of the Baltimore region's TIP is longer than three years, priorities and financial analysis are also provided for the "out" years. 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 a statement outlining the state's capacity to meet the match requirements associated with the TIP; and ❸ Local governments are subject to the same financial reasonableness requirements to match the federal funds requested on their projects.

As a further requirement of TEA-21, 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 provided 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 2007-2011 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.

Another requirement of TEA-21 states that in a “transportation management area classified as a

nonattainment 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 system (CMS)". Subsequent regulatory streamlining under the National Highway System (NHS) legislation mandated that the Baltimore region, as a severe nonattainment area for ozone, develop a CMS Work Plan by October 1, 1997. CMS guidelines were adopted by the MPO in October, 1997. In order to meet this mandate, CMS activities have been underway for the region to identify and evaluate congestion reducing strategies along with addressing issues of implementation and effectiveness. Individual project listings in Chapter VI identify specific corridors in which projects are located.

Also as a requirement of TEA-21, the public must have an opportunity to review and comment on the TIP in the early stages of preparation. Formal public participation procedures to govern metropolitan transportation planning activities were updated by the MPO in April 2004. 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 both the first and final drafts of the TIP. Information on the TIP was made available through the web and newsletters. Opportunities to comment on the draft TIP were publicized primarily through newsletters, the web site, and the outreach work done by Public Involvement staff. Flyers were distributed that announced that the draft TIP projects were available online with comments accepted through May 22nd. The final draft TIP document was also made available online as well as in print. Additional flyers announcing that a public meeting on the TIP would take place were distributed and an announcement in local papers published. The CAC members were asked to distribute the flyer to their constituencies as an additional way of disseminating the information.

Additionally, public involvement activities were announced on the Internet via the Baltimore Metropolitan Council (BMC) web site. Documents were provided to 21 libraries throughout the region as well as the local planning departments.

A public meeting on the final draft was held on June 20, 2006. 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 D.

Additionally, the MTA, in lieu of a separate, mandated public hearing for federal funding assistance under 49 USC Sections 5307 and 5309, has exercised its option to use the public meeting for the Baltimore Region 2007-2011 TIP to satisfy the public hearing requirements for these applications. The MTA must explicitly state during the planning process that the meeting and comment period for the TIP is being used to satisfy the public hearing requirements for projects under 49 USC Sections 5307 and/or 5309. This option was offered by the FTA to all grantees as of April 1996.

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 a data collection effort and developing a process to engage minority, low-income, and disability populations in public involvement activities.

In Transportation 2030, 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

Although the region's minority population is 34% of the total population, 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 block areas (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 the region. As a result, we used the region's median household income of \$49,817 to show the levels of income around the 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.

Before a transportation project move into the construction phase an Environmental Justice study is

done. These studies are conducted by the appropriate state agency (e.g. Maryland State Highway Administration, Maryland Transit Administration, and Maryland Transportation Authority) or local jurisdiction during the project planning phase. Opportunities for public participation are included at these times.

Additional Environmental Justice 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

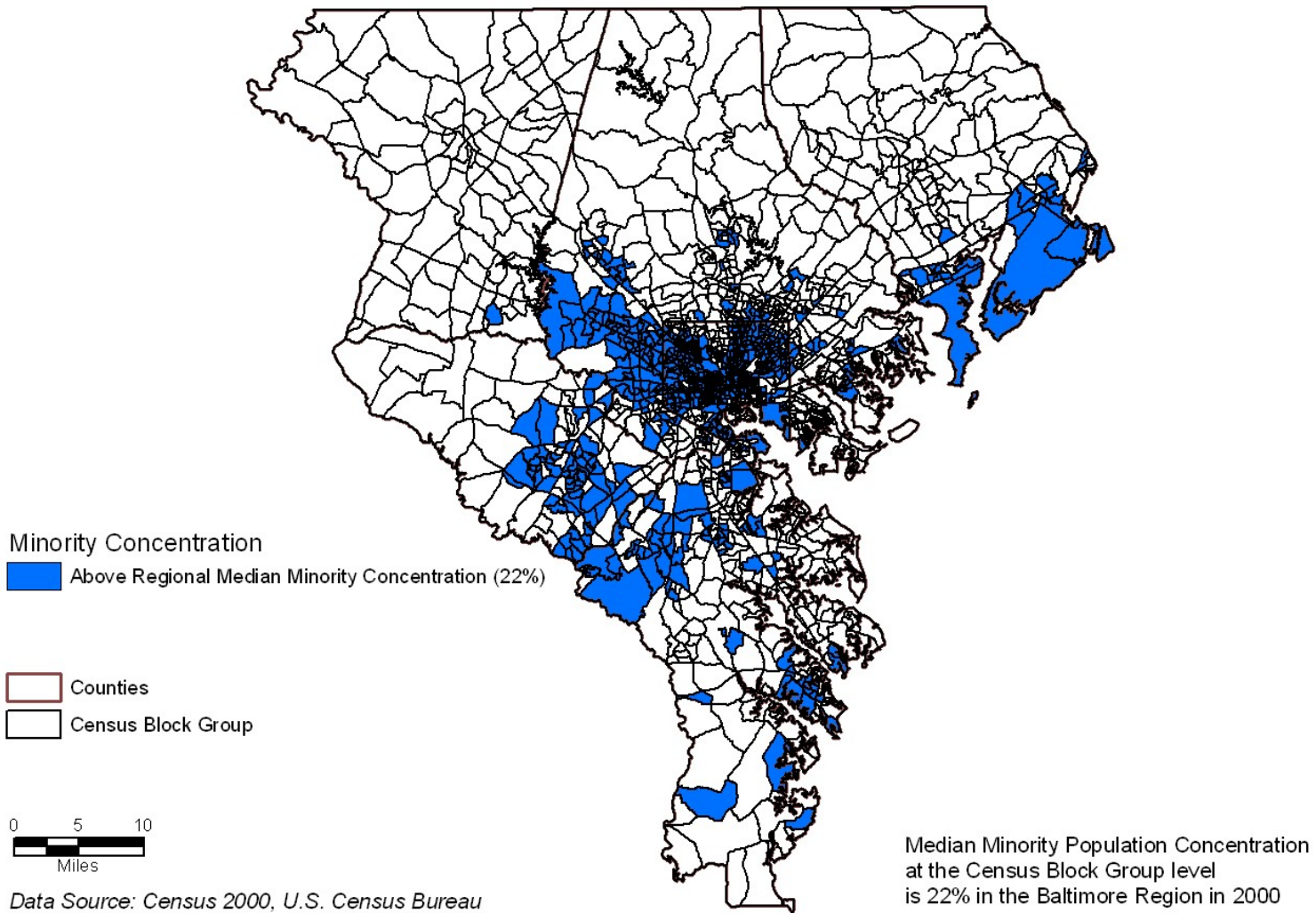
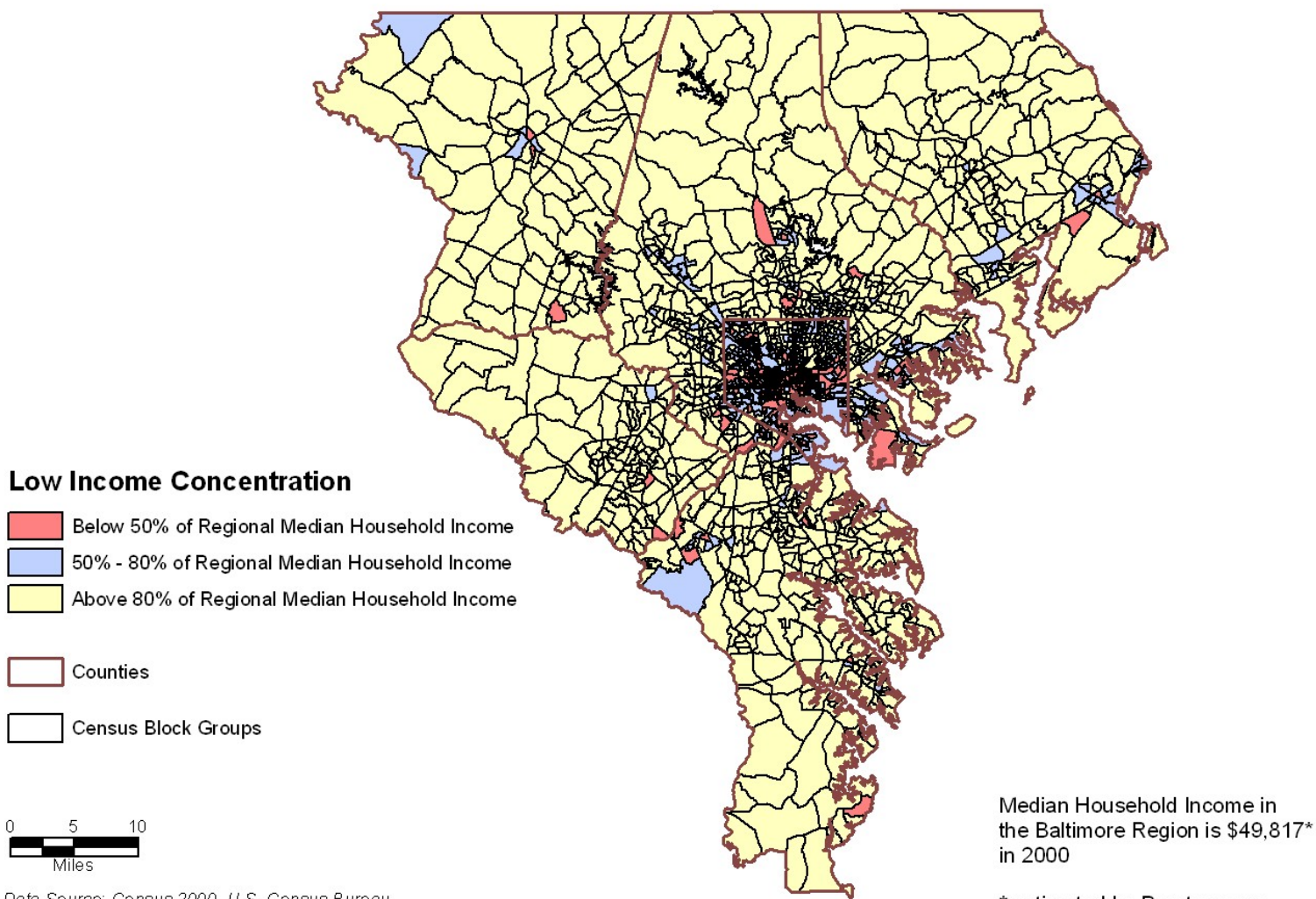


Exhibit II-2 Low Income Concentration, Baltimore Region, 2000



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

Along with traditional system improvements, there is a national emphasis 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. The region’s M&O initiatives will continue to address federal transportation legislation requirements and recommendations.

The M&O Partnership was initiated to act as an advisory board to the BRTB. The Partnership directs and champions coordinated management and operation of the region’s transportation network. This group presents a prioritized list of M&O projects to the BRTB each year for consideration for inclusion in the TIP. Recommendations from the Partnership are considered in this TIP.

In FY 2006, the M&O Strategic Deployment Plan was developed. This document, which is an update of the Intelligent Transportation Systems Strategic Deployment Plan prepared in 1998, provides a framework for continued deployment and development of

regional M&O projects. Over the next several years, regional M&O deployment will be guided by this document as well as the M&O Partnership.

Incident management coordination 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.

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 Traffic Signal Operations Forums in December 2004 and 2005.

The subcommittee anticipates holding this type of event every 18 months.

There are also continuing efforts to develop a regional Multi-modal Traveler Information System (MMTIS). This system was conceived as a partnership involving both public and private sector interests to provide a timely and accurate source of integrated regional traveler information. This is structured to include real time incident and congestion data offered in conjunction with transit information. Potential benefits of this system include improved travel time reliability and increased transit utilization. Congestion mitigation and emissions reductions benefits are also expected to be derived from regional MMTIS deployment. The Maryland Department of Transportation formally entered into a contract for development of the MMTIS in September 2004. Data gathering and early integration efforts have begun.

Emergency preparedness planning has been an area of increased consideration during the last several years. To address some of the needs in this area, the Regional Protective Coordination Plan (RPCP) was

completed in FY 2006. This document provides a framework for coordination in the event of a large-scale emergency. In preparing the RPCP, additional project needs were identified; these projects will be undertaken as funds are identified.

Projects in the 2007-2011 TIP that incorporate M&O functions are designated with the following statement below the project justification: *Supports regional M&O initiatives.

D. Focus on Linking People and Jobs Through Transportation

TEA-21 established a program in support of job access and reverse commute initiatives. The Job Access and Reverse Commute (JARC) Grants program is intended to ❶ develop transportation services designed to transport welfare recipients and low-income individuals to and from jobs and ❷ develop transportation services for residents of urban, suburban, and rural areas to suburban employment sites. In response to this program, the JARC Transportation Plan was developed and adopted as a component of the BRTP. Future

funding decisions under this grant program will flow from the JARC Transportation Plan. Through FY 2006, the Baltimore region has received over \$9.3 million in federal funds for the region's JARC programs. Funding requested through this program is reflected in the TIP.

E. Regionally Significant Transportation Improvements

For informational purposes and air quality analysis in nonattainment 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 funded with non-federal funds to be identified 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 capacity projects funded by state or local agencies or private developers, as well as transit projects which contribute to reduced emissions through FY 2011.

**Table II-1
Regionally Significant Projects**

Maryland Transportation Authority

<u>PROJECT</u>	<u>DESCRIPTION</u>	<u>LANE CHANGE</u>	<u>YEAR OF OPERATION</u>
I-95 Section 100	I-95/ I-895 (N) split to north of MD 43	8-12 (managed lanes)	2010
I-95 Section 200	North of MD 43 to MD 24 MD 24 to north of MD 22	8-12 (managed lanes) 6-10 (managed lanes)	2013 2013
I-95 Section 300	North of MD 22 to the Susquehanna River	6-8	2015

MTA - Transit

<u>PROJECT</u>	<u>DESCRIPTION</u>	<u>YEAR OF OPERATION</u>
Owings Mills Joint Development	Parking garage and street redesign	

Harford County

<u>PROJECT</u>	<u>LIMITS</u>	<u>LANE CHANGE</u>	<u>YEAR OF OPERATION</u>
North Avenue/Henderson Road	MD 924 to Business US 1	0-2	2008
Perryman Access - BRAC	Improve access to MD 715 gate at APG from I-95 to MD 715	0-2	2007
Perryman Access - MD 715	Between the Amtrak railroad tracks and the APG MD 715 gate	intersection	2007

Perryman Access - Mitchell Lane	From US 40 in the vicinity of Mitchell Lane	0-2	2010
Tollgate Road	Plumtree Road to Bel Air South Pkwy	0-2	2007

Howard County

<u>PROJECT</u>	<u>LIMITS</u>	<u>LANE CHANGE</u>	<u>YEAR OF OPERATION</u>
Dorsey Run Rd, North	MD 103 to MD 175	0 to 4	2011
Dorsey Run Road, South	MD 175 to Guilford Rd	New 4 - 5 lane road	2010
MD 108/Centennial Lane	MD 108: Woodland Rd. to 1200 feet west of Centennial Lane and intersection improvements	2 to 4 lanes	2011
US 40 & Rogers Ave.	.25 miles E & W, US 40	3 to 5 Rogers, N. side	2010

F. Status of Projects from the 2006-2010 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 project number, year of operation and status of the project.

Following the listing of projects contained in the 2006-2010 TIP is Table II-3 which is a list of amendments or modifications during FY 2006 and their current status

**Table II-2
Status of Projects in the 2006-2010 TIP
(Projects with Funds Obligated in 2006 are in Bold)**

<u>Baltimore City</u> <u>PROJECT NAME</u>	<u>PROJECT NUMBER</u>	<u>YEAR OF OPERATION</u>		<u>STATUS OF THE PROJECT</u>
		<u>06-10 TIP</u>	<u>07-11 TIP</u>	
Harford Road Bridge Over Herring Run (Rt. 147)	12-0001-13	2010	2011	In the current TIP and on schedule
Urban Youth Corps Program	12-0002-99	Ongoing	XX	In the current TIP and on schedule
Washington Boulevard Enhancements - Phase I	12-0201-24	2008	2008	In the current TIP, on-hold pending funding.
Road Resurfacing - Federal Aid Program	12-0207-11	Ongoing	Ongoing	In the current TIP and on schedule
Charles Street Design Modifications	12-0208-11	2008	2011	In the current TIP and on schedule
Wilkins Avenue Resurfacing and Reconstruction	12-0211-12	2007	2010	Funds already allocated. Project on-schedule.
Edmondson Avenue Bridge Over The Gwynns Falls	12-0212-13	2006	2014	In current TIP and on schedule, funds anticipated in 2012.
Annapolis Road Bridge Over The B/W Parkway	12-0214-13	2009	2012	In the current TIP and on schedule
Traffic Signal System Integration	12-0310-04	2006	2011	In the current TIP and on schedule

Wilkins Avenue Bridge Over The Gwynns Fall River	12-0401-13	2008	2012	In the current TIP and on schedule
Pennington / Curtis / Birch Reconstruction	12-0402-12	2006	XX	Not in current TIP, environmental issues.
Pennington Avenue Drawbridge Over Curtis Creek	12-0403-19	2007	2009	In the current TIP and on schedule
Hanover Street Drawbridge: Mechanical Improvements	12-0406-19	2011	2011	In the current TIP and on schedule.
Jones Falls Trail	12-0409-03	2010	2012	In the current TIP and on schedule.
Russell Street Viaduct At I-95	12-0410-13	2006	XX	Not in current TIP, pending funding.
Cold Spring Lane Resurfacing	12-0411-11	2006	XX	Not in current TIP, money already allocated and on schedule.
Monroe Street Resurfacing: Gwynns Falls to Wicomico	12-0412-11	2008	2008	In the current TIP and on schedule.
33rd Street Resurfacing & Streetscape	12-0413-11	2007	XX	Project completed.
Eutaw Street Rehabilitation & Streetscape	12-0414-11	2006	XX	In the current TIP and on schedule.
Franklinton Road Bridge Over The Gwynns Falls	12-0416-13	2008	XX	Not in current TIP, pending funding.
Fort Avenue Bridge Over The CSX	12-0417-13	2008	2012	In the current TIP and on schedule.

Perring Parkway Ramp To W/B Northern Parkway	12-0418-13	2008	XX	Not in current TIP, pending funding.
Harford Road Reconstruction & Streetscape	12-0420-12	2010	2010	In the current TIP and on schedule.
Russell Street Rehabilitation & Streetscape	12-0421-11	2006	2009	In the current TIP and on schedule.
Traffic Signal LED Upgrades	12-0423-04	2008	2008	In the current TIP and on schedule.
Potee Garret Access Road	12-0425-11	2007	XX	Not in current TIP, pending funding.
Edmondson Avenue Resurfacing	12-0426-11	2006	XX	In the current TIP and on schedule, funds anticipated in 2012.
Eastern Avenue Resurfacing & Streetscape	12-0427-11	2007	2008	In the current TIP and on schedule.
Russell Street Gateway Rehabilitation	12-0429-11	2007	2010	In the current TIP and on schedule.
Charles Street Streetscape Improvements	12-0430-11	2006	2008	In the current TIP, delayed due to additional permits.
Saratoga Street Streetscape Improvements	12-0431-11	2007	2007	In the current TIP, pending funding.
Central Avenue Reconstruction	12-0432-12	2007	2012	In the current TIP. Construction progresses one segment at a time for best traffic maintenance.

Calvert Street Rehabilitation & Streetscape	12-0512-11	2006	2009	In the current TIP and on schedule.
Bowleys Lane Resurfacing	12-0513-11	2006	XX	Project complete.
Exeter Hall Resurfacing	12-0514-11	2006	XX	Project complete.
Gwynns Falls Parkway Resurfacing	12-0515-11	2006	XX	Project complete.
Argonne Drive and 39th Street Resurfacing	12-0516-11	2006	XX	Project complete.
Traffic Surveillance Camera Expansion	12-0518-04	Ongoing	Ongoing	In the current TIP and on schedule.
Traffic Signal Timing Optimization	12-0519-04	2007	Ongoing	In the current TIP and on schedule.
North Baltimore Bike Routes	12-0520-03	2006	XX	Merged with Baltimore City Bicycle Routes; 12-0520-03 is an early action of 12-0614-03.
Park Heights Avenue Streetscape	12-0521-11	2006	2009	In the current TIP, delayed - new proposals needed.
Dundalk Avenue Streetscape	12-0601-11	2009	2010	In the current TIP and on schedule.
Reisterstown Road Streetscape	12-0602-11	2010	2012	In the current TIP and on schedule.
Cross Country Boulevard	12-0603-11	2007	2008	In the current TIP and on schedule.
Sinclair Avenue Bridge at CSX	12-0604-13	2008	2010	In the current TIP and on schedule.

Edmondson Avenue Rehabilitation	12-0605-11	2008	2010	In the current TIP and on schedule.
York Road Rehabilitation	12-0606-11	2010	2012	In the current TIP and on schedule.
Pratt Street Rehabilitation	12-0607-11	2008	2011	In the current TIP and on schedule.
Lombard Street Rehabilitation	12-0608-11	2009	2010	In the current TIP and on schedule.
Park Heights Avenue Resurfacing	12-0613-11	2006	2008	In the current TIP and on schedule.
Baltimore City Bicycle Routes - Plan Implementation	12-0614-03	Ongoing	Ongoing	In the current TIP and on schedule.
Druid Hill Park - Pedestrian Access	12-0615-25	2007	2008	In the current TIP and on schedule.
Traffic Management Center	12-0616-07	2006	2008	In the current TIP and on schedule.
Bridge Inspection Program	12-9209-14	Ongoing	Ongoing	In the current TIP and on schedule
Monroe Street Viaduct Over The B&O Railroad	12-9215-13	2006	XX	Not in current TIP, pending funding
Boston Street Viaduct	12-9304-44	2015	2015	In current TIP, pending funding
US 40 Terminus Modification	12-9403-41	2010	2010	In the current TIP and on schedule
Cleaning & Painting Of Bridges	12-9602-19	Ongoing	XX	In the current TIP and on schedule
Forest Park Avenue Bridge Over Gwynns Falls	12-9803-13	2006	2007	Funds already allocated, In construction.

Argonne Drive Bridge Over Herring Run	12-9805-13	2007	2014	In the current TIP, pending funding
Lafayette Avenue Bridge Over Amtrak	12-9806-13	2007	2012	In the current TIP, on-hold pending funding.
Traffic Detector Upgrade Program	12-9807-09	Ongoing	Ongoing	In the current TIP and on schedule
Frederick Avenue Bridge Over Gwynns Falls	12-9902-13	2009	2013	In the current TIP and on schedule
Hawkins Point Road Bridge Over CSXT	12-9903-13	2006	2010	In the current TIP and on schedule

Baltimore County

<u>PROJECT NAME</u>	<u>PROJECT NUMBER</u>	<u>YEAR OF OPERATION</u>		<u>STATUS OF THE PROJECT</u>
		<u>06-10 TIP</u>	<u>07-11 TIP</u>	
Dogwood Road Bridge Over Bens Run	13-0001-13	2006	2007	May need additional funding depending on bids.
Marlyn Avenue Bridge # 77 Over Deep Creek	13-0101-13	2006	2007	May need additional funding depending on bids.
Paper Mill Road Bridge #502	13-0401-13	2006	2007	May need additional funding depending on bids.
Big Falls Road Bridge # 73	13-0404-13	2006	2007	May need additional funding depending on bids.
Gwynnbrook Avenue Bridge # 202	13-0405-13	2006	2007	May need additional funding depending on bids.
Mt. Zion Road Bridge # 65	13-0406-13	2007	2008	May need additional funding depending on bids.
Mt. Zion Road Bridge # 391	13-0408-13	2006	2007	May need additional funding depending on bids.
Mt. Vista Road Bridge # 225	13-0409-13	2006	2007	May need additional funding depending on bids.
Trenton Road Bridge # 68	13-0410-13	2006	2007	May need additional funding depending on bids.
Dunk Freeland Road Bridge #157	13-0501-13	2006	2007	May need additional funding depending on bids.
Biennial Bridge Inspection	13-8901-14	Ongoing	Ongoing	In the current TIP and on schedule.

Carroll County

<u>PROJECT NAME</u>	<u>PROJECT NUMBER</u>	<u>YEAR OF OPERATION</u>		<u>STATUS OF THE PROJECT</u>
		<u>06-10 TIP</u>	<u>07-11 TIP</u>	
Silver Run Valley Road Bridge over Big Silver Run	14-0402-13		2008	Added back to the TIP for additional funding to cover higher costs
Greenmount Church Road Bridge over Murphy Run	14-0403-13		2008	Added back to the TIP for additional funding to cover higher costs
Little Pipe Creek Trail	14-0501-25	n/a	n/a	In the current TIP and on schedule
Wakefield Valley Community Trail	14-0502-25	2015	2015	In the current TIP and on schedule
Bollinger Road Bridge Over Beaver Run	14-0601-13	2009	2009	In the current TIP and on schedule
Biennial Bridge Inspection Program	14-9401-14	Ongoing	Ongoing	In the current TIP and on schedule

Harford County
PROJECT NAME

PROJECT
NUMBER

YEAR OF OPERATION
06-10 TIP **07-11 TIP**

STATUS OF THE PROJECT

Southampton Road Bridge #47	15-0201-13	2007	2008	In the current TIP and on schedule. Working on R-O-W.
St. Clair Road Bridge # 99	15-0402-13	2007	2007	In the current TIP and on schedule
Thomas Run Road Bridge # 34	15-0403-13	2007	2007	In the current TIP and on schedule
Watervale Road Bridge # 63	15-0404-13	2009	2009	In the current TIP and public hearings scheduled for preliminary bridge proposals
Harford Creamery Road Bridge # 104	15-0405-13	2008	2008	In the current TIP but design not yet started
Pleasantville Road Bridge # 67	15-0406-13	2008	2008	In the current TIP but design not yet started
Bridge Inspection Program	15-9411-14	Ongoing	Ongoing	In the current TIP and on schedule
Moores Mill Road Bridge # 48	15-9418-13	2006	2007	In the current TIP and on schedule. Currently under construction
Singer Road Bridge # 7	15-9702-13	2006	XX	Deleted from the current TIP because the project has been constructed.

Howard County

<u>PROJECT NAME</u>	<u>PROJECT NUMBER</u>	<u>YEAR OF OPERATION</u>		<u>STATUS OF THE PROJECT</u>
		<u>06-10 TIP</u>	<u>07-11 TIP</u>	
Pedestrian Overpass Program	16-0101-03	2011	XX	No longer funded.
Bridge Repairs/Deck Replacement	16-0436-13	Ongoing	Ongoing	Bridge projects are being developed and implemented from year to year.
US 40 Corridor Improvements	16-0539-25	2009	Ongoing	Improvements are awaiting final approval of zoning changes and staff resources to assist with design management in the corridor.
Pedestrian / Bicycle Improvements	16-9901-25	2008	XX	No immediate funding is available, and work on the project has stopped.

MTA - Commuter Rail

<u>PROJECT NAME</u>	<u>PROJECT NUMBER</u>	<u>YEAR OF OPERATION</u>		<u>STATUS OF THE PROJECT</u>
		<u>06-10 TIP</u>	<u>07-11 TIP</u>	
MARC Odenton Parking Expansion	71-0202-02	2007	2007	In the current TIP and on schedule.
MARC Halethorpe Parking Expansion	70-0201-02	2006	2007	In the current TIP. Although Phase I has been completed on schedule, the schedule has been extended due to pedestrian bridge approval process.
CSX & Amtrak Efficiency Improvements	70-0201-54	2010	2010	In the current TIP and on schedule.

MTA - Transit

<u>PROJECT NAME</u>	<u>PROJECT NUMBER</u>	<u>YEAR OF OPERATION</u>		<u>STATUS OF THE PROJECT</u>
		<u>06-10 TIP</u>	<u>07-11 TIP</u>	
Light Rail Double Track	40-0001-06	2006	2006	Project Completed
Bus Replacement	40-0009-05	Ongoing	Ongoing	In the current TIP and on schedule.
Bus & Rail System Preservation & Improvement	40-0015-64	Ongoing	Ongoing	In the current TIP and on schedule.
Small Urban Transit Systems - Operating Assistance	40-0104-61	Ongoing	Ongoing	In the current TIP and on schedule as new federal funding made available.
Smart Card Implementation	40-0402-69	2006	2008	In the current TIP and on schedule.
Metro Escalator Rehabilitation	40-0405-65	2007	2007	In the current TIP and on schedule.
Preventive Maintenance	40-0412-64	Ongoing	Ongoing	In the current TIP and on schedule.
Light Rail Communications & Signal Upgrades	40-0415-62	2007	XX	Deleted from TIP as all federal funding obtained.
Rural Transit Systems - Operating Assistance	40-9204-61	Ongoing	Ongoing	In the current TIP and on schedule.
Rural Transit Systems - Capital	40-9501-05	Ongoing	Ongoing	In the current TIP and on schedule.
Small Urban Transit Systems - Capital	40-9502-05	Ongoing	Ongoing	In the current TIP and on schedule.
Local Bus Replacement - Baltimore Region	40-9507-05	Ongoing	Ongoing	In the current TIP and on schedule.

Ridesharing - Baltimore Region	40-9901-01	Ongoing	Ongoing	In the current TIP and on schedule.
Metro Railcar Mid-Life Overhaul	40-9908-63	2008	2008	In the current TIP and on schedule.
Job Access And Reverse Commute Program	40-9909-69	Ongoing	Ongoing	In the current TIP and on schedule.

Office of the Secretary

<u>PROJECT NAME</u>	<u>PROJECT NUMBER</u>	<u>YEAR OF OPERATION</u>		<u>STATUS OF THE PROJECT</u>
		<u>06-10 TIP</u>	<u>07-11 TIP</u>	
Multi-modal Traveler Information System	90-0201-09	n/a	n/a	Funds received, project underway.
IdleAire Advanced Truckstop Electrification System	90-0501-09	2006	2006	Funds received, project in construction.

State Highway Administration

<u>PROJECT NAME</u>	<u>PROJECT NUMBER</u>	<u>YEAR OF OPERATION</u>		<u>STATUS OF THE PROJECT</u>
		<u>06-10 TIP</u>	<u>07-11 TIP</u>	
MD 295, Baltimore Washington Parkway	61-0501-41	XX	2010	In the current TIP and on schedule.
MD 295, Baltimore Washington Parkway	61-0502-41	XX	XX	Project deleted from 2007 TIP, incorporated into TIP id # 61-0501-41.
MD 30 Relocated, Hampstead Bypass	64-0102-42	XX	2009	In the current TIP and on schedule.
US 1, Washington Boulevard	66-0501-19	XX	XX	In the current TIP and on schedule.
US 29, Columbia Pike	66-0501-41	XX	XX	In the current TIP and on schedule.

MD 32, Patuxent Freeway	66-0501-46	XX	2009	In the current TIP and on schedule.
Areawide Recreational Trails Program	60-0101-38	Ongoing	Ongoing	In the current TIP and on schedule.
Areawide Bridge Replacement And Rehabilitation	60-9310-13	Ongoing	Ongoing	In the current TIP and on schedule.
Areawide Resurfacing And Rehabilitation	60-9501-11	Ongoing	Ongoing	In the current TIP and on schedule.
Areawide Congestion Management	60-9504-04	Ongoing	Ongoing	In the current TIP and on schedule.
Areawide Environmental Projects	60-9506-38	Ongoing	Ongoing	In the current TIP and on schedule.
Areawide Safety And Spot Improvements	60-9508-19	Ongoing	Ongoing	In the current TIP and on schedule.
Areawide Urban Reconstruction	60-9511-19	Ongoing	Ongoing	In the current TIP and on schedule.
Areawide Enhancement Projects	60-9903-29	Ongoing	Ongoing	In the current TIP and on schedule.

**TABLE II-3
STATUS OF AMENDMENTS TO THE 2006-2010 TIP
(Projects with Funds Obligated in 2006 are in Bold)**

Baltimore City

PROJECT NAME	PROJECT NUMBER	YEAR OF OPERATION		STATUS OF THE PROJECT
		06-10 TIP	07-11 TIP	
Fort McHenry Visitors Center/Parking	12-0734-99	2012	2012	In the current TIP and on schedule.

State Highway Administration

PROJECT NAME	PROJECT NUMBER	YEAR OF OPERATION		STATUS OF THE PROJECT
		06-10 TIP	07-11 TIP	
MD 45: Cavan Drive to Ridgely Road	63-0501-42	2009	2009	In the current TIP and on schedule.
I-695: I-95 to MD 122	63-0601-41	n/a	XX	Project deleted until funds for next phase are available.
I-695: I-83 to I-95(E)	63-0602-41	2020	XX	Project deleted until funds for next phase are available.
MD 175: MD 295 to MD 170	61-0603-45	n/a	XX	Project deleted until funds for next phase are available.

MTA – Transit

PROJECT NAME	PROJECT NUMBER	YEAR OF OPERATION		STATUS OF THE PROJECT
		06-10 TIP	07-11 TIP	
Baltimore Green Line	40-0601-69	n/a	n/a	In the current TIP and on schedule.
Baltimore Red Line	40-0602-69	n/a	n/a	In the current TIP and on schedule.
Metro Station Fire Management Systems	40-0603-39	2012	2012	In the current TIP and on schedule.
Light Rail Double Track	40-0001-06	2006	2006	Amendment was a funding level change. Project completed.
Job Access And Reverse Commute Program	40-9909-69	Ongoing	Ongoing	Amendment was a funding level change. In the current TIP and on schedule.
Bus Replacement	40-0009-05	Ongoing	Ongoing	Amendment was a funding level change. In the current TIP and on schedule.
Bus & Rail System Preservation & Improvement	40-0015-64	Ongoing	Ongoing	Amendment was a funding level change. In the current TIP and on schedule.
Small Urban Transit Systems - Operating Assistance	40-0104-61	Ongoing	Ongoing	Amendment was a funding level change. In the current TIP and on schedule as new federal funding made available.

Smart Card Implementation	40-0402-69	2006	2008	Amendment was a funding level change. In the current TIP and on schedule.
Metro Escalator Rehabilitation	40-0405-65	2007	2007	Amendment was a funding level change. In the current TIP and on schedule.
Ridesharing - Baltimore Region	40-9901-01	Ongoing	Ongoing	Amendment was a funding level change. In the current TIP and on schedule.
Metro Railcar Mid-Life Overhaul	40-9908-63	2008	2008	Amendment was a funding level change. In the current TIP and on schedule.

MTA - Commuter Rail

<u>PROJECT NAME</u>	<u>PROJECT NUMBER</u>	<u>YEAR OF OPERATION</u>		<u>STATUS OF THE PROJECT</u>
		<u>06-10 TIP</u>	<u>07-11 TIP</u>	
MARC Odenton Parking Expansion	71-0202-02	2007	2007	Amendment was a funding level change. In the current TIP and on schedule.
MARC Halethorpe Station Parking Expansion	70-0201-02	2006	2007	Amendment was a funding level change. In the current TIP.
CSX & Amtrak Efficiency Improvements	70-0201-54	2010	2010	Amendment was a funding level change. In the current TIP and on schedule.

G. 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. Environment 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 2007-2011 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 the 2004

Baltimore Regional Transportation Plan and 2007-2011 Transportation Improvement Program, concluded that the region's transportation plan and program are in conformity with air quality goals.

The 2007-2011 TIP conformity determination 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 6-B cooperative socioeconomic forecasts, which were endorsed on August 23, 2005. 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 which have been implemented in the past year have been 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 and VOC and tons per year of PM_{2.5} and the PM_{2.5} precursor NO_x, for a future horizon year.

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.

H. Projects for Seniors and Persons with Disabilities

The Maryland Transit Administration (MTA)'s Elderly/Persons with Disabilities program is described on the following pages. The major portion of the MTA's current operations is the fixed-route bus service. Although the majority of users of the fixed-route bus service are the general population, many elderly and persons with disabilities are frequent and regular riders.

The 764 MTA buses have a number of provisions to facilitate travel for the elderly and persons with disabilities. The seats directly behind the bus operator and across the aisle are marked as priority seating for the elderly and persons with disabilities. In addition, extra stanchions or handholds are located throughout the vehicle to aid in maintaining balance.

Within MTA's fleet are 668 lift-equipped buses. Regularly scheduled lift service is provided on 87 percent of the "core" bus routes. All Saturday and Sunday trips are operated with lift-equipped buses. The MTA also operates "Call-a-Lift". In this program, persons needing the lift-equipment to ride the bus request service the day prior to

their trip. Lift-equipped buses are available for any fixed-route bus service, seven days a week and 24 hours a day.

All new bus purchases are lift-equipped. The MTA will operate a fleet of buses that is fully accessible to the elderly and persons with disabilities as older vehicles are replaced.

Starting in 1999, 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 of 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.

Reduced Fare Program

Fares are reduced for the elderly and persons with disabilities in accordance with requirements for recipients

of federal operating assistance from FTA (49 CFR 609.23). These requirements stipulate that the rates charged the elderly and persons with disabilities during non-peak hours not exceed one-half of the rates charged other persons during peak hours. The MTA's Reduced Fare Program exceeds these requirements in that the lower rate is available in both peak and non-peak hours, and the fare is 33% of the base fare charged other persons. In addition, the MTA has introduced a Day Pass for the elderly and persons with disabilities which allows unlimited travel on buses, Metro, and Light Rail.

Mobility Program

In accordance with ADA to provide comparable service to fixed-route for those who can not use fixed-route service, the MTA also operates a curb-to-curb, advance-reservation, accessible paratransit service called "Mobility." Mobility uses lift-equipped vans and contracted sedans to serve persons who are eligible. The service area is provided within 3/4 miles of fixed- route service in Baltimore City, Baltimore County, and Anne Arundel County. To obtain a trip on Mobility, persons must be

certified eligible for the service and call no later than 4:00 p.m. the day before the ride.

Elderly & Individuals with Disabilities Transportation

The MTA is the administrator of the FTA Section 5310 Capital Grant Program. This program provides capital funds to non-profit organizations serving the elderly and persons with disabilities. These 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. This committee was created in 1975 through Executive Order 01.01.1975.02.

Rapid Rail Transit Services

The Baltimore Metro opened in November, 1983 and was designed with the needs of passengers with disabilities in mind. Newly constructed key stations and the Johns Hopkins and Shot Tower/Market Street Stations are completely accessible.

The following is a list of services and improvements incorporated into the system:

- All Metro stations have elevators for use by persons with disabilities.
- Entrances are marked with the international symbol of accessibility on maps outside the stations and have station directories in raised letters and Braille.
- Well-marked accessible parking is available in all stations where MTA operates parking lots.
- A swing-gate operated by the station attendant allows entry to the paid area of the Metro station for passengers using wheelchairs.
- A 24-inch-wide tactile warning strip is located on the platform edge for the safety of visually impaired and blind riders.
- Audible sounds at the center of each Metro car as the doors close.
- Seats near the doors of each car are marked with signs reserving them for seniors and persons with disabilities.
- Spaces immediately inside each door are available for wheelchair passengers.
- Service animals are permitted in stations and on board trains.
- Emergency call buttons in each car.

The 30 mile Central Light Rail Line System is an accessible system for customers with disabilities. All trains can be accessed via platforms at each stop. In addition, wheelchair space is available in each lead car. The train operators will assist passengers boarding and leaving trains.

I. Proposed Activities to Implement the Transportation Requirements of the Americans with Disabilities Act of 1990

In July of 1990, Congress enacted the Americans with Disabilities Act, providing persons with disabilities full access to transportation, housing and employment as a basic civil right. The ADA affects not only the MTA bus and rail systems which are federally assisted but all transit and paratransit services in the Baltimore region, including private operators. On October 4, 1990, the DOT issued the first in a series of proposed rules (Federal Register, March 20, 1991 and April 4, 1991), which call for significant changes to the existing regulations for providing transit services to persons with disabilities. Under the new regulations, all new public transit buses and rail cars (ordered after August 26, 1990), new bus and train

stations, and key stations in rapid, light and commuter rail systems must be accessible. All lifts and securement devices must accommodate all common or standard wheelchairs. Transit authorities must provide comparable paratransit or other special transportation services to persons with disabilities who cannot use fixed-route services. Terms of fares, response time, hours of operation, service area and other criteria are outlined in federal regulations.

The MTA has always had a general non-discrimination policy to ensure that persons with disabilities shall not be excluded from or denied the benefits of public transportation services by the MTA.

In December 1989, the MTA expanded its commitment to serving the disabled when it adopted a policy to purchase 100 percent accessible vehicles, beginning with the 1990 procurement. Accessible fixed-route service is currently available on all MTA "core" bus routes by request. Additionally, Call-a-Lift will place a lift-equipped bus on any MTA bus route to accommodate the needs of persons with disabilities when requested.

The MTA leases buses with wheelchair lifts for each of the suburban and commuter bus routes that are contracted to private operators. These buses augment the private operators' traditional motor coaches. A person can make arrangements to have a lift-equipped bus provided when needed.

As noted above, all stations and rail cars of the Metro Rail and Light Rail are accessible to persons with disabilities. Some station enhancements are currently under construction.

MTA currently operates a paratransit program which will be revised to meet the "comparable paratransit" requirements of the ADA implementing regulations.

To assist with the implementation of the ADA, "A Lift to Freedom" bus is performing outreach and marketing of accessible fixed-route services; training consumers with disabilities in the availability and use of accessible fixed-route service; training operators in lift and securement device operations and disability sensitivity; monitoring daily lift cycling; and proper procedures as required under the ADA. The MTA received a Project ACTION grant to develop and implement this demonstration model.

On July 1, 1992, through an Act of the Maryland General Assembly, the previously independent State Railroad Administration became part of the MTA.

Maryland Commuter Rail (MARC) service has met the "one car per train" requirement set for 1995.

The MTA has programmed several projects, predominately high level platforms at stations throughout the MARC system, which have improved or will improve access to persons with disabilities. The addition of an elevator at Rockville and new rubber track crossing will also improve access.

Efforts to document regional transportation services available to the elderly and persons with disabilities continues. The current report, released in June, 2003, titled Out and About Travel Guide serves as an inventory of these services. This directory is being successfully used to improve mobility options.

J. Documentation of Financial Capacity

On March 30, 1987, the FTA issued circular 7008.1. This circular states that FTA will assess the financial capacity of applicants for Sections 5307 [formerly

Section 9(e)(3)(A)] and 5309 [formerly Section 3(a)(2)(A)(ii)] funding on the basis of overall current financial condition and future financial capability. In response to FTA's requirement, TIP provides evidence of satisfactory financial capacity from agencies and local jurisdictions seeking Sections 5307 and 5309 funding. 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 corporation 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.

In order to meet Maryland's transportation requirements, MDOT maintains the Consolidated

Transportation Program (CTP) and continually reviews the CTP, considering current and anticipated economic factors. The CTP is developed in accordance with a six-year projection of financial resources and is within the framework of the Maryland Transportation Plan, the long-range state plan for transportation. The CTP is flexible and is adjusted to reflect revenue fluctuations so that available funds may be concentrated on the most important projects.

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 matching funds in the form of bonds and local revenues are available to match TIP projects.