

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

BALTIMORE REGIONAL TRANSPORTATION BOARD

RESOLUTION #26-4

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 Transportation Alternatives Program; 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, applications for funding from the Surface Transportation Block Grant set-aside for transportation alternatives for the Baltimore and Bel Air Aberdeen Urban Areas 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 July 22, 2025 meeting.

Date

Trey Dickerson, Chair
Baltimore Regional Transportation Board

**Applications to the 2026 Surface Transportation Block Grant Set-Aside for
Transportation Alternatives**

Baltimore Region Urban Area	
<i>Project name/limits:</i>	Safe Routes to School (SRTS) Coordinator Position
<i>Project sponsor:</i>	Anne Arundel County Office of Transportation
<i>TAP request:</i>	\$439,707.84
<i>Total cost:</i>	\$549,634.80
<i>Project description:</i>	This project would provide three years of funding for a SRTS Coordinator who will develop and implement education, engagement, and infrastructure projects to improve, encourage and increase the ability to safely walk or bike to school.
<i>Plan goals:</i>	The goal of this project is to launch the County's SRTS Program in partnership with Anne Arundel Public Schools and other stakeholders with a focus on educating school staff, parents, and students about pedestrian; and bicycle safety and improving safety through a behavior and infrastructure-based approach.
<i>Suggested award:</i>	

<i>Project name/limits:</i>	Safe Routes to School Coordinator Position
<i>Project sponsor:</i>	Howard County Office of Transportation
<i>TAP request:</i>	\$332,904.00
<i>Total cost:</i>	\$416,904.00
<i>Project description:</i>	This project would provide three years of funding for a SRTS Coordinator in the Howard County Office of Transportation focused on Howard County Public Schools who will build partnerships and collaborations to improve the safety of biking and walking.
<i>Plan goals:</i>	The goal of this project is to improve the safety of walking and biking to school, increase the number of students walking and biking to school, and decrease the number of students being transported to school by private automobile. Changing the culture from a driving default to an embrace of walking and biking will be the key path to success.
<i>Suggested award:</i>	

Baltimore Region Urban Area	
<i>Project name/limits:</i>	South Shore Trail Phase III: Honeysuckle Lane to Bestgate Road
<i>Project sponsor:</i>	Anne Arundel County
<i>TAP request:</i>	\$4,136,800.73
<i>Total cost:</i>	\$5,171,000.91
<i>Project description:</i>	This project would construct a 10-foot wide, 2.36-mile, asphalt shared-use path from Honeysuckle Lane to Bestgate Road. The South Shore Trail Phase III will be for walkers, runners, and bicyclists.
<i>Plan goals:</i>	The goal of this project is to continue building the South Shore Trail and provide pedestrians and bicyclists an additional length of trail to traverse.
<i>Suggested award:</i>	

Aberdeen Bel Air Urban Area	
<i>Project name/limits:</i>	US 40 Shared-Use Path: Aberdeen Train Station to Havre de Grace
<i>Project sponsor:</i>	Harford County
<i>TAP request:</i>	\$616,000.00
<i>Total cost:</i>	\$770,000.00
<i>Project description:</i>	This project would complete 100% design of a 10-foot wide, 5.1-mile, asphalt shared-use path from the Aberdeen Train Station to Erie Street in Havre de Grace.
<i>Plan goals:</i>	The goal of this project is to create a dedicated, separated, low-stress facility for cyclists and pedestrians that connects key destinations between the Aberdeen Train Station and Erie Street in Havre de Grace. This corridor, a busy four-lane divided highway with over 26,000 vehicles daily and speed limits ranging from 30 to 55 miles per hour, currently lacks adequate, safe infrastructure for non-motorized travel.
<i>Suggested award:</i>	

Baltimore Urban Area		
	Available	\$2,000,000
	Requested	\$4,909,413.57
	Recommended	
Aberdeen Bel Air Urban Area		
	Available	Unavailable from SHA
	Requested	\$616,000.00
	Recommended	