



# Transportation Alternatives (TA) Program

BPAG

**September 21, 2022**



# TA Program Overview



- Reimbursable federal funding program for transportation related projects that strengthen the intermodal transportation network
- TA Program projects must meet one of the nine qualifying categories listed in the federal legislation (also outlined in the [MDOT SHA TA Program Manual](#))
- On the behalf of FHWA, MDOT SHA administers TA program funding for all Maryland projects

# TA Program Overview



- **Infrastructure Investment and Jobs Act (IIJA) requires:**
  - Approximately 40% of TA program funds are apportioned to MPOs in the state (BRTB, TPB, WILMAPCO)
  - Remaining TA program funds are available to any area of Maryland
- **Fiscal year 2023 funds available in the region**
  - \$6,512,687.75 in the Baltimore region
  - \$631,718.84 in Aberdeen/Bel Air South/Bel Air North

# TA Program: Baltimore Region



- MDOT SHA call for projects
- Applicants submit their proposals by mid-May
- BMC receives the proposals shortly after
- BMC reviews applications and conducts site visits with MDOT SHA
- Applicants respond to comments and questions
- BMC review team develops recommendations for the BRTB

# TA Program: Baltimore Region



- Recommendations are presented to the Technical Committee for their consideration to move to the BRTB through a resolution
- If Technical Committee approves the resolution, it is presented to the Baltimore Regional Transportation Board (BRTB) for their vote
- If BRTB approves the resolution, the resolution is submitted to MDOT SHA

# FY 2023 Recommendations

PROJECT	REQUEST	RECOMMENDATION
Anne Arundel County Baybrook Connector	\$750,000	\$750,000
Hammonds Ferry School Sidewalk SRTS	\$495,000	\$495,000
Reece Road Sidewalk SRTS	\$273,000	- -
West East Express Trail	\$2,002,000	\$2,002,000
Cecil Elementary SRTS	\$300,050	\$300,050
Martin Luther King Jr. Sidepath	\$400,000	\$400,000
Patuxent Branch Trail Surface Upgrade	\$1,820,500	\$1,820,500

# Next Steps



- BMC staff will present Resolution #23-6 to BRTB on September 27
- If approved by BRTB, Resolution #23-6 is submitted to MDOT SHA
- BPAG members encouraged to attend the virtual [Safety Subcommittee meeting](#) on Thurs, Sept 22, 10-11:30 am
- Consider exploring the potential for a project that can be submitted to the TA Program + HSIP
  - An HSIP grant award can potentially be used as the local match for a TA Program project
  - FY 2024 HSIP application cycle dates have not been released
  - Project must meet TA Program and HSIP requirements

# Next Steps



- **Consider exploring the potential for a project that can be submitted to the TA Program + Kim Lamphier Bikeways Network Program application**
  - A Bikeways Program grant award can potentially be used as the local match for a TA Program project
  - Project must meet TA Program and Bikeway Program requirements
- **Access available resources**
  - [FHWA Proven Safety Countermeasures](#)
  - MDOT SHA contacts for grant programs
- **Consider identifying and prioritizing needs to strengthen applications**
  - For example, a program to identify and prioritize hazardous crossings and the appropriate interventions



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# Bicycle & Pedestrian Advisory Group meeting

**September 21, 2022**



# Safe Streets and Roads for All (SS4A)

<https://www.transportation.gov/SS4A>



- Office of the Secretary of Transportation – Due 9/15/2022
- Funding - \$1 billion/year over 5 years
- Metropolitan Planning Organizations, political subdivision of a state, and multi-jurisdictional group of entities are eligible
  - State agencies are not eligible
- Project types
  - Action Plan Grants
  - Supplemental Action Plan Activities
  - Implementation Grants

# **New Safe Streets and Roads for All Grant Program** (OST)

- **PROJECTS** – A project to develop a comprehensive safety action plan, to conduct planning, design, and development activities for projects and strategies identified in a comprehensive safety action plan, or to carry out projects and strategies identified in a comprehensive safety action plan.
- The grants support local initiatives to prevent death and serious injury on roads and streets, commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives.
- The following activities are eligible for the SS4A program:
  - Develop or update a comprehensive safety action plan (Action Plan).
  - Conduct planning, design, and development activities in support of an Action Plan.
  - Carry out projects and strategies identified in an Action Plan (self-certification criteria included).

## Safe Streets and Roads for All (SS4A)



- Complete Streets
- Comprehensive Safety Action Plan
- Equity
- High Injury Network
- Micromobility
- Rural
- Safe System Approach
- Underserved Community

<https://www.transportation.gov/grants/SS4A>



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#### Related Links

- [Bipartisan Infrastructure Law Technical Assistance and Local Support \(FHWA\)](#)
- [Complete Streets \(FHWA\)](#)
- [Countermeasures That Work \(NHTSA\)](#)
- [Local Road Safety Plans \(FHWA\)](#)
- [Our Roads, Our Safety \(FMCSA\)](#)
- [Proven Safety Countermeasures \(FHWA\)](#)
- [Zero Deaths – Saving Lives through a Safety Culture and a Safe System \(FHWA\)](#)

## Safe Streets and Roads for All (SS4A) Grant Program

The [Bipartisan Infrastructure Law](#) (BIL) established the new Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over the next 5 years. In fiscal year 2022 (FY22), up to \$1 billion is available. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.

The SS4A program supports Secretary of Transportation Pete Buttigieg's National Roadway Safety Strategy and the Department's goal of zero deaths and serious injuries on our nation's roadways.

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### FY22 Notice of Funding Opportunity is open, now through September 15, 2022

The [FY22 Notice of Funding Opportunity \(NOFO\)](#) for Safe Streets and Roads for All grants is live on [Grants.gov](#).

The deadline for applications is 5:00 p.m. EDT on September 15, 2022. For details, more information, and applicant guidance:

- [Review the NOFO](#)
- [Visit our "How to Apply" assistance page](#)
- [Attend a "How to Apply" webinar](#)

Award announcements are expected to be made by the end of calendar year 2022 or early 2023.

### Who is eligible to apply for grant funding?

- Metropolitan planning organizations;
- Counties, cities, towns, and transit agencies or other special districts that are subdivisions of a State;
- Federally recognized Tribal governments; and
- Multijurisdictional groups comprised of the above entities.

# Highway Safety Improvement Program (HSIP)



## Maryland Process:

- Funding shared with local agencies for projects on non-state maintained roadways.
- **Local Agency Eligibility**
  - Applications can be submitted to MDOT State Highway Administration by any jurisdiction with a Local Road Safety Plan (LRSP) for any eligible project on a locally owned road within the geographic limits of the county.
- Agencies without LRSPs may not submit HSIP applications.

## SAFETY

### Vision Zero Implementation Act of 2022

- Requires MDOT SHA to conduct infrastructure review of each bike-ped fatality occurring on an MDOT SHA roadway or intersection

### Complete Streets & Safe Routes to School Programs - Funding

- Requires Baltimore City to spend balance of fines collected from traffic monitoring systems on MDOT SHA Safe Routes to School Program or Complete Streets Program



## Local Strategic Highway Safety Plans



- **Partnership between Maryland Highway Safety Office and Baltimore Metropolitan Council**
- **Local effort**
  - Whole plan/effort must be led by local partners
  - Local buy-in
    - Top-down increases possibility for local funding
    - Bottom-up increases likelihood of implementation
  - One agency or a consultant writing the plan will not guarantee other local partners will invest and participate
    - Then just a plan on the shelf and a box checked
  - Executive support:
    - Local approval and endorsement is key

## Building the Teams



- **Some jurisdictions had teams in place**
  - SHSP plan in place and implementation team
  - Traffic Safety committee structure from past MHSO program
  - Special committees (pedestrian/bicycle safety)
  - Work very closely on a regular basis
- **Most jurisdictions built a multi-disciplinary team**
  - Invitations were sent from a lead agency, typically DPW or LE
  - Appealed to local executives to support a plan and appoint agency representatives
  - Established networks were also tapped

## Takeaways

- It's not all about highways (e.g. Strategic Road Safety Plan, Strategic Traffic Safety Plan)
- **How to reconcile varying areas of influence**
  - Interstates – state law enforcement & state engineers
  - State Roads – local law enforcement & state engineers
  - Local Roads – local law enforcement & local engineers
- **No restrictions from state, so it can be homegrown, must be built by the local agencies that will implement it.**
- **Will include all partners. Not siloed into one discipline, but bringing all together to share resources, plans, and successes.**

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