

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, *Transportation Outlook 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 projects in the region for which federal funding

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.

requests are anticipated between federal fiscal years 2011-2014.²

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 2011.

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, highway, preservation, or transit. A timetable for anticipated federal funding requests is presented for each project. The estimated total cost of the

². Maryland state fiscal year is July 1 to June 30. Federal fiscal year is October 1 to September 30.

projects in the 2011-2014 TIP is \$1.2 billion. Of that amount, an estimated \$1 billion will be provided by federal funding authorities, while the local and state matching funds are an estimated \$211 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 #10-27 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, *Transportation Outlook 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; ❺ the MPO has determined that conformity (8-hour ozone, fine particulate matter and carbon monoxide) of *Transportation Outlook 2035* and the 2011-2014 TIP for the Baltimore region has been conducted under the U.S. Environmental Protection Agency's (EPA's) final rule amended most recently May 2, 2007; and ❻ the MPO adheres to the federal Minority Business Enterprise/Women Business Enterprise (MBE/WBE) requirements set forth in 49 CFR Part 23 and the BRTB adopted new policies at their April 27, 2010 meeting.

C. Consistency with Transportation Outlook 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 *Transportation Outlook 2035*, the long-range transportation plan in November 2007 and amended in February 2009. The factors that guided development of Transportation Outlook 2035 are listed in the Metropolitan Planning Regulations effective July 1, 2007.

Transportation Outlook 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 (2000-2007) and committed (2008-2012) 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, *Transportation Outlook 2035* includes a range of projects through the year 2035.

A multi-modal array of transportation improvements are outlined in *Transportation Outlook 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 2011-2014 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 *Transportation Outlook 2035*.

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