

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #22-3**

**ENDORSE APPLICATIONS FOR FEDERAL ASSISTANCE THROUGH
THE TRANSPORTATION ALTERNATIVES SET-ASIDE**

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, Howard, and Queen Anne's, as well as representatives of the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, the Maryland Transit Administration, and a representative of public transportation; and

WHEREAS, the Fixing America's Surface Transportation (FAST) Act eliminates the Transportation Alternatives Program (TAP) as established in the Moving Ahead for Progress in the 21st Century Act (MAP-21) and replaces it with a set-aside of the Surface Transportation Block Grant (STBG) program providing funding for transportation alternatives with a defined set of eligible categories; and

WHEREAS, a portion of transportation alternatives set-aside funding is sub-allocated to metropolitan areas over 200,000 in population to the designated Metropolitan Planning Organizations to conduct a competitive application process for that portion of the state's funding in a manner identical to funding under the prior TAP; and

WHEREAS, the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region has approved criteria for selecting projects as follows: 1) federal program eligibility and goals, 2) state planning goals, 3) regional and local planning goals, 4) health, environmental and community impact, and 5) program effectiveness. Projects will be consistent with the ten federally eligible categories identified for transportation alternatives funds and include: 1) provision of pedestrian and bicycle facilities; 2) safe routes for non-drivers; 3) conversion of abandoned railway corridors to trails; 4) scenic turnouts and overlooks; 5) outdoor advertising management; 6) historic preservation and rehabilitation of historic transportation facilities; 7) vegetation management; 8) archaeological activities; 9) stormwater mitigation; and 10) wildlife management; and

WHEREAS, four applications for funding (totaling \$2,796,387) from the Surface Transportation Block Grant set-aside for transportation alternatives for the Baltimore region were reviewed utilizing established criteria. One application has been recommended for funding.

NOW, THEREFORE BE IT RESOLVED that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region has approved the following application (Attachment 1) for funding with the money allocated directly to the Baltimore region.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the aforementioned resolution at its July 27, 2021 meeting.

7-27-21

Date



Ramond Robinson, Chair
Baltimore Regional Transportation Board

**Applications to the 2021 Surface Transportation Block Grant set-aside for
Transportation Alternatives**

Baltimore Region Urbanized Area	
<i>Project name/limits:</i>	Overlea Waiting Station Transit Hub: US 1 (Belair Road) at Overlea Avenue. For design
<i>Project sponsor:</i>	MDOT – Maryland Transit Administration
<i>TAP request:</i>	\$400,000
<i>Total cost:</i>	\$500,000
<i>Project description:</i>	Building upon goals of MDOT MTA’s Regional Transit Plan for Central Maryland, MDOT MTA has identified the Overlea Waiting Station, which serves three bus routes, as a location in need of transit hub enhancements and amenities. TAP funding and state match would support complete design of safety improvements at a nearby intersection, passenger amenities such as real-time information signage, improved lighting, and upgrades to the historic waiting station structure, and an operator restroom. The project will include outreach with the surrounding community, bus riders, Baltimore City, Baltimore County, the State Highway Administration, and other stakeholders.
<i>Plan goals:</i>	These investments will provide over 1,000 daily riders the following key benefits: a comfortable waiting area rain or shine, a well-lit environment for 24/7 service, and safer connections for passengers and passersby. This project will also create ADA compliant access improvements, at a currently non-compliant stop, and upgrades to a historic structure originally served by the Number 15 Streetcar Line. This effort will compliment other transit service and infrastructure investments along the Belair Road corridor to improve bus reliability for MDOT MTA riders. US 1 at Overlea Avenue is not only an important transit destination but a main fixture in the Overlea Community. Currently, the Overlea Community Association uses a part of the waiting station as a storage facility for items used for community events. This design effort will work with the community to ensure that the waiting station remains a community centric space.
<i>Suggested award:</i>	<i>This project is not recommended for funding. This project does not meet TAP requirements.</i>

<i>Project name/limits:</i>	So-Glebe Branch Stream Restoration - Phases B&C: Colony Crossing Rd to MD-214 in Edgewater, MD 21037 (Middle Glebe Branch, South River Watershed). For construction
<i>Project sponsor:</i>	Anne Arundel County
<i>TAP request:</i>	\$ 1,818,000
<i>Total cost:</i>	\$ 3,090,600
<i>Project description:</i>	The Glebe Stream Restoration includes the retrofit of one (1) stormwater outfall and construction of a stream valley restoration project along approximately 7,400 linear feet of the perennial channel in Glebe Branch within the South River Watershed (Edgewater, Maryland). The restored and regraded floodplain will be stabilized with native plantings. The drainage area is 0.9 square miles (640 acres), 33% of which is impervious. The goals of this retrofit are to improve water quality, reduce impacts due to roadway runoff and instream velocity, abate erosion that undermines the safety of the roads, and stabilize the existing channel and outfall, public and private property, and meet clean water goals detailed in the County's National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) permit and the Chesapeake Bay Total Maximum Daily Load (TMDL). Capturing the primary trail-oriented segment of the project (Phase B), along with the segment connecting to MD-214 (Phase C), Anne Arundel County is only requesting SHA support to construct these two phases of the overall stream restoration in our 2021 TAP proposal. These two (2) phases comprise 2,819 linear feet of restoration, or approximately 38% of the overall restoration project. These sections are also isolated from the upstream Phase A and downstream Phase D by County stormwater infrastructure (i.e., riser structure and culverts) and road systems, so the restored reaches will be protected from potential destabilization in the unrestored reaches.
<i>Plan goals:</i>	The overarching project goal is to protect County and State infrastructure, as well as create and enhance stream, floodplain, and forested wetland habitats.
<i>Suggested award:</i>	This project is recommended for full funding.

<i>Project name/limits:</i>	York Greenmount Transit Priority Corridor: CityLink Red Route connecting Downtown Baltimore to Downtown Towson along York Road and Greenmount Avenue. For Design
<i>Project sponsor:</i>	MDOT – Maryland Transit Administration
<i>TAP request:</i>	\$ 800,000
<i>Total cost:</i>	\$ 1,000,000
<i>Project description:</i>	Building upon the infrastructure improvements associated with the launch of BaltimoreLink, MDOT MTA is working with local jurisdictions to increase bus reliability, increase bus speed, and improve passenger safety throughout the BaltimoreLink system. MDOT MTA has pursued a data-driven approach to identify opportunities in the system, focusing on reliability, bus speeds, and travel delays at bus stops. The York Greenmount Transit Priority Initiative Corridor project supports the MDOT MTA commitment to reliability, prioritizes travel time-savings, and is consistent with long-range planning efforts. This project will provide elements from MDOT MTA’s Transit Priority Toolkit including design work for an expansion of our Transit Signal Priority system, pedestrian safety improvements, and further evaluation of potential dedicated bus lanes. Pedestrian safety improvements could include infrastructure such as additional crosswalks, intersection curb extensions, leading pedestrian intervals, and ADA upgrades.
<i>Plan goals:</i>	The purpose of this project is to improve bus reliability, reduce travel times, and support enhanced pedestrian safety. The York Greenmount Corridor is also an area with significant crash history. The proposed strategic infrastructure investments along the project corridor will make the transit experience safer and more efficient for passengers traveling along the York Greenmount Corridor. These strategic investments along the corridor will have an immediate benefit to passengers using the CityLink Red as well as people who walk along the corridor to complete their trip. These enhancements are aligned with the MDOT MTA Transit Priority Initiative as well as Baltimore City’s Toward Zero goals and MDOT SHA’s Context Driven Guide. The Towson to Downtown Baltimore connection was also identified as an area of need in the 2020 Regional Transit Plan. The York Greenmount Transit Priority Corridor project will design short term improvements that complement the need for long term investment as part of the Regional Transit Plan.
<i>Suggested award:</i>	<i>This project is not recommended for funding. This project does not meet TAP requirements.</i>