

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

BALTIMORE REGIONAL TRANSPORTATION BOARD

RESOLUTION #24-3

**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 Central Maryland RTA as a representative of public transportation; and

WHEREAS, the Infrastructure Investment and Jobs Act (Division A – Surface Transportation) continues 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 from the Surface Transportation Block Grant set-aside for transportation alternatives for the Baltimore region were reviewed utilizing established criteria.

NOW, THEREFORE BE IT RESOLVED that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region has approved the following applications (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 August 22, 2023 meeting.

8-22-23

Date

A handwritten signature in black ink, appearing to read "D'Andrea Walker", is written over a horizontal line. A vertical line is drawn to the right of the signature, extending from the top of the signature line down to the bottom of the signature line.

D'Andrea Walker, Chair
Baltimore Regional Transportation Board

**Applications to the 2023 Surface Transportation Block Grant set-aside for
Transportation Alternatives**

Baltimore Region Urbanized Area	
<i>Project name/limits:</i>	BWI Trail Extension: Maple Road to Nursery Road Light Rail Station
<i>Project sponsor:</i>	Anne Arundel County
<i>TAP request:</i>	\$7,040,000
<i>Total cost:</i>	\$8,800,000
<i>Project description:</i>	The project is to construct an extension of the existing BWI Loop Trail spur through Linthicum, where it terminates at Maple Road, to the Nursery Road Light Rail Station. The trail will be located mostly within State or County public right-of-way. A portion of the trail will be constructed by MDOT SHA as part of their interchange project at I 695. That effort is separate from the cost of this grant request.
<i>Plan goals:</i>	Extension of the trail spur will improve accessibility by upgrading the access to transit through the installation of a shared-use path. This will improve the existing infrastructure and offers an environmentally responsible transportation solution by providing non-motorized options for access to transit.
<i>Suggested award:</i>	\$0

<i>Project name/limits:</i>	Shoreham Beach Road Improvements: MD 214 to Triton Beach Road
<i>Project sponsor:</i>	Anne Arundel County
<i>TAP request:</i>	\$374,000
<i>Total cost:</i>	\$474,000
<i>Project description:</i>	This project would provide four-foot bicycle lanes along Shoreham Beach Road from MD 214 to Triton Beach Road for the same limits, a ten-foot shared-use path parallel to Shoreham Beach Road for the same limits, and make intersection improvements to the Shoreham Beach Road and Triton Beach Road intersection.
<i>Plan goals:</i>	The goal of the project is to improve safety, accessibility and traffic operations for all users, particularly the most vulnerable users. This project directly addresses multiple goals and strategies of Resilience 2050 including "Improving Accessibility" by investing "in pedestrian and bicycle facilities" and improving "system connectivity"; "Increasing Mobility" by considering how "all modes – roadway, transit, pedestrian, bicycle, and shared mobility – can work together to address system capacity needs" and supporting "a regional, long-distance bikeway network"; "improving System Safety" by improving "conditions to enable pedestrians and bicyclists to travel more safely on a day-to-day basis"; "Improving and Maintain the Existing Infrastructure" by "improving the

	condition of existing pedestrian and bicycle facilities”; and “Fostering Participation and Cooperation among All Stakeholders” by having the in depth public involvement process and including the project in the recently county council-adopted “Walk and Roll Anne Arundel” the County’s most recent Pedestrian and Bicycle Masterplan.
<i>Suggested award:</i>	\$0

<i>Project name/limits:</i>	Safe Routes to Schools Accessibility Studies, Phase 2
<i>Project sponsor:</i>	Anne Arundel County
<i>TAP request:</i>	\$240,000
<i>Total cost:</i>	\$306,000
<i>Project description:</i>	Anne Arundel County was awarded Safe Routes to School funding in 2018 to perform 17 accessibility studies identified in the County's transportation functional master plan, Move Anne Arundel! This project will continue that effort at ten additional elementary schools and ten middle schools, utilizing the templates from the previous studies. The project will include a school selection process determined through collaboration with AACPS to identify which schools should be prioritized for Phase 2. The studies will be performed similarly to the previous studies, while building on lessons learned. The project will assess existing conditions within one mile of an elementary school and one and one half mile of a middle school. The studies will also perform surveys and make recommendations for infrastructure and encouragement programs that will increase the number of walkers to a school.
<i>Plan goals:</i>	The purpose of the project is to identify ways to increase walkers to schools by identifying the physical or other barriers that prevent them from doing so, and to provide recommendations to overcome them. This project supports many of the Goals and Strategies of Resilience 2050, most specifically it will improve Accessibility, Mobility, and System Safety.
<i>Suggested award:</i>	\$240,000

<i>Project name/limits:</i>	Dobbin Road Shared Use Pathway: MD 175 to Oakland Mills Road
<i>Project sponsor:</i>	Howard County
<i>TAP request:</i>	\$4,000,000
<i>Total cost:</i>	\$5,500,000

<p><i>Project description:</i></p>	<p>This project will provide bicycle and pedestrian access to the Dobbin Road commercial and institutional area for the first time. The project provides a shared-use path along the east side of Dobbin from MD 175 to Oakland Mills Road. The project also provides sidewalk on portions of the west side of Dobbin Road and McGaw Road from Dobbin Road to 400 feet east of Dobbin Road, a shared-use path on the north side of Oakland Mills Road from Dobbin Road to Oak Hall Lane, and seven new pedestrian crosswalks at four existing signalized intersections. The portion of this project south of McGaw Road has been designed under the Transportation Alternatives program.</p> <p>The portion of this project to the north of McGaw Road has been designed under the Maryland Bikeways program.</p>
<p><i>Plan goals:</i></p>	<p>The project is motivated by a need for safety improvements and by a desire to connect the Dobbin Road corridor to the greater bike and pedestrian network.</p> <p>Two pedestrian fatalities (2018 and 2021) highlighted the safety issues. The Dobbin Road corridor has almost zero sidewalks, crosswalks and bike accommodations, despite the fact that it is a busy commercial corridor with many service jobs and destinations that people need to access.</p> <p>The Dobbin Road corridor is near to several key bike and pedestrian connections, such as the Lake Elkhorn Pathway, the Patuxent Branch Trail and the Oakland Mills Complete Street project, but the lack of accommodations on Dobbin Road itself make it very difficult to access the many destinations on Dobbin Road without using a personal automobile.</p> <p>Goal 1: Improve Accessibility. The project will provide pedestrian and bicycle accommodations in the Dobbin Road corridor, built to ADA standards.</p> <p>Goal 2: Increase Mobility. The bicycle and pedestrian facilities added through this project will also provide access to the existing bus stops in the corridor, making transit a much more feasible option to access the many destinations in the corridor, such as jobs, social services, retail and restaurants.</p> <p>Goal 3: Improve System Safety. Safety is a major issue in the corridor due to the lack of pedestrian and bicycle infrastructure. Pedestrian fatalities in 2018 and 2021 highlighted this issue.</p> <p>Goal 4: Improve and Maintain the Existing Infrastructure. The Dobbin Road corridor will become a true multimodal corridor with high quality, continuous separated bike and pedestrian facilities. The shared use pathway will be maintained by Howard County Government.</p> <p>Goal 5: Create an Environmentally Responsible Transportation System. The project will improve opportunities for walking, biking and connections to transit, therefore providing the opportunity to reduce motor vehicle emissions.</p>

	<p>Goal 6: Improve System Security. The facilities for walking and biking provided by this project improve system security by providing options and redundancies for mobility in the corridor.</p> <p>Goal 7: Promote Prosperity and Economic Opportunity. Improving access to the many jobs and retail establishments in the Dobbin Road corridor will improve economic opportunity and prosperity for the business owners and employees in the area.</p> <p>Goal 8: Foster Participation and Cooperation Among Stakeholders. The planning for this project has been a cooperative effort between county agencies, stakeholders and the public. Coordination will continue through the construction and maintenance phases.</p> <p>Goal 9: Promote Informed Decision Making. These improvements were identified as a priority through the extensive planning process of both the Howard County Bicycle Master Plan (BikeHoward) and Pedestrian Master Plan (WalkHoward).</p>
<i>Suggested award:</i>	\$4,000,000

Baltimore Urbanized Area	
Available	\$4,438,487
Requested	\$11,177,200
Recommended	\$4,240,000
Aberdeen Bel Air Urbanized Area	
Available	\$430,525
Requested	\$0
Rollover to FY 2023	\$430,525