Overview of the 2022-2025 Transportation Improvement Program, Air Quality Conformity, and Public Involvement

Resolution #22-1

July 13, 2021
Overview of the 2022-2025 TIP

- 129 federally-funded and regionally significant projects
  - 6 are new projects
- $4.04 billion in proposed federal, state, local, and toll funds
  - $2.44 billion federal; $1.6 billion state/local
  - highway, transit, bicycle and pedestrian projects
  - maintaining, operating and expanding the transportation system
- Projects support long-range transportation goals
  - for example: accessibility, safety, and prosperity.
- Funding limited
  - Programmed funds cannot exceed what is reasonably expected to be available from local, state, and federal sources
Funding in the 2022-2025 TIP

- 2019-2022 TIP: Federal $2,249,292,000, State/Local Matching $2,386,174,000, Total $4,635,466,000
- 2020-2023 TIP: Federal $2,333,097,000, State/Local Matching $2,529,785,000, Total $4,862,882,000
- 2021-2024 TIP: Federal $1,838,958,813, State/Local Matching $1,594,691,374, Total $3,433,650,187
- 2022-2025 TIP: Federal $2,447,951,600, State/Local Matching $1,637,836,495, Total $4,085,788,095
Funding in the 2022-2025 TIP

- MDOT SHA: $1,252,267,000 (State/Local) + $259,887,000 (Federal)
- MDOT MTA: $799,811,000 (State/Local) + $208,261,000 (Federal)
- Maryland Transportation Authority: $674,954,974 (State/Local)
- Maryland Port Administration: $317,531,000 (State/Local)
- Locally Sponsored: $253,617,600 (State/Local)
- MDOT Office of the Secretary
### Funding in the 2022-2025 TIP

<table>
<thead>
<tr>
<th>Category</th>
<th>Percentage</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway Preservation</td>
<td>32.9%</td>
<td>$1,329,426,974</td>
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<tr>
<td>Highway Capacity</td>
<td>23.7%</td>
<td>$959,798,000</td>
</tr>
<tr>
<td>Transit Preservation</td>
<td>18.0%</td>
<td>$728,267,000</td>
</tr>
<tr>
<td>Ports</td>
<td>11.3%</td>
<td>$455,309,000</td>
</tr>
<tr>
<td>Emission Reduction Strategy</td>
<td>7.1%</td>
<td>$287,817,000</td>
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<tr>
<td>Commuter Rail Preservation</td>
<td>3.7%</td>
<td>$150,308,000</td>
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<tr>
<td>Environmental/Safety</td>
<td>2.3%</td>
<td>$94,650,000</td>
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<tr>
<td>Enhancement Program</td>
<td>0.8%</td>
<td>$31,580,000</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>0.1%</td>
<td>$5,487,000</td>
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</table>
Breakdown of Highway Preservation Funds

- Road Reconstruction: $145,466,000
  - Reconstruction of I-695/I-70 interchange accounts for 99.4%
- Bridge repair/deck replacement: $499,983,000 (37.6%)
- Road resurfacing/rehabilitation: $427,139,000 (32.1%)
- Other: $244,088,974 (18.4%)

MDOT SHA Areawide Safety and Spot accounts for $225.9 million, or 92.6%, of “Other” type projects.
Breakdown of Highway Capacity Funds

I-95 Express Toll Lanes Northbound Extension
$645,670,000
67.3%

I-695: I-70 to MD 43
$136,490,000
14.2%

MD 175: Sellner Road/Race Road to McCarron Court
$52,339,000
5.5%

MD 32: Linden Church Road to I-70
$29,395,000
3.1%
<table>
<thead>
<tr>
<th>Category</th>
<th>Funding Amount</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metro and Light Rail Rolling Stock Overhauls and Replacement</td>
<td>$306,370,000</td>
<td>42.1%</td>
</tr>
<tr>
<td>Bus and Rail Preventive Maintenance</td>
<td>$192,232,000</td>
<td>26.4%</td>
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</tbody>
</table>

**Breakdown of Transit Preservation Funds**

Metro and Light Rail System Preservation and Improvement
$103,665,000 or 14.2%
## 2022-2025 TIP Public Involvement and MDOT MTA Program of Projects

<table>
<thead>
<tr>
<th>FTA Fund Source</th>
<th>FY2022-FY2025 Federal</th>
<th>FY2022-FY2025 Matching</th>
<th>FY2022-FY2025 Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>5307C: Capital requests in urbanized areas including bus purchases, replacements, and preventive maintenance</td>
<td>$377,246,000</td>
<td>$94,313,000</td>
<td>$471,559,000</td>
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<tr>
<td>5307F: Flex (STBG Funds flexed to 5307)</td>
<td>$2,384,000</td>
<td>$596,000</td>
<td>$2,980,000</td>
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<tr>
<td>5307O: Operating assistance in urbanized areas</td>
<td>$9,760,000</td>
<td>$9,760,000</td>
<td>$19,520,000</td>
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<tr>
<td>5310: Mobility of seniors and individuals with disabilities</td>
<td>$6,740,000</td>
<td>$2,620,000</td>
<td>$9,360,000</td>
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<tr>
<td>53110: Operating assistance in nonurbanized areas</td>
<td>$952,000</td>
<td>$952,000</td>
<td>$1,904,000</td>
</tr>
<tr>
<td>5337: State of Good Repair funds including preventive maintenance and MARC improvements</td>
<td>$202,059,000</td>
<td>$50,517,000</td>
<td>$252,576,000</td>
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<tr>
<td>5339F: Bus and Bus Facilities Formula funds</td>
<td>$24,999,000</td>
<td>$6,251,000</td>
<td>$31,250,000</td>
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<tr>
<td>CMAQ: Congestion Mitigation and Air Quality</td>
<td>$175,671,000</td>
<td>$43,252,000</td>
<td>$218,923,000</td>
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<tr>
<td>Totals</td>
<td>$799,811,000</td>
<td>$208,261,000</td>
<td>$1,008,027,000</td>
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</table>
Project Highlights

• Anne Arundel County: Multimodal Transportation Center in Parole
• Baltimore City: East-West Bus Corridor
• Howard County: US 29/Broken Land Parkway Interchange and North South Connector
• MDOT SHA: I-695 from I-70 to MD 43 and Reconstruction of Interchange at I-70
• Maryland Port Administration: Howard Street Tunnel
• MDTA: Baltimore Harbor Tunnel Toll Plaza & Interchange Improvements
• MDTA: I-95 Northbound Expansion
Interactive Mapping Features

1. Click on a project point.
2. To “Like” a project, click the heart button.
3. To comment on a project, click the comment button.

Your name and contact information will be kept confidential.
Changes made/to be made to the Draft 2022-2025 TIP

• No TIP Sheet changes
• Minor updates to several chapters
  – Table of Contents
  – II.B - Updated public involvement section
  – II.D - Updated Chapter to include Senior Ride Program Awardees
• Minor updates to Appendices
  – Appendix A – updated staff members
  – Appendix C – Self Certification
  – Appendix F – Amendment and Administrative Modification log
  – Appendix G – Public Participation
  – Appendix H – Added Full Resolution
Air Quality Conformity

• Ensures the Plan and TIP do not worsen air quality in the region, or delay the attainment of national ambient air quality standards (NAAQS).
• Requires that transportation emissions do not exceed motor vehicle emission “budgets” in the state air quality implementation plan (SIP).
• Ties together transportation planning and air quality planning.
Air Quality Conformity

- Currently the Baltimore region is in nonattainment for the 2008 and 2015 ozone standards.
- Regional Emissions Analysis: Models transportation emissions of nitrogen oxides (NOx) and volatile organic compounds (VOC’s) expected from onroad mobile vehicles, i.e. cars, trucks, buses, motorcycles, in addition to idling trucks.
- Models emissions in particular “horizon” years assuming existing road and transit network, in addition to TIP and Plan projects.
- All modeled horizon years (2021, 2025, 2035, 2045) show emissions will be below SIP “budgets.”
Conformity Process ICG Milestones

- Methodology Letter (Which pollutants, emissions model, model run years) developed by the ICG and sent to federal review agencies.
- Determine conformity status, either exempt/non-exempt/regionally significant (project-by-project)
- BMC and MDE run EPA-developed emissions model. MDE supplies the official results.
- Approve regional emissions analysis results for public review.
- The draft document and results are out for public review.
- Looking to the ICG/TC to recommend approval of conformity document
Public Comment Period

- Comment Period: June 8 through July 9, 2021
- One virtual public meeting publicinput.com/H2050
- Over 50 pages of comments received from 30 individuals and organizations
- Majority of comments supported modification of the TIP to:
  - (a) Reduce highway capacity expenditures
  - (b) Invest more in transit, particularly in transit capacity for transit-reliant populations
  - (c) Support local bicycle and pedestrian improvements
  - (d) Address Climate Change and equity
Public Comments

• The Greater Washington Partnership
  – Commend the Board for the addition of the East-West Priority Bus Corridor to the TIP,
  – Encourages the addition of more short-term Priority Bus Corridors projects from the Central Maryland Regional Transit Plan (ex: North-South corridor from Towson to Downtown Baltimore)
  – Coordinate with Amtrak and MDOT for funding for the B&P Tunnel or track enhancements at Baltimore Penn Station.
  – Add funding for the Baltimore Greenway Trails Network
  – Support a planning process to remove the Highway to Nowhere (US 40) that divides West Baltimore
  – Identity a next step for the Baltimore Region Transit Governance and Funding Study
Public Comments (cont.)

• Paul Emmart
  – Incorporate health impacts to the modeling & assessment modules - health risks should be weighted and included in the prioritization of projects to be funded
  – Conduct an alternatives analysis for the TIP and develop planning scenarios which exceed the required air quality thresholds
  – Add more funding for Emission Reduction Strategy (ERS) Projects - 1 bike path and a new sidewalk is not enough in a $4b plan
  – Need to identify the cumulative impact from all TIP projects on climate change
• **Coalition of 17 parties**
  – There are zero dollars for transit capacity so the region is now spending infinitely more on new highways than it is on new transit.
  – Add further funding for projects from the Central Maryland Regional Transit Plan (RTP) such as corridor studies, transit hubs, and ADA compliance.
  – Given recent lawsuit against Baltimore City regarding its ongoing lack of ADA compliance recommend directing more resources for ADA accessibility.
  – Add more dedicated funding for trails and separated bike facilities

• **Transit Choices**
  – Resubmitted comments from last year: Too much investment in highways; add funding for transit maintenance, increased access to transit, and bike/ped facilities.
Public Comments (cont.)

• Baltimore-Washington Transportation Research Group
  – Urge the rejection of funding for TIP ID#: 90-1901-99 (SCMAGLEV) project and redirect funding for Express MARC Service
  – Raises equity concerns and suggests that investing in MARC would increase access to several low-income and minority communities in the region

• Social Media and TIP Interactive Map
  – Concerns about low number of bike/ped projects, overemphasis on highways
  – Against proposed widening of I-695; space should be used to create a rail and/or trail system
  – Support for Greenway Middle Branch project
  – Request for presentation to Annapolis Planning Commission
For More Information

Keith Kucharek | Transportation Planner
410-732-0500 x1052 | kkucharek@baltometro.org | www.baltometro.org

Nicole Hebert | Air Quality Planner
410-732-0500 x1050 | nhebert@baltometro.org | www.baltometro.org

Monica Haines Benkhedda | Public Involvement Coordinator
410-732-0500 x1047 | mhainesbenkhedda@baltometro.org | www.baltometro.org