

APPENDIX A

COMMITTEE AND STAFF ROSTER

METROPOLITAN PLANNING ORGANIZATION STAFF

BALTIMORE METROPOLITAN COUNCIL

**Mike Kelly
Executive Director**

**Todd Lang
Director, Transportation Planning**

**Regina Aris
Assistant Director & Manager of Policy Development**

**Zach Kaufman
TIP Project Manager**

CONTRIBUTORS OF INFORMATION

AGENCY	CONTACT PERSON
ANNAPOLIS	Kwaku Duah, Transportation Planner
ANNE ARUNDEL COUNTY	Ramond Robinson, Transit Officer
BALTIMORE CITY	Manmohan Singh, Engineer Supervisor
BALTIMORE COUNTY	Kevin Sabolcik, Chief of Structural Design Section
CARROLL COUNTY	Bobbi Moser, Comprehensive Planner
HARFORD COUNTY	Alex Rawls, Transportation Planner
HOWARD COUNTY	Rashidi Jackson, Planner
QUEEN ANNE'S COUNTY	Steve Cohoon, Public Facilities Planner
MARYLAND DEPARTMENT OF TRANSPORTATION	
Office of Planning and Capital Programming	Dan Janousek, Regional Planner
Maryland Transit Administration (Commuter Rail and Transit)	Jacob Dunkle, Office of Capital Programming
State Highway Administration	Tara Penders, Assistant Division Chief, RIPD Kandese Holford, Regional Planner
Maryland Transportation Authority	Melissa Williams, Division of Capital Planning

BALTIMORE REGIONAL TRANSPORTATION BOARD

AGENCY	MEMBER	EMPOWERED REPRESENTATIVE
CITY OF ANNAPOLIS	Hon. Gavin Buckley Mayor	Sally Nash, Chief of Comp Planning Department of Planning & Zoning
ANNE ARUNDEL COUNTY	Hon. Steve Schuh County Executive	Ramond Robinson, Transit Officer Office of Planning & Zoning
CITY OF BALTIMORE	Hon. Catherine Pugh (Chair) Mayor	Michelle Pourciau, Director Department of Transportation
BALTIMORE COUNTY	Hon. Kevin Kamenetz County Executive	Emery Hines, Manager of Transportation Planning Department of Public Works
CARROLL COUNTY	Hon. Stephen Wantz (Vice Chair) County Commissioner	Lynda Eisenberg, Acting Director Department of Planning
HARFORD COUNTY	Hon. Barry Glassman County Executive	Anthony McClune, Chief of Current Planning Department of Planning & Zoning
HOWARD COUNTY	Hon. Allan H. Kittleman County Executive	Clive Graham, Administrator Office of Transportation
QUEEN ANNE'S COUNTY	Hon. Stephen Wilson County Commissioner	Todd Mohn, Director Department of Public Works
MARYLAND DEPARTMENT OF TRANSPORTATION	Hon. Pete Rahn Secretary	Heather Murphy, Director Office of Planning and Capital Programming
REPRESENTATIVE FOR ELIGIBLE PUBLIC TRANSIT OPERATORS	Robert Andrews Administrator, Harford County Transit	
MARYLAND DEPARTMENT OF THE ENVIRONMENT (non-voting)	Hon. Ben Grumbles Secretary	Tad Aburn, Director Air & Radiation Management Administration
MARYLAND DEPARTMENT OF PLANNING (non-voting)	Hon. Rob McCord Acting Secretary	Bihui Xu, Manager Transportation Planning
MARYLAND TRANSIT ADMINISTRATION (non-voting)	Mr. Kevin Quinn Administrator	Holly Arnold, Acting Director Planning & Capital Programming

TECHNICAL COMMITTEE

AGENCY	CONTACT PERSON
ANNE ARUNDEL COUNTY	Martha Arzu McIntosh , Transportation Planner
BALTIMORE CITY	Graham Young , Deputy Chief of Traffic
BALTIMORE COUNTY	Greg Carski , Transportation Engineering
CARROLL COUNTY	Mary Lane , Transportation Planner
HARFORD COUNTY	Alex Rawls , Transportation Planner
HOWARD COUNTY	David Cookson , Planning Manager
QUEEN ANNE'S COUNTY	Steve Cohoon , Public Facilities Planner
CITY OF ANNAPOLIS	Kwaku Duah , Transportation Planner
MARYLAND DEPARTMENT OF TRANSPORTATION	
Office of Planning and Capital Programming	Dan Janousek , Regional Planner
Maryland Transit Administration	Zach Chisell , Transportation Planner
State Highway Administration	Kandese Holford/Stephen Miller , Regional Planners
Maryland Transportation Authority	Russ Walto , Planner
MARYLAND DEPARTMENT OF THE ENVIRONMENT	Alexandra Brun , Natural Resources Planner III
MARYLAND DEPARTMENT OF PLANNING	Ken Choi , Senior Transportation Analyst

APPENDIX B

DOCUMENTATION OF PROJECT PRIORITIZATION, FINANCIAL REASONABLENESS AND FLEXIBLE FUNDING

Criteria for prioritizing projects in the TIP

Project sponsors must consider a range of criteria when submitting projects for consideration in the TIP. Sponsors ascertain the ability of projects to meet the following criteria which supports long-range plan goals. Additionally, capacity projects must come from the region's approved long-range transportation plan.

1. Preserves the regional transportation system.
2. Implements emission reduction measures.
3. Reduces congestion and prevents congestion where it does not yet occur.
4. Is consistent with all applicable short-range and long-term comprehensive land use plans.
5. Implements MAP-21 Transportation Alternatives activities, including historic resource preservation where related to transportation facilities.
6. Provides or enhances accessibility and/or intermodal connectivity among major destinations important to the regional economy.
7. Provides for connectivity of transportation facilities within the metropolitan area with transportation facilities outside the metropolitan area.
8. Enhances social, energy and environmental efforts.
9. Facilitates the use of transit and/or alternatives to the single occupant vehicle.
10. Implements transportation system management strategies so as to meet transportation needs by using existing facilities more efficiently.
11. Improves pedestrian safety and access for transportation.
12. Improves bicycle safety and access for transportation.
13. Permits timely advancement and continuity of transportation projects.
14. Enhances transportation safety.

FY 2019 – 2022 Transportation Improvement Program Prioritization

TIP project name	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Criteria for prioritizing projects in the TIP														
Anne Arundel County Projects														
Hanover Road Corridor Improvement			X	X										X
Furnace Avenue Bridge over Deep Run	X			X										X
Harwood Road Bridge over Stocketts Run	X			X										X
Magothy Bridge Road Bridge over Magothy River	X			X										X
O'Connor Road Bridge over Deep Run	X			X										X
McKendree Road Culvert over Lyons Creek	X			X										X
Polling House Road Bridge over Rock Branch	X			X										X
Mountain Road Corridor Revitalization – Phase I	X			X	X	X		X	X	X	X	X		X
Baltimore City Projects														
Citywide Bicycle and Pedestrian Improvements	X	X		X	X	X		X	X		X	X		X
Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	X		X	X						X				X
Transportation Management Center Upgrade										X				
Citywide Road Resurfacing – Federal Aid Program	X			X							X			X
Perring Parkway Ramp and Hillen Road Bridge	X			X										X
Sisson Street Bridge over CSX Railroad	X			X										X
Citywide Guide Sign Replacement	X			X										X

1. Preserves the regional transportation system
2. Implements emission reduction measures
3. Reduces congestion and prevents congestion in new areas
4. Consistent with applicable short- and long-term comprehensive plans
5. Implements Transportation Alternatives activities
6. Provides accessibility and/or intermodal connectivity among major destinations
7. Provides for connectivity of facilities within the region to facilities outside the region

8. Enhances social, energy and environmental efforts
9. Facilitates transit and/or alternatives to the single occupant vehicle
10. Implements transportation system management strategies
11. Improves pedestrian safety and access
12. Improves bicycle safety and access
13. Permits timely advancement and continuity of projects
14. Enhances transportation safety

TIP project name	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Wilkins Avenue Bridge over Gwynns Falls	X			X										X
Belair Road Complete Streets	X	X		X	X	X			X		X	X		X
Greenmount Avenue Reconstruction: 43rd Street to 29th Street	X			X							X			X
Citywide System Preservation	X			X	X						X			X
Citywide Concrete Roadway Slab Repairs	X			X							X			X
Orleans Street Bridge over I-83 and City Streets	X			X										X
Remington Avenue Bridge over Stony Run	X			X										X
Radecke Avenue over Moore's Run	X			X										X
I-83 Concrete Deck Mill and Resurface	X			X										X
Moravia Road Ramp Bridge over Pulaski Highway	X			X										X
Citywide Road Reconstruction	X			X							X			X
Hanover Street Bridge Deck Repair over Middle Branch	X			X		X								X
MLK Blvd. and Howard St. Intersection Improvements	X			X	X						X			X
Monroe Street Ramp over CSX and Russell Street over CSX	X			X										X
Baltimore City Locked Gate – Interstate Access Point Approval				X										X
Pavement Management System	X			X										
Capital Project Delivery Services				X									X	
Baltimore County Projects														
Dogwood Road Bridge No. B-0072 over Dogwood Run	X			X							X			X

1. Preserves the regional transportation system
2. Implements emission reduction measures
3. Reduces congestion and prevents congestion in new areas
4. Consistent with applicable short- and long-term comprehensive plans
5. Implements Transportation Alternatives activities
6. Provides accessibility and/or intermodal connectivity among major destinations
7. Provides for connectivity of facilities within the region to facilities outside the region

8. Enhances social, energy and environmental efforts
9. Facilitates transit and/or alternatives to the single occupant vehicle
10. Implements transportation system management strategies
11. Improves pedestrian safety and access
12. Improves bicycle safety and access
13. Permits timely advancement and continuity of projects
14. Enhances transportation safety

TIP project name	Criteria for prioritizing projects in the TIP													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Mohrs Lane Bridge No. B-0143 over CSX Railroad	X			X							X			X
Gunpowder Road Bridge No. B-0409	X			X										X
Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	X			X										X
Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad	X			X										X
Piney Grove Road Bridge No. B-0140 over CSX Railroad	X			X										X
Peninsula Expressway Bridge No. B-0119 over CSX Railroad	X			X										X
Old Ingleside Avenue Bridge No. B-0096 over Dead Run	X			X										X
Old Court Road Bridge No. B-0237 over Bens Run	X			X										X
Sparks Road Bridge No. B-0018 over Gunpowder Falls	X			X										X
Golden Ring Road Bridge No. B-0110 over Stemmers Run	X			X										X
Rolling Road Bridge No. B-0358 over Branch of Dead Run	X			X										X
Forest Park Avenue N. Bridge No. B-0097 over Dead Run and Dogwood Run	X			X										X
Rossville Blvd. Bridge No. B-0132 over Amtrak & Orems Rd.	X			X										X
Baltimore County Bridge Inspection Program	X			X										X
Mid-Atlantic Multimodal Transportation Hub	X			X		X	X	X						X
Carroll County Projects														
Bixler Church Road Bridge over Big Pipe Creek	X			X										X
Shepherds Mill Road Bridge over Little Pipe Creek	X			X										X

1. Preserves the regional transportation system
2. Implements emission reduction measures
3. Reduces congestion and prevents congestion in new areas
4. Consistent with applicable short- and long-term comprehensive plans
5. Implements Transportation Alternatives activities
6. Provides accessibility and/or intermodal connectivity among major destinations
7. Provides for connectivity of facilities within the region to facilities outside the region

8. Enhances social, energy and environmental efforts
9. Facilitates transit and/or alternatives to the single occupant vehicle
10. Implements transportation system management strategies
11. Improves pedestrian safety and access
12. Improves bicycle safety and access
13. Permits timely advancement and continuity of projects
14. Enhances transportation safety

TIP project name	Criteria for prioritizing projects in the TIP													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Stone Chapel Road over Little Pipe Creek	X			X										X
Babylon Road Bridge over Silver Run	X			X										X
Gaither Road Bridge over South Branch of the Patapsco River	X			X										X
McKinstry's Mill Road Bridge over Sam's Creek	X			X										X
Bear Run Road Bridge over Bear Branch	X			X										X
Hughes Shop Road Bridge over Bear Branch	X			X										X
Carroll County Bridge Inspection Program	X			X										X
Harford County Projects														
Abingdon Road Bridge #169 over CSX Railroad	X			X										X
Chestnut Hill Bridge #40	X			X										X
Phillips Mill Road Bridge #70 over East Branch Tributary	X			X										X
Robinson Mill Road Bridge #154 over Broad Creek	X			X										X
Stafford Road Bridge #24 over Deer Creek	X			X										X
Glenville Road Bridge #30	X			X										X
Harford County Bridge Inspection Program	X			X										X
Howard County Projects														
Dorsey Run Road: MD 175 to CSX Railroad Spur	X		X	X	X	X					X	X		X
Guilford Road: US 1 to Dorsey Run Road	X		X	X	X	X					X	X		X
MD 175 at Oakland Mills Rd Interchange	X		X	X	X	X					X	X		X

1. Preserves the regional transportation system
2. Implements emission reduction measures
3. Reduces congestion and prevents congestion in new areas
4. Consistent with applicable short- and long-term comprehensive plans
5. Implements Transportation Alternatives activities
6. Provides accessibility and/or intermodal connectivity among major destinations
7. Provides for connectivity of facilities within the region to facilities outside the region

8. Enhances social, energy and environmental efforts
9. Facilitates transit and/or alternatives to the single occupant vehicle
10. Implements transportation system management strategies
11. Improves pedestrian safety and access
12. Improves bicycle safety and access
13. Permits timely advancement and continuity of projects
14. Enhances transportation safety

TIP project name	Criteria for prioritizing projects in the TIP													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	X		X	X	X	X					X	X		X
US 29/Broken Land Parkway Interchange and North South Connector Road	X		X	X	X	X					X	X		X
Howard County Bridge Repairs and Deck Replacement	X			X										X
MDTA Projects														
I-95: Moravia Road to Fort McHenry Tunnel	X		X	X			X						X	X
I-95 Express Toll Lane Northbound Extension	X		X	X			X			X			X	X
MTA Projects														
Urban Transit Systems – Capital Assistance	X	X		X		X		X	X					X
Bus and Paratransit Vehicle Overhaul and Replacement	X	X		X		X		X	X					X
Small Urban Transit Systems – Capital Assistance	X	X		X		X		X	X					X
Ridesharing - Baltimore Region		X	X	X				X	X					
Small Urban Transit Systems - Operating Assistance		X		X		X		X	X					
Kirk Bus Facility Replacement - Phase 1 & 2	X	X		X				X						X
Bus and Rail Preventive Maintenance	X			X		X			X					X
Seniors and Individuals with Disabilities	X			X		X		X	X					X
Urban Transit Systems – Operating Assistance		X		X		X		X	X					
Agencywide System Preservation and Improvement	X			X		X		X	X					X
Bus System Preservation and Improvement	X	X	X	X		X		X	X					X
Metro and Light Rail Rolling Stock Overhauls and Replacement	X	X		X		X		X	X					X
1. Preserves the regional transportation system 2. Implements emission reduction measures 3. Reduces congestion and prevents congestion in new areas 4. Consistent with applicable short- and long-term comprehensive plans 5. Implements Transportation Alternatives activities 6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region							8. Enhances social, energy and environmental efforts 9. Facilitates transit and/or alternatives to the single occupant vehicle 10. Implements transportation system management strategies 11. Improves pedestrian safety and access 12. Improves bicycle safety and access 13. Permits timely advancement and continuity of projects 14. Enhances transportation safety							

TIP project name	Criteria for prioritizing projects in the TIP													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Metro and Light Rail System Preservation and Improvement	X	X		X		X		X	X					X
Rural Transit Systems - Operating Assistance		X		X		X		X	X					
MARC Rolling Stock Overhauls and Replacement	X	X		X		X	X		X					X
MARC Improvements	X	X		X	X	X	X		X					X
MARC Facilities	X			X		X	X	X	X		X			X
Office of the Secretary Projects														
State Safety Oversight				X										X
Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project		X	X	X		X	X	X	X					
Port of Baltimore Enhancements	X			X		X	X	X						X
SHA Projects – Regional														
Areawide Transportation Alternatives Projects	X	X	X	X	X	X		X	X		X	X		X
Areawide Environmental Projects				X	X			X						
Areawide Congestion Management		X	X	X				X		X				X
Areawide Bridge Replacement and Rehabilitation	X			X										X
Areawide Resurfacing and Rehabilitation	X			X										X
Areawide Safety and Spot Improvements	X		X	X							X	X		X
Areawide Urban Reconstruction	X		X	X							X	X		X
Morgan State University Transportation Research Program				X				X					X	

1. Preserves the regional transportation system
2. Implements emission reduction measures
3. Reduces congestion and prevents congestion in new areas
4. Consistent with applicable short- and long-term comprehensive plans
5. Implements Transportation Alternatives activities
6. Provides accessibility and/or intermodal connectivity among major destinations
7. Provides for connectivity of facilities within the region to facilities outside the region

8. Enhances social, energy and environmental efforts
9. Facilitates transit and/or alternatives to the single occupant vehicle
10. Implements transportation system management strategies
11. Improves pedestrian safety and access
12. Improves bicycle safety and access
13. Permits timely advancement and continuity of projects
14. Enhances transportation safety

TIP project name	Criteria for prioritizing projects in the TIP													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
SHA Projects – Anne Arundel County														
MD 175: MD 295 to MD 170	X		X	X		X					X	X		X
MD 198: MD 295 to MD 32	X		X	X		X					X	X		X
US 50: MD 70 to MD 2	X		X	X										
MD 175: Disney Road to Reece Road	X		X	X		X					X	X		X
MD 175: National Business Parkway to McCarron Court	X		X	X		X					X	X		X
SHA Projects – Baltimore County														
I-695 at Cromwell Bridge Road – Drainage Improvement	X			X				X						X
MD 140: Painters Mill Road to Owings Mills Boulevard - Phase 2	X		X	X							X	X		X
I-795: Dolfield Boulevard Interchange	X		X	X										X
MD 140: Garrison View Road to Painters Mill Road – Phase 1	X		X	X							X	X		X
I-695: US 40 to MD 144	X		X	X										X
I-695: Bridge Replacements at Benson Avenue and US 1	X		X	X								X		X
I-695: Bridge Replacement on Crosby Road	X		X	X										X
I-695: I-70 to MD 43	X		X	X						X				X
I-83: Bridge Replacement over Padonia Road	X			X										X
MD 137: Bridge Replacement over I-83	X			X										X
US 1: Bridge Replacement over CSX	X			X										X
US 40: Bridge Replacements over Little & Big Gunpowder Falls	X			X										X

1. Preserves the regional transportation system 2. Implements emission reduction measures 3. Reduces congestion and prevents congestion in new areas 4. Consistent with applicable short- and long-term comprehensive plans 5. Implements Transportation Alternatives activities 6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region	8. Enhances social, energy and environmental efforts 9. Facilitates transit and/or alternatives to the single occupant vehicle 10. Implements transportation system management strategies 11. Improves pedestrian safety and access 12. Improves bicycle safety and access 13. Permits timely advancement and continuity of projects 14. Enhances transportation safety
--	---

TIP project name	Criteria for prioritizing projects in the TIP													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
MD 45: Padonia Rd to Wight Ave	X			X				X			X			X
SHA Projects – Carroll County														
MD 30 Business: North Woods Trail to CSX Railroad	X			X	X			X			X	X		X
MD 86: Bridge Replacement over Gunpowder Falls	X			X										X
MD 496: Bridge Replacement over Big Pipe Creek	X			X										X
SHA Projects – Harford County														
US 40: MD 7 and MD 159 Intersection Reconstruction - Phase 2	X		X	X		X								X
MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Sec G	X			X										X
SHA Projects – Howard County														
US 29: Middle Patuxent River to Seneca Drive - Phase 2			X	X		X								X
MD 32: MD 108 to Linden Church Road	X		X	X										X
MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	X		X	X										X
I-95: Active Traffic Management	X		X	X		X	X			X				X

1. Preserves the regional transportation system 2. Implements emission reduction measures 3. Reduces congestion and prevents congestion in new areas 4. Consistent with applicable short- and long-term comprehensive plans 5. Implements Transportation Alternatives activities 6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region	8. Enhances social, energy and environmental efforts 9. Facilitates transit and/or alternatives to the single occupant vehicle 10. Implements transportation system management strategies 11. Improves pedestrian safety and access 12. Improves bicycle safety and access 13. Permits timely advancement and continuity of projects 14. Enhances transportation safety
--	---

Relating TIP Projects to Long-Range Plan Goals and Performance Measures					
Agency	TIP ID	Project Name	TIP Evaluation Criteria Note: TIP projects generally comply with the TIP evaluation criterion: "Consistent with applicable short- and long-term comprehensive plans."	Long-Range Plan Goals	Long-Range Plan Performance Measures / Targets To conserve space, a list of adopted performance measures and targets follows this table.
Anne Arundel County	11-1801-42	Hanover Road Corridor Improvements	3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Increase Mobility ¹ Improve System Safety ² Promote Prosperity and Economic Opportunity ³	System Performance – Congestion System Safety – Roadways
Anne Arundel County	11-1103-13	Furnace Avenue Bridge over Deep Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure ⁴	System Conditions – Bridges
Anne Arundel County	11-1208-13	Harwood Road Bridge over Stocketts Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Anne Arundel County	11-1402-13	Magothy Bridge Road Bridge over Magothy River	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Anne Arundel County	11-1403-13	O'Connor Road Bridge over Deep Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Anne Arundel County	11-1601-19	McKendree Road Culvert over Lyons Creek	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Anne Arundel County	11-1602-13	Polling House Road Bridge over Rock Branch	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges

¹ Help people and freight to move reliably and efficiently.

² Make conditions safer for pedestrians, bicyclists, transit riders, and motorists.

³ Support the revitalization of communities, the development of activity centers, and the movement of goods and services.

⁴ Improve the conditions of existing transportation facilities; systematically maintain and replace transportation assets as needed.

Relating TIP Projects to Long-Range Plan Goals and Performance Measures					
Anne Arundel County	11-1802-19	Mountain Road Corridor Revitalization – Phase I	1. Preserves the regional transportation system 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety and access 12. Improves bicycle safety and access	Improve Accessibility ⁵ Improve System Safety Improve and Maintain Existing Infrastructure	Accessibility – Pedestrian / Bicycle System Safety – Roadways System Conditions – Roadways
Baltimore City	12-1217-25	Citywide Bicycle and Pedestrian Improvements	2. Implements emission reduction measures 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety and access 12. Improves bicycle safety and access	Conserve and Enhance the Environment ⁶ Improve Accessibility Improve System Safety Improve and Maintain Existing Infrastructure	System Performance – Emissions Accessibility – Pedestrian / Bicycle System Safety – Roadways
Baltimore City	12-1218-07	Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	2. Implements emission reduction measures 3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Conserve and Enhance the Environment Improve and Maintain Existing Infrastructure Increase Mobility Improve System Safety Promote Informed Decision Making ⁷	System Performance – Emissions System Performance – Congestion System Safety – Roadways System Safety – Transit
Baltimore City	12-1701-04	Transportation Management Center Upgrade	10. Implements transportation system management strategies	Increase Mobility Improve System Security ⁸	System Performance – Congestion
Baltimore City	12-0207-11	Citywide Road Resurfacing - Federal Aid Program	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure Improve System Safety	System Conditions – Roadways System Safety - Roadways
Baltimore City	12-1215-13	Perring Parkway Ramp and Hillen Road Bridge	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges

⁵ Help people of all ages and abilities to access specific destinations.

⁶ Pass on to future generations the healthiest natural and human environments possible.

⁷ Ensure that adopted transportation policies and performance measures guide the regional decision making process.

⁸ Provide a secure traveling environment for everyone; improve the region's ability to respond to natural or man-made disasters.

Relating TIP Projects to Long-Range Plan Goals and Performance Measures					
Baltimore City	12-1216-13	Sisson Street Bridge over CSX Railroad	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore City	12-1222-19	Citywide Guide Sign Replacement	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Roadways
Baltimore City	12-1403-13	Wilkins Avenue Bridge Over Gwynns Falls	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore City	12-1404-11	Belair Road Complete Streets	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety and access 12. Improves bicycle safety and access	Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety	System Conditions – Roadways Accessibility – Pedestrian / Bicycle System Safety – Roadways
Baltimore City	12-1408-12	Greenmount Avenue Reconstruction: 43rd Street to 29th Street	1. Preserves the regional transportation system 11. Improves pedestrian safety and access	Improve and Maintain Existing Infrastructure Improve System Safety	System Conditions – Roadways System Safety – Roadways
Baltimore City	12-1414-11	Citywide System Preservation	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety and access	Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety	System Conditions – Roadways Accessibility – Pedestrian System Safety - Roadways
Baltimore City	12-1416-11	Citywide Concrete Roadway Slab Repairs	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure Improve System Safety	System Conditions – Roadways System Safety - Roadways
Baltimore City	12-1601-13	Orleans Street Bridge over I-83 and City Streets	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore City	12-1602-13	Remington Avenue Bridge over Stony Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore City	12-1603-13	Radecke Avenue over Moores Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges

Relating TIP Projects to Long-Range Plan Goals and Performance Measures					
Baltimore City	12-1604-13	I-83 Concrete Deck Mill and Resurface	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore City	12-1605-13	Moravia Road Ramp Bridge over Pulaski Highway	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore City	12-1607-12	Citywide Road Reconstruction	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	System Conditions – Roadways System Safety – Roadways
Baltimore City	12-1705-13	Hanover Street Bridge Deck Repair over Middle Branch	1. Preserves the regional transportation system 6. Provides accessibility and/or intermodal connectivity among major destinations	Improve and Maintain Existing Infrastructure Promote Prosperity and Economic Opportunity	System Conditions – Bridges
Baltimore City	12-1706-11	MLK Blvd. and Howard St. Intersection Improvements	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety and access	Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety	System Conditions – Roadways Accessibility – Pedestrian System Safety – Roadways
Baltimore City	12-1801-13	Monroe Street Ramp over CSX and Russell Street over CSX	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	System Conditions – Bridges System Safety – Roadways
Baltimore City	12-1201-99	Baltimore City Locked Gate Interstate Access Point Approval (IAPA)	14. Enhances transportation safety	Improve System Safety	System Safety – Roadways
Baltimore City	12-1206-99	Pavement Management System	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety Promote Informed Decision Making	System Conditions – Roadways System Safety – Roadways
Baltimore City	12-1901-99	Capital Project Delivery Services	13. Permits timely advancement and continuity of projects	Promote Informed Decision Making	No performance measures specifically addressing project delivery
Baltimore County	13-0001-13	Dogwood Road Bridge No. B-0072 Over Dogwood Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges

Relating TIP Projects to Long-Range Plan Goals and Performance Measures					
Baltimore County	13-0803-13	Mohrs Lane Bridge No. B-0143 over CSX Railroad	1. Preserves the regional transportation system 11. Improves pedestrian safety and access	Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety	System Conditions – Bridges Accessibility – Pedestrian System Safety - Roadways
Baltimore County	13-1005-13	Gunpowder Road Bridge No. B-0409	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-1012-13	Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-1105-13	Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-1107-13	Piney Grove Road Bridge No. B-0140 over CSX railroad	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-1108-13	Peninsula Expressway Bridge No. B-0119 over CSX Railroad	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-1202-13	Old Ingleside Avenue Bridge No. B-0096 over Dead Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-1204-13	Old Court Road Bridge No. B-0237 over Bens Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-1206-13	Sparks Road Bridge No. B-0018 over Gunpowder Falls	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-1208-13	Golden Ring Road Bridge No. B-0110 over Stemmers Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges

Relating TIP Projects to Long-Range Plan Goals and Performance Measures					
Baltimore County	13-1209-13	Rolling Road Bridge No. B-0358 over Branch of Dead Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-1210-13	Forest Park Avenue N. Bridge No. B-0097 over Dead Run and Dogwood Road	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-1701-13	Rossville Blvd. Bridge No. B-0132 over Amtrak & Orems Rd.	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-8901-14	Bridge Inspection Program	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure Promote Informed Decision Making	System Conditions – Bridges
Baltimore County	13-1901-83	Mid-Atlantic Multimodal Transportation Hub	6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region 8. Enhances social, energy, and environmental efforts	Promote Prosperity and Economic Opportunity	System Performance – Freight
Carroll County	14-1101-13	Bixler Church Road Bridge over Big Pipe Creek	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Carroll County	14-1102-13	Shepherds Mill Road Bridge over Little Pipe Creek	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Carroll County	14-1103-13	Stone Chapel Road Bridge over Little Pipe Creek	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Carroll County	14-1601-13	Babylon Road Bridge over Silver Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges

Relating TIP Projects to Long-Range Plan Goals and Performance Measures					
Carroll County	14-1602-13	Gaither Road Bridge over South Branch Patapsco River	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Carroll County	14-1603-13	McKinstrys Mill Road Bridge over Sam's Creek	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Carroll County	14-1801-13	Bear Run Road Bridge over Bear Branch	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Carroll County	14-1802-13	Hughes Shop Road Bridge over Bear Branch	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Carroll County	14-9401-14	Bridge Inspection Program	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure Promote Informed Decision Making	System Conditions – Bridges
Harford County	15-1001-13	Abingdon Road Bridge #169 over CSX Railroad	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Harford County	15-1101-13	Chestnut Hill Bridge #40	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Harford County	15-1102-13	Phillips Mill Road Bridge #70 over East Branch Tributary	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Harford County	15-1401-13	Robinson Mill Road Bridge #154 over Broad Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	System Conditions – Bridges System Safety – Roadways
Harford County	15-1501-13	Stafford Road Bridge #24 over Deer Creek	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Harford County	15-1601-13	Glenville Road Bridge #30	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Harford County	15-9411-14	Bridge Inspection Program	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure Promote Informed Decision Making	System Conditions – Bridges

Relating TIP Projects to Long-Range Plan Goals and Performance Measures					
Howard County	16-1403-41	Dorsey Run Road: MD 175 to CSX Railroad Spur	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety and access 12. Improves bicycle safety and access	Increase Mobility Improve Accessibility Promote Prosperity and Economic Opportunity	System Performance – Congestion Accessibility – Pedestrian / Bicycle System Safety - Roadways
Howard County	16-1405-41	Guilford Road: US 1 to Dorsey Run Road	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety and access 12. Improves bicycle safety and access	Increase Mobility Improve Accessibility Promote Prosperity and Economic Opportunity	System Performance – Congestion Accessibility – Pedestrian / Bicycle System Safety - Roadways
Howard County	16-1407-46	MD 175 at Oakland Mills Rd Interchange	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety and access 12. Improves bicycle safety and access	Increase Mobility Improve Accessibility Promote Prosperity and Economic Opportunity	System Performance – Congestion Accessibility – Pedestrian / Bicycle System Safety - Roadways
Howard County	16-1410-41	Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety and access 12. Improves bicycle safety and access	Increase Mobility Improve Accessibility Promote Prosperity and Economic Opportunity	System Performance – Congestion Accessibility – Pedestrian / Bicycle System Safety - Roadways
Howard County	16-1901-42	US 29/Broken Land Parkway Interchange and North South Connector Road	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety and access 12. Improves bicycle safety and access	Increase Mobility Improve Accessibility Improve System Security Promote Prosperity and Economic Opportunity	System Performance – Congestion Accessibility – Pedestrian / Bicycle System Safety - Roadways
Howard County	16-0436-13	Bridge Repairs and Deck Replacement	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges

Relating TIP Projects to Long-Range Plan Goals and Performance Measures					
Maryland Transportation Authority	22-1601-41	I-95: Moravia road to Fort McHenry Tunnel	3. Reduces congestion and prevents congestion in new areas 7. Provides for connectivity of facilities within the region to facilities outside the region 13. Permits timely advancement and continuity of projects 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Increase Mobility Improve System Safety Improve System Security	System Conditions – Bridges and Roadways System Performance – Congestion System Safety – Roadways
Maryland Transportation Authority	25-1801-41	I-95 Express Toll Lane Northbound Extension	3. Reduces congestion and prevents congestion in new areas 7. Provides for connectivity of facilities within the region to facilities outside the region 13. Permits timely advancement and continuity of projects 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Increase Mobility Improve System Safety Improve System Security	System Conditions – Bridges and Roadways System Performance – Congestion System Safety – Roadways
MTA - Transit	40-1602-05	Urban Transit Systems – Capital Assistance	1. Preserves the regional transportation system 2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Improve and Maintain Existing Infrastructure Conserve and Enhance the Environment Improve Accessibility	System Conditions – Transit System Performance – Emissions Accessibility – Transit
MTA - Transit	40-1802-05	Bus and Paratransit Vehicle Overhaul and Replacement	1. Preserves the regional transportation system 2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Improve and Maintain Existing Infrastructure Conserve and Enhance the Environment Improve Accessibility	System Conditions – Transit System Performance – Emissions Accessibility – Transit

Relating TIP Projects to Long-Range Plan Goals and Performance Measures					
MTA - Transit	40-9502-05	Small Urban Transit Systems – Capital Assistance	1. Preserves the regional transportation system 2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Improve and Maintain Existing Infrastructure Conserve and Enhance the Environment Improve Accessibility	System Conditions – Transit System Performance – Emissions Accessibility – Transit
MTA - Transit	40-9901-01	Ridesharing - Baltimore Region	2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility	System Performance – Emissions
MTA - Transit	40-0104-61	Small Urban Transit Systems – Operating Assistance	2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility	System Performance – Emissions Accessibility – Transit
MTA - Transit	40-1203-65	Kirk Bus Facility Replacement - Phase 1 & 2	1. Preserves the regional transportation system 2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts	Improve and Maintain Existing Infrastructure Conserve and Enhance the Environment	System Conditions – Transit System Performance – Emissions
MTA - Transit	40-1204-64	Bus and Rail Preventive Maintenance	1. Preserves the regional transportation system 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Improve and Maintain Existing Infrastructure Improve System Safety Improve System Security	System Conditions – Transit System Safety – Transit
MTA - Transit	40-1502-69	Seniors and Individuals with Disabilities	8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Improve Accessibility	Accessibility – Transit

Relating TIP Projects to Long-Range Plan Goals and Performance Measures					
MTA - Transit	40-1603-61	Urban Transit Systems – Operating Assistance	2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility	System Performance – Emissions Accessibility – Transit
MTA - Transit	40-1801-64	Agencywide System Preservation and Improvement	1. Preserves the regional transportation system 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Improve and Maintain Existing Infrastructure Improve System Safety	System Conditions – Transit System Safety – Transit
MTA - Transit	40-1803-64	Bus System Preservation and Improvement	1. Preserves the regional transportation system 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Improve and Maintain Existing Infrastructure Improve Accessibility	System Conditions – Transit Accessibility – Transit
MTA - Transit	40-1804-63	Metro and Light Rail Rolling Stock Overhauls and Replacement	1. Preserves the regional transportation system 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Improve and Maintain Existing Infrastructure Improve System Safety Improve System Security Improve Accessibility	System Conditions – Transit System Safety – Transit Accessibility – Transit
MTA - Transit	40-1805-64	Metro and Light Rail System Preservation and Improvement	1. Preserves the regional transportation system 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Improve and Maintain Existing Infrastructure Improve Accessibility	System Conditions – Transit Accessibility – Transit
MTA - Transit	40-9204-61	Rural Transit Systems - Operating Assistance	2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility	System Performance – Emissions Accessibility – Transit

Relating TIP Projects to Long-Range Plan Goals and Performance Measures					
MTA - Commuter Rail	70-1501-53	MARC Rolling Stock Overhauls and Replacement	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Transit
MTA - Commuter Rail	70-1502-54	MARC Improvements	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 6. Provides accessibility and/or intermodal connectivity among major destinations 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety Improve System Security	System Conditions – Transit Accessibility – Transit System Safety – Transit
MTA - Commuter Rail	70-1503-55	MARC Facilities	1. Preserves the regional transportation system 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Improve and Maintain Existing Infrastructure Conserve and Enhance the Environment Improve Accessibility Improve System Safety Improve System Security	System Conditions – Transit Accessibility – Pedestrian Accessibility – Transit System Safety – Transit
Office of the Secretary	90-1401-39	State Safety Oversight	14. Enhances transportation safety	Improve System Safety	System Safety – Transit
Office of the Secretary	90-1901-99	Baltimore-Washington Superconducting Maglev (SCMAGLEV) project	2. Implements emission reduction measures 6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility Increase Mobility Promote Prosperity and Economic Opportunity	System Performance – Emissions Accessibility – Transit
Office of the Secretary	92-1401-83	Port of Baltimore Enhancements	6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region 8. Enhances social, energy, and environmental efforts	Promote Prosperity and Economic Opportunity	System Performance – Freight

Relating TIP Projects to Long-Range Plan Goals and Performance Measures					
SHA: Areawide	60-9903-29	Areawide Transportation Alternatives Projects	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 8. Enhances social, energy, and environmental efforts 11. Improves pedestrian safety and access 12. Improves bicycle safety and access	Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety Conserve and Enhance the Environment	System Conditions – Roadways Accessibility – Pedestrian / Bicycle System Safety – Roadways
SHA: Areawide	60-9506-38	Areawide Environmental Projects	5. Implements Transportation Alternatives activities 8. Enhances social, energy, and environmental efforts	Improve and Maintain Existing Infrastructure Conserve and Enhance the Environment	Accessibility – Pedestrian / Bicycle
SHA: Areawide	60-9504-04	Areawide Congestion Management	2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 10. Implements transportation system management strategies	Increase Mobility Conserve and Enhance the Environment Promote Informed Decision Making	System Performance – Congestion System Performance – Emissions
SHA: Areawide	60-9310-13	Areawide Bridge Replacement And Rehabilitation	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
SHA: Areawide	60-9501-11	Areawide Resurfacing And Rehabilitation	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Roadways
SHA:Areawide	60-9508-19	Areawide Safety And Spot Improvements	1. Preserves the regional transportation system 11. Improves pedestrian safety and access 12. Improves bicycle safety and access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety	System Conditions – Roadways Accessibility – Pedestrian / Bicycle System Safety – Roadways
SHA:Areawide	60-9511-19	Areawide Urban Reconstruction	1. Preserves the regional transportation system 11. Improves pedestrian safety and access 12. Improves bicycle safety and access	Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety	System Conditions – Roadways Accessibility – Pedestrian / Bicycle System Safety – Roadways

Relating TIP Projects to Long-Range Plan Goals and Performance Measures					
SHA:Areawide	60-0702-99	Morgan State University Transportation Research Program	8. Enhances social, energy, and environmental efforts 13. Permits timely advancement and continuity of projects	Foster Participation and Cooperation Among Stakeholders Promote Informed Decision Making	No performance measures specifically addressing transportation research programs
SHA: Anne Arundel County	61-0605-41	MD 175: MD 295 to MD 170	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations	Improve and Maintain Existing Infrastructure Increase Mobility Promote Prosperity and Economic Opportunity	System Performance – Congestion
SHA: Anne Arundel County	61-1403-41	MD 198: MD 295 to MD 32	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations	Improve and Maintain Existing Infrastructure Increase Mobility Promote Prosperity and Economic Opportunity	System Performance – Congestion
SHA: Anne Arundel County	61-1404-41	US 50: MD 70 to MD 2	3. Reduces congestion and prevents congestion in new areas	Increase Mobility	System Performance – Congestion
SHA: Anne Arundel County	61-1601-41	MD 175: Disney Road to Reece Road	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations	Improve and Maintain Existing Infrastructure Increase Mobility Promote Prosperity and Economic Opportunity	System Performance – Congestion
SHA: Anne Arundel County	61-1701-41	MD 175: National Business Parkway to McCarron Court	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations	Improve and Maintain Existing Infrastructure Increase Mobility Promote Prosperity and Economic Opportunity	System Performance – Congestion
SHA: Baltimore County	63-1801-38	I-695 at Cromwell Bridge Road – Drainage Improvement	1. Preserves the regional transportation system 8. Enhances social, energy, and environmental efforts	Improve and Maintain Existing Infrastructure Conserve and Enhance the Environment	System Conditions – Roadways
SHA: Baltimore County	63-0802-41	MD 140: Painters Mill Road to Owings Mills Boulevard - Phase 2	3. Reduces congestion and prevents congestion in new areas 12. Improves bicycle safety and access	Increase Mobility Improve Accessibility	System Performance – Congestion Accessibility – Bicycle System Safety - Roadways

Relating TIP Projects to Long-Range Plan Goals and Performance Measures					
SHA: Baltimore County	63-0803-46	I-795: Dolfield Boulevard Interchange	3. Reduces congestion and prevents congestion in new areas	Increase Mobility	System Performance – Congestion
SHA: Baltimore County	63-1203-41	MD 140: Garrison View Road to Painters Mill Road - Phase 1	3. Reduces congestion and prevents congestion in new areas 11. Improves pedestrian safety and access 12. Improves bicycle safety and access	Increase Mobility Improve Accessibility	System Performance – Congestion Accessibility – Pedestrian / Bicycle
SHA: Baltimore County	63-1601-41	I-695: US 40 to MD 144	3. Reduces congestion and prevents congestion in new areas	Increase Mobility Improve System Safety	System Performance – Congestion System Safety – Roadways
SHA: Baltimore County	63-1602-43	I-695: Bridge Replacements at Benson Ave and US 1	3. Reduces congestion and prevents congestion in new areas 12. Improves bicycle safety and access	Improve and Maintain Existing Infrastructure Increase Mobility Improve Accessibility	System Conditions – Bridges System Performance – Congestion Accessibility – Pedestrian / Bicycle
SHA: Baltimore County	63-1702-43	I-695: Bridge Replacement on Crosby Road	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas	Improve and Maintain Existing Infrastructure Increase Mobility	System Conditions – Bridges System Performance – Congestion
SHA: Baltimore County	63-1802-41	I-695: I-70 to MD 43	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas 10. Implements transportation system management strategies 14. Enhances transportation safety	Increase Mobility Improve System Safety	System Performance – Congestion System Safety – Roadways
SHA: Baltimore County	63-1701-13	I-83: Bridge Replacement over Padonia Road	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
SHA: Baltimore County	63-1703-13	MD 137: Bridge Replacement over I-83	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
SHA: Baltimore County	63-1704-13	US 1: Bridge Replacement over CSX	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges

Relating TIP Projects to Long-Range Plan Goals and Performance Measures					
SHA: Baltimore County	63-1706-13	US 40: Bridge Replacements over Little & Big Gunpowder Falls	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure Improve System Safety	System Conditions – Bridges System Safety – Roadways
SHA: Baltimore County	63-1707-11	MD 45: Padonia Rd to Wight Ave	1. Preserves the regional transportation system 11. Improves pedestrian safety and access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety	System Conditions – Roadways Accessibility – Pedestrian / Bicycle System Safety – Roadways
SHA: Carroll County	64-1401-19	MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Community Safety & Enhancement)	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety and access 12. Improves bicycle safety and access	Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety	System Conditions – Roadways Accessibility – Pedestrian / Bicycle System Safety – Roadways
SHA: Carroll County	64-1701-13	MD 86: Bridge Replacement over Gunpowder Falls	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
SHA: Carroll County	64-1702-13	MD 496: Bridge Replacement over Big Pipe Creek	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
SHA: Harford County	65-1402-41	US 40: MD 7 & MD 159 Intersection Reconstruction - Phase 2	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations	Improve and Maintain Existing Infrastructure Increase Mobility Promote Prosperity and Economic Opportunity	System Conditions – Roadways System Performance – Congestion
SHA: Harford County	65-1601-12	MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure Improve System Safety	System Conditions – Roadways System Safety – Roadways
SHA: Howard County	66-1406-41	US 29: Middle Patuxent River to Seneca Drive - Phase 2	3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Increase Mobility Improve System Safety	System Performance – Congestion System Safety – Roadways

Relating TIP Projects to Long-Range Plan Goals and Performance Measures					
SHA: Howard County	66-1602-41	MD 32: MD 108 to Linden Church Road	3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Increase Mobility Improve System Safety Promote Prosperity and Economic Opportunity	System Performance – Congestion System Safety – Roadways
SHA: Howard County	66-1703-41	MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Increase Mobility Improve System Safety Promote Prosperity and Economic Opportunity	System Performance – Congestion System Safety – Roadways & Bridges
SHA: Howard County	66-1801-41	I-95: Active Traffic Management	3. Reduces congestion and prevents congestion in new areas 10. Implements transportation system management strategies 14. Enhances transportation safety	Increase Mobility Improve System Safety	System Performance – Congestion System Safety – Roadways

Relating TIP Projects to Long-Range Plan Goals and Performance Measures

Long-Range Plan Performance Measures and Targets

System Safety – Roadways (all public roads)

- Reduce serious injuries per 100 million vehicle miles traveled (VMT) to 3.0 by 2040.
- Reduce fatalities per 100 million VMT to zero by 2040.
- Reduce number of serious injuries to 676 by 2040.
- Reduce number of fatalities to zero by 2040.

System Safety – Transit (MTA and local agencies)

- Reduce number of preventable crashes per 100,000 revenue vehicle miles to zero by 2040.

System Conditions – Roadways and Bridges

- Maintain portion of state-owned roadway miles with acceptable ride quality at 82% or above.
- Maintain portion of structurally deficient state and local bridges below 5.0%.

System Conditions – Transit

- Maintain average age of MTA and local transit agency bus fleets below 7.0 years.

System Performance – Congestion

- Maintain portion of VMT in congested conditions on state-owned arterials during the evening peak hour (5-6 PM) below 25%.

System Performance – Freight

- Maintain average truck turnaround time at Seagirt Marine Terminal below 58 minutes.

System Performance – Emissions

- Maintain levels of VOC, NOx, PM2.5, and CO emissions at levels less than motor vehicle emission budgets in the State Implementation Plan.

Measures Beyond MAP-21 Requirements: Accessibility – Pedestrian / Bicycle

- Increase percentage of urban area state-owned directional roadway miles that have sidewalks (both sides of the roadway) to 25% by 2040.
- Increase bicycle/walk-to-work mode share to 5.0% by 2040.

Measures beyond MAP-21 Requirements: Accessibility – Transit

- Increase average weekday MTA and local agency transit ridership (all modes) to 500,000 by 2040.



Maryland Department of Transportation
The Secretary's Office

Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

May 9, 2018

Mr. Todd Lang
Director
Transportation Planning
Baltimore Metropolitan Council
1500 Whetstone Way, Suite 300
Baltimore MD 21230

Dear Mr. Lang:

The Baltimore Regional Transportation Board's (BRTB) Fiscal Year 2019-2022 Transportation Improvement Program (TIP) contains all of the projects with which the Maryland Department of Transportation (MDOT) plans to implement in the Baltimore Region. MDOT is submitting the accompanying documentation to demonstrate the financial capacity and financial reasonableness for the funding of those projects that MDOT has identified in the BRTB's TIP. The attached documentation includes a statement of the Submission of Projects, the Operating and Capital Program Summary from MDOT's Consolidated Transportation Program, and the Financial Forecast developed for the BRTB's Long Transportation Range Plan.

At this time, it is expected that all of the programmed projects have funding available for implementation. The statement of Submission of Projects also addresses the fiscal reasonableness of the program and flexibility in the use of federal funds.

Should you need any further information, please contact me at 410-865-1284 or via email at tbyrne@mdot.state.md.us.

Sincerely,

Tyson Byrne
Manager
Regional Planning
Office of Planning and Capital Programming

Enclosures

My telephone number is _____
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

MARYLAND DEPARTMENT OF TRANSPORTATION

Submission of Projects for inclusion in the Baltimore Region Transportation Improvement Program FY 2019-2022 April 2018

Fiscal Reasonableness of the MDOT Program

The following table entitled "*DEPARTMENT OF TRANSPORTATION OPERATING AND CAPITAL PROGRAM SUMMARY*" provides a summary of the Maryland Department of Transportation's (MDOT) Operating and Capital Program. All MDOT projects incorporated into the BRTB FY 2017-2020 Transportation Improvement Program come from the legislatively approved MDOT Consolidated Transportation Program. The accompanying table demonstrates that the MDOT program is fiscally reasonable, since programmed outlays do not exceed projected available revenues for the program period.

Exercising Flexibility in the use of Federal Funds

The MDOT, in its submission to the Baltimore Region TIP, is exercising the funding flexibility provisions possible under the federal Fixing America's Surface Transportation Act. MDOT is responsible for a mix of transportation facilities throughout the state that includes highways, transit, port, aviation, as well as bicycle and pedestrian trail projects. This structure assures that intermodal opportunities are considered during all phases of project development.

All MDOT activities are funded from the Maryland Transportation Trust Fund (TTF), which is a dedicated source of funding that can only be used for transportation purposes. This fund combines revenue from transportation user fees, licensing and registration fees, motor fuel taxes, bond proceeds, and federal grants into a source that permits maximum flexibility in addressing intermodal transportation needs. Therefore, there are no administrative barriers to programming TTF money on whatever mode of transportation project best meets a particular need. MDOT's organizational structure and TTF enable the consideration of all possible applications of federal funding categories.

**DEPARTMENT OF TRANSPORTATION
OPERATING AND CAPITAL PROGRAM SUMMARY
BY FISCAL YEAR
(\$ MILLIONS)**

	CURRENT YEAR <u>2018</u>	BUDGET YEAR <u>2019</u>	Planning Years				SIX - YEAR TOTAL
			<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	
<u>CAPITAL PROGRAM</u>							
The Secretary's Office ^{AD}	87.9	107.4	41.0	16.9	16.2	11.6	280.9
Motor Vehicle Administration	21.4	37.6	18.1	17.9	15.1	15.4	125.4
Maryland Aviation Administration ^D	158.0	117.1	92.3	81.3	62.1	61.4	572.1
Maryland Port Administration	101.5	127.0	165.5	154.6	159.3	92.9	800.7
Maryland Transit Administration ^D	713.1	811.7	531.0	442.1	544.1	339.7	3,381.7
Washington Metropolitan Area Transit ^{ACD}	255.8	255.8	255.8	255.8	255.8	255.8	1,534.8
State Highway Administration ^B	1,513.0	1,447.3	1,420.1	1,285.4	1,232.0	1,221.8	8,119.7
TOTAL CAPITAL	2,850.6	2,903.9	2,523.9	2,254.0	2,284.5	1,998.5	14,815.3
Special Funds	1,525.7	1,550.7	1,244.9	1,122.7	1,265.8	1,239.3	7,949.0
Federal Funds	1,078.5	1,128.9	1,075.1	966.5	813.2	645.1	5,707.4
Other Funds ^F	246.4	224.3	203.8	164.9	205.5	114.0	1,158.9
<u>OPERATING PROGRAM</u>							
The Secretary's Office ^A	88.5	93.0	95.0	97.0	99.0	101.0	573.5
Motor Vehicle Administration	206.5	204.7	210.0	215.0	220.0	225.0	1,281.2
Maryland Aviation Administration	194.3	201.3	206.0	211.0	216.0	221.0	1,249.6
Maryland Port Administration	51.6	50.8	52.0	53.0	54.0	55.0	316.4
Maryland Transit Administration	828.1	849.3	870.0	892.0	943.0	1,052.0	5,434.4
Washington Metropolitan Area Transit	365.3	366.0	377.0	388.0	400.0	412.0	2,308.3
State Highway Administration	277.9	294.0	302.0	310.0	317.0	323.0	1,823.9
TOTAL OPERATING	2,012.2	2,059.1	2,112.0	2,166.0	2,249.0	2,389.0	12,987.3
Special Funds	1,914.7	1,960.8	2,014.0	2,068.0	2,151.0	2,291.0	12,399.5
Federal Funds	97.5	98.4	98.0	98.0	98.0	98.0	587.9
Reimbursable Funds	-	-	-	-	-	-	-

	CURRENT YEAR <u>2018</u>	BUDGET YEAR <u>2019</u>	Planning Years				SIX - YEAR TOTAL
			<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	
<u>DISTRIBUTION OF SHARED REVENUES</u>							
County and Municipal Program	175.5	178.1	179.0	182.0	184.0	188.0	1,086.6
County and Municipal Capital	78.9	72.4	-	-	-	-	151.3
TOTAL DISTRIBUTION OF SHARED REVENUES	254.4	250.5	179.0	182.0	184.0	188.0	1,237.9
Special Funds	182.1	184.7	-	-	-	-	-
Federal Funds	72.4	65.9	-	-	-	-	138.3
<u>DEBT SERVICE REQUIREMENTS</u>							
Debt Service Requirements	328.8	333.8	354.0	409.0	458.0	492.0	2,375.6
Special Funds ^E	328.8	333.8	354.0	409.0	458.0	492.0	2,375.6
<u>DEPARTMENT TOTAL</u>	<u>5,446.0</u>	<u>5,547.3</u>	<u>5,168.9</u>	<u>5,011.0</u>	<u>5,175.5</u>	<u>5,067.5</u>	<u>31,416.1</u>
Special Funds	3,951.3	4,030.0	3,612.9	3,599.7	3,874.8	4,022.3	23,090.9
Federal Funds	1,248.4	1,293.2	1,173.1	1,064.5	911.2	743.1	6,433.6
Reimbursable Funds	-	-	-	-	-	-	-
Other Funds	246.4	224.3	203.8	164.9	205.5	114.0	1,158.9

^A - WMATA capital and operating grants in the Secretary's Office budget are shown for informational purposes.

^B - Includes County and Municipality transfer funds from the federal government.

^C - Capital Program WMATA Grants line federal funds received by WMATA directly.

^D - "Other" funds are included in the totals for TSO, MAA, MTA, and WMATA.

^E - Debt Service for County Bonds is not included in FY 20-23.

^F - Funds not received through the Trust Fund. Includes from Passenger and Facility Charges (PFC), Maryland Transportation Authority (MdTA) funds, Certificates of Participation (COPs), County participation and federal funds received by WMATA directly.

Financially Constrained Long Range Plan
Year 2010 to 2040 Update
For The
Baltimore Metropolitan Area

Prepared by
Maryland Department of Transportation

August 2013
(Extended to 2040 July 2014)

DOCUMENTATION OF ASSUMPTIONS

Date: August 2013 (Extended to 2040 July 2014)

Subject: Methodology and Assumptions used to derive the
2013 - 2040 Constrained Long-range Transportation Plan.

Total Program Revenues/Expenditures (Operating and Capital):

- FY 1981 to FY 2012 figures are actual expenditures from historical records. FY 2013 to FY 2018 figures are from the FY 2013 Trust Fund Forecast and Consolidated Transportation Plan (CTP).
- The federal funds received directly by WMATA are not included in this exercise.
- FY 2019 to FY 2040 projections of state funds use a historical annual average growth rate of 3.89%. A regression model was used to determine the appropriate starting point in FY 2019. Federal fund projections for the same period are based on an average growth rate of 2.75% for Highway and 4.7% for Transit program funds, but also assume an O. A. of 90%.

Operating Expenditures:

- FY 1981 to FY 2012 are actual expenditures from historical records. Expenditures for FY 2013 to FY 2018 are operating budget projections contained in the FY 2013 Trust Fund Forecast.
- FY 2019 to FY 2040 projections are derived by inflating the previous year with an estimate for the percentage change in CPI-U plus 2%. The Consumer Price Index is a generally accepted measure of inflation. The projected annual change in index figures is based on information received from two econometric firms, Global Insight and Moody's Analytics. A blended average of the forecasts received from the two firms is used. Two percent (2%) is added to the forecasted rate to account for the additional operating costs associated with new capital expansions. The size of this additional factor is decided based on testing to determine what amount, when added to CPI, best approximates the historical trend in operating expenditures.

Capital - Systems Preservation:

- Department records were used to determine the split between systems preservation and expansion for FY 1981 to FY 2012. FY 2013 to FY 2018

represents the current version of the capital program adjusted for the revenue increase passed during the 2013 legislative session.

- An annual growth rate of 2.2% is assumed for systems preservation for the FY 2019 – FY 2040 period. This growth rate is based on a regression analysis of historical system preservation expenditures.

Capital - Expansion:

- Expenditures for capital expansion were derived by subtracting both operating and systems preservation expenditures from the total program expenditures for each year.

Baltimore Area - Percentage of Capital Expansion:

- Total capital figures from FY 1981 to Present were split into surface and non-surface. Surface included highway (SHA) and transit (MTA, MARC, & WMAT) costs. Non-surface included port, aviation, and motor vehicle administrations plus the Secretary's Office expenses.
- The surface / non-surface data and the system preservation / expansion data were combined, analyzed, and evaluated to produce estimates of the percentage of Maryland expansion associated with surface transportation for the various time periods.
- Surface capital in the Baltimore Region was derived by adding the expenditures for all of MTA (excluding LOTS and non-Baltimore region Park and Ride expenditures), one-half of MARC and that portion of SHA that pertained to the region (Anne Arundel, Baltimore, Carroll, Harford, and Howard counties).
- These Baltimore specific figures were used to derive estimates of Baltimore surface expansion. These figures, when used with the above-mentioned projections, produce the estimates shown for Baltimore as a percent of Total Surface Expansion.

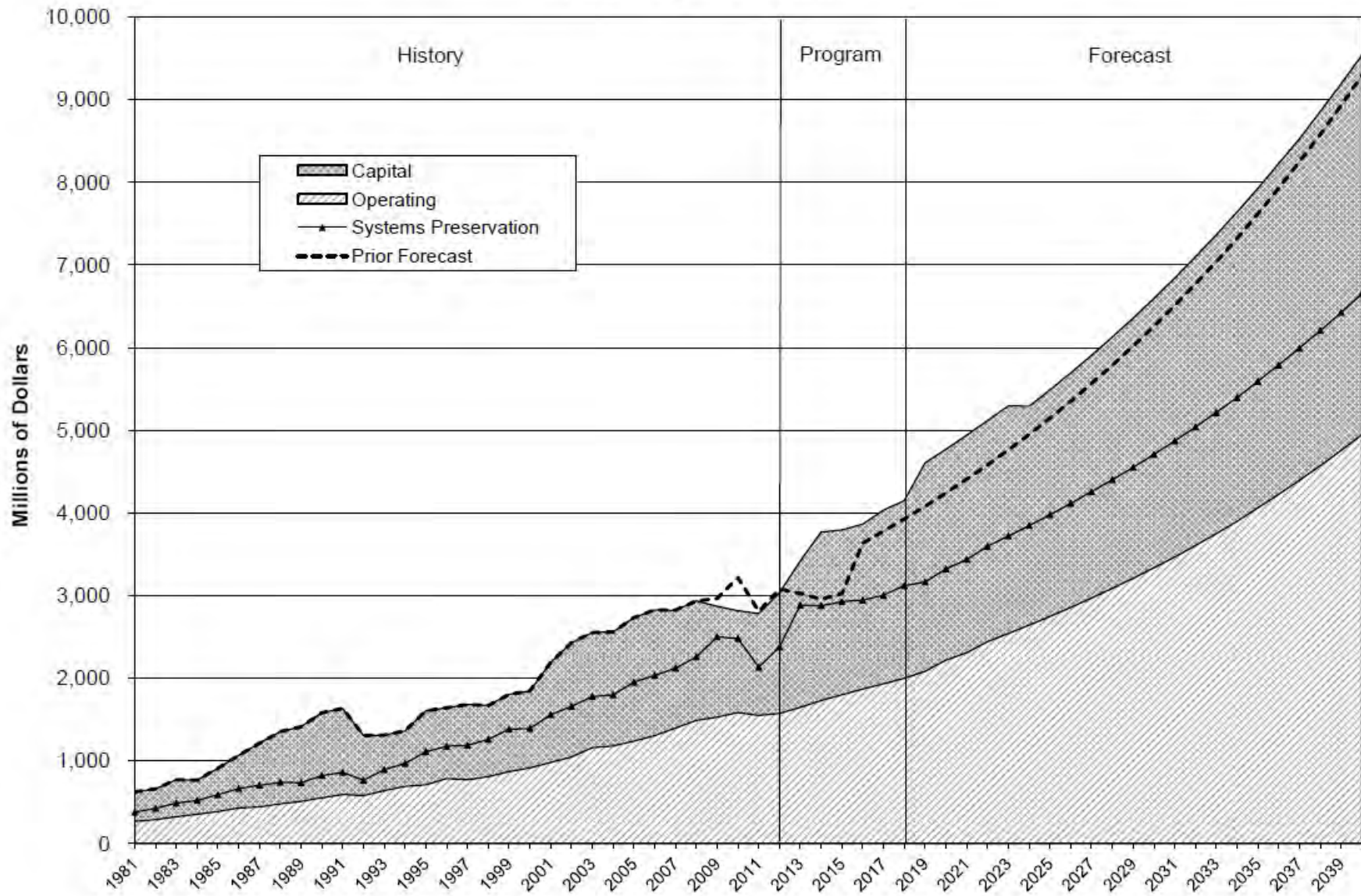
MDOT Operating & Capital Expenditures - Statewide
History, Program & Forecast

(Millions of Dollars)

Piscal Year	Operating	Systems Preservation	Operating & Systems Pres.	Expansion	Statewide Total
1981	265	111	376	247	623
1982	287	136	423	236	659
1983	322	164	486	284	770
1984	352	187	539	246	785
1985	385	204	589	319	908
1986	428	234	662	403	1,065
1987	441	264	705	506	1,211
1988	478	280	738	615	1,353
1989	508	227	735	677	1,412
1990	551	270	821	780	1,581
1991	591	268	859	773	1,632
1992	577	187	764	542	1,306
1993	638	254	892	418	1,310
1994	689	279	968	393	1,361
1995	709	400	1,109	497	1,606
1996	784	391	1,175	485	1,640
1997	770	417	1,187	493	1,680
1998	808	451	1,259	411	1,670
1999	868	515	1,383	420	1,803
2000	913	478	1,390	455	1,844
2001	979	578	1,557	632	2,189
2002	1,045	612	1,657	772	2,429
2003	1,158	620	1,778	772	2,550
2004	1,178	619	1,797	782	2,559
2005	1,237	714	1,951	780	2,731
2006	1,303	729	2,032	793	2,825
2007	1,396	724	2,120	701	2,821
2008	1,488	786	2,274	880	2,934
2009	1,527	974	2,501	368	2,869
2010	1,583	896	2,479	336	2,815
2011	1,548	583	2,131	650	2,781
2012	1,572	806	2,378	656	3,034
2013	1,646	1,238	2,884	534	3,418
2014	1,728	1,149	2,876	891	3,767
2015	1,768	1,126	2,894	869	3,793
2016	1,867	1,078	2,945	918	3,883
2017	1,931	1,071	3,002	1,031	4,033
2018	1,998	1,121	3,119	1,029	4,148
2019	2,081	1,081	3,162	1,443	4,605
2020	2,217	1,105	3,322	1,447	4,789
2021	2,307	1,129	3,436	1,504	4,940
2022	2,441	1,154	3,595	1,521	5,116
2023	2,539	1,179	3,718	1,576	5,294
2024	2,641	1,205	3,846	1,444	5,290
2025	2,745	1,232	3,977	1,510	5,487
2026	2,855	1,259	4,114	1,579	5,693
2027	2,968	1,287	4,255	1,651	5,906
2028	3,086	1,315	4,401	1,726	6,127
2029	3,207	1,344	4,551	1,805	6,356
2030	3,334	1,373	4,707	1,887	6,594
2031	3,465	1,404	4,869	1,973	6,842
2032	3,604	1,434	5,038	2,061	7,099
2033	3,748	1,466	5,214	2,151	7,365
2034	3,897	1,498	5,395	2,246	7,641
2035	4,061	1,531	5,592	2,336	7,928
2036	4,224	1,565	5,789	2,438	8,227
2037	4,394	1,599	5,993	2,534	8,527
2038	4,571	1,635	6,206	2,652	8,858
2039	4,755	1,670	6,425	2,767	9,192
2040	4,947	1,707	6,654	2,884	9,538

MDOT - Office of Finance
25-Jul-14

MDOT Operating & Capital Expenditures - Statewide History, Program & Forecast



BALTIMORE METROPOLITAN AREA Percentage of Capital Expansion

Surface Enhancement % of Maryland Enhancement	
1981 - 2012	87.7%



Baltimore Enhancement % of Surface Enhancement	
1981 - 2012	41.6%



Fiscal Year	Statewide Expansion Funds	Surface Percentage	Private Funds	Total Surface Available	Baltimore Percentage	Baltimore New Starts	Total Ratio Expansion Funds
2010	336						192
2011	650						173
2012	656						229
2013	534						231
2014	891						426
2015	869						250
2016	918						231
2017	1,031						284
2018	1,029						576
2019	1,433	1,257	23	1,280	533	0	533
2020	1,447	1,269	23	1,292	538	0	538
2021	1,504	1,319	23	1,342	559	0	559
2022	1,521	1,334	23	1,357	565	0	565
2023	1,576	1,382	23	1,405	585	0	585
2024	1,444	1,266	24	1,290	537	0	537
2025	1,510	1,324	24	1,348	561	0	561
2026	1,579	1,385	24	1,409	587	0	587
2027	1,651	1,448	24	1,472	613	0	613
2028	1,726	1,514	24	1,538	640	0	640
2029	1,805	1,583	25	1,608	670	0	670
2030	1,887	1,654	25	1,679	699	0	699
2031	1,973	1,730	25	1,755	731	0	731
2032	2,061	1,807	25	1,832	763	0	763
2033	2,151	1,886	25	1,911	796	0	796
2034	2,246	1,969	26	1,995	831	0	831
2035	2,336	2,048	26	2,074	864	0	864
2036	2,438	2,138	26	2,164	901	0	901
2037	2,534	2,222	26	2,248	936	0	936
2038	2,652	2,326	26	2,352	979	0	979
2039	2,767	2,426	27	2,453	1,021	0	1,021
2040	2,884	2,529	27	2,556	1,064	0	1,064
Total 19-40	29,850	26,175	412	26,587	11,072	0	15,973
Total 19-40	36,764						18,565



M A R Y L A N D
Office of Transportation

Anne Arundel County Government
2664 Riva Road, 3rd Floor - MS-6600
Annapolis, MD 21401
410-222-7440

Ramond Robinson
Director of Transportation

April 27, 2018

Mr. Todd Lang, Transportation Planning Director
Baltimore Regional Transportation Board
1500 Whetstone Way Suite 300
Baltimore, Maryland 21230

Dear Mr. Lang:

Please accept this letter as documentation for the financial capacity and financial reasonableness indicated for funding by Anne Arundel County for the 2019-2022 Transportation Improvement Program (TIP).

Anne Arundel County, subject to appropriation by the County Council, provides the necessary matching operating and capital funds for the Federal transportation related programs in Anne Arundel County. Traditionally, the source of these funds are an appropriation from the General Revenue of Anne Arundel County. The General Revenue funds provide matching funds to Federal and State funds, which support the Federal Aid Bridge Program. Anne Arundel County funds provide resources to plan and construct highways, sidewalks, and other various transportation facilities.

Documentation and approval of the local funds are contained in Anne Arundel County's Operating and Capital Budgets. Matching funds are appropriated in anticipation of Federal and/or State funds provided through direct earmarks or allocations by mode of the Maryland Department of Transportation. Given these facts, it is our belief that the Anne Arundel County 2019-2022 TIP projects are financially reasonable.

If you have any questions, please contact me at (410) 222-3294.

Sincerely,

A handwritten signature in black ink, appearing to read "Ramond Robinson".
Ramond Robinson
Director

cc: Bernie Marczyk, Director, Government Relations
Brian Ulrich, Planning Administrator
Crystal McGill-Belk, Transportation Administrator

CITY OF BALTIMORE

CATHERINE E. PUGH, Mayor



DEPARTMENT OF TRANSPORTATION

Michelle Pourciau, Director
417 E. Fayette Street, 5th Floor
Baltimore, Maryland 21202

May 3, 2018

Mr. Todd R. Lang
Transportation Planning Director
Baltimore Metropolitan Council
1500 Whetstone Way, Suite 300
Baltimore, Maryland 21230

Dear Mr. Lang:

This letter provides the "Statement of Financial Reasonableness" for Baltimore City's Transportation Improvement Program (TIP) funding request for FY 2019 to FY 2022.

The Baltimore City Board of Estimates adopted the FY 2019-2024 Six Year Capital Improvement Program in May 2018. The Capital budget for FY 2019-2024 provides sufficient local matching funds for federal-funded transportation-related projects, as well as for local projects, all of which are contained in the FY 2019-2022 Baltimore City TIP. That is, prior appropriations combined with projected Highway User Revenue/MDOT County Transportation Revenue Bond funds will be sufficient to cover Baltimore City's matching share for federal-aid requested through the Baltimore Metropolitan Council.

Please feel free to contact Mr. Muhammed Khalid, Chief Engineer, at (410) 396-6802 or via email at Muhammed.khalid@baltimorecity.gov should you have any questions or concerns regarding the information provided herein.

Respectfully,


Michelle Pourciau
Director

cc: Mr. Muhammed Khalid, Chief Engineer, BCDOT
Mr. Bimal Devkota, Chief of Transportation Engineering & Construction, BCDOT
Mr. Dharendra Sinha, Chief of Fiscal Services, BCDOT
Mrs. Valerie LaCour, Chief of Transportation Planning, BCDOT



KIVIN KAMINETZ
County Executive

STEVEN A. WALSH, Director
Department of Public Works

April 5, 2018.

Mr. Todd Lang, Director
Transportation Planning
Baltimore Metropolitan Council
1500 Whetstone Way, Suite 300
Baltimore, MD 21230

Re: 2019-2022 Transportation Improvement Program
Baltimore County Financial Commitment

Dear Mr. Lang:

Baltimore County's portion of the 2019-2022 Transportation Improvement Program (TIP) is financially feasible. Baltimore County General Obligation Bonds and General Funds constitute the local matching funds for the County's TIP projects. A summary of the approved operating budget and sources of revenue can be found on the County's website at <https://www.baltimorecountymd.gov/Agencies/executive/budgetmessageFY18/BudgetMessageDetails.pdf>. As stated on the website, the General Obligation Bonds are backed by the Debt Service category and General Funds are included in the Capital-Pay-As-You-Go category.

Should you have any questions please contact Mr. Kevin Saboleik of our Design Division at telephone 410-887-3737 or via email at ksaboleik@baltimorecountymd.gov.

Sincerely,


for Steven A. Walsh, P.E., Director
Department of Public Works

SAW:KJS

cc: Greg Carski-Balt. Co. Traffic

8: DHP (Baltimore Engineering Design Sources) (Public and TIP County Financial Commitment doc)

111 West Chesapeake Avenue, Room 219 | Towson, Maryland 21204 | Phone 410-887-3786
www.baltimorecountymd.gov

Lynda D. Eisenberg
Acting Director
Department of Planning

410-386-5145, fax 410-386-2836
Toll-free 1-888-902-8978
MD Relay service 7-1-1/800-735-2258



Carroll County Government
225 North Center Street
Westminster, Maryland 21157
(email) ccplanning@ccg-carroll.org

April 26, 2018

Todd Lang
Director of Transportation Planning
Baltimore Metropolitan Council
Offices at McHenry Row
1500 Whetstone Way, Suite 300
Baltimore, MD 21230

Re: Letter of Financial Commitment for the FY 2019-2022 Transportation
Improvement Program (TIP)

Dear Mr. Lang,

Carroll County's list of projects for the FY 2019-2029 TIP comprises nine (9) projects to replace or rehabilitate County-maintained bridges and a bridge inspection program for County-owned and maintained structures. Two (2) of the bridge projects, and the bridge inspection program, are contained in the current FY 2018-2023 CIP and the proposed FY 2019-2024 CIP. Five (5) bridge projects are contained in the current FY 2018-2023 CIP. The final bridge project, Shepherds Mill Road Bridge over Little Pipe Creek, is listed under "Active Capital Projects with Prior Appropriations" in the current CIP.

It is my understanding that this letter satisfies the financial commitment requirement of the TIP process. If you need additional information, please contact Bobbi Moser at (410) 386-5145 (bmoser@ccg-carroll.org).

Sincerely,

A handwritten signature in cursive script that reads "Lynda D. Eisenberg".

Lynda D. Eisenberg, Acting Director
Department of Planning

cc: Jeff Castonguay, Director, Department of Public Works
Debbie Butler, Chief, Bureau of Engineering
Bobbi Moser, Planner, Bureau of Comprehensive Planning

DEPARTMENT OF PLANNING
Planning for success in Carroll County

BARRY GLASSMAN
HARFORD COUNTY EXECUTIVE

BILLY BONIFACE
DIRECTOR OF ADMINISTRATION



BRADLEY F. KILLIAN
DIRECTOR OF PLANNING & ZONING

April 13, 2018

Todd Lang
Director, Transportation Division
Baltimore Metropolitan Council
Offices @ McHenry Row
1500 Whetstone Way, Suite 300
Baltimore, Maryland 21230

TRANSPORTATION
RECEIVED

APR 16 2018

PLANNING DIVISION

RE: Harford County's 2019-2022 Transportation Improvement Program

Dear Mr. Lang:

This letter provides documentation to satisfy the "Statement of Financial Reasonableness" requirement of the FY 2019-2022 Transportation Improvement Program. Harford County's submittal for the Baltimore region's Transportation Improvement Program includes bridge rehabilitation and replacement projects. Please note that all transit projects will be submitted on behalf of Harford County by the Maryland Transit Administration.

Conformity Qualification

Harford County recommends that all projects qualify as air quality conformity projects that do not impact regional emissions or require a local carbon monoxide impact analysis. The bridge projects are preservation projects, consisting of structural and safety-related improvements. Most of the bridge projects improve the existing span and improve road alignment; two bridges increase capacity from a one-lane bridge to a two-lane bridge, allowing vehicles to travel across these bridges from either side without waiting. Allowing traffic to move in both directions at the same time eliminates idling and reduces carbon monoxide emissions.

Priority Statement

Harford County requests that the projects listed in the Transportation Improvement Program be prioritized by the year in which the funding is requested. The priority will be placed on a year to year basis. If more than one project is submitted for funding in the same year, each project has the same priority.

Maryland's New Center Of Opportunity

410.638.3103 | 410.879.2000 | TTY Maryland Relay 711 | www.harfordcountymd.gov
220 South Main Street, Bel Air, Maryland 21014

THIS DOCUMENT IS AVAILABLE IN ALTERNATIVE FORMATS UPON REQUEST

Todd Lang
Baltimore Metropolitan Council
April 13, 2018
Page 2

Financial Reasonableness

All projects in the Transportation Improvement Program are required to have a match from Harford County. The match for the roadway projects come from funds already approved in the FY 18 County Capital Budget under Highway Capital Projects. The Capital Budget for Bridge Replacement and Restoration allocates funds for land acquisition, engineering and construction from the Highway General Fund Revenue, Future County Bonds and/or Transportation Revenue Sharing funding sources.

If you have any questions or need additional information, please contact Alex Rawls, (410) 638-3103, extension 1372.

Sincerely,



Bradley F. Killian,
Director of Planning and Zoning

AR/lap

cc: The Honorable Barry Glassman, Harford County Executive
Joseph J. Siemek, Director, Department of Public Works
Robert Andrews, Administrator, Harford LINK
Jenny B. King, Deputy Director, Department of Planning and Zoning
Anthony S. McClune, Current Planning Chief, Department of Planning and Zoning
Alex A. Rawls, Transportation Planner, Department of Planning and Zoning



HOWARD COUNTY OFFICE OF TRANSPORTATION
3430 Court House Drive ■ Ellicott City, Maryland 21043 ■ 410-313-0702

Clive Graham, Administrator

www.howardcountymd.gov
FAX 410-313-3467
TDD 410-313-2323

April 24, 2018

Mr. Todd Lang
Director of Transportation Planning
Baltimore Metropolitan Council
Office @ McHenry Row
1500 Whetstone way, Suite 300
Baltimore, MD 21230

Dear Mr. Lang:

This letter provides documentation to satisfy the financial reasonableness requirement of the Transportation Improvement Program (TIP) process.

Howard County's project submissions for the FY 2019-2022 TIP are for bridge repairs and deck replacements throughout the county. The Regionally Significant Projects include:

- Dorsey Run Road reconstruction from MD 175 south to the CSX Railroad spur crossing
- Guilford Road reconstruction from US 1 to Old Dorsey Run Road
- MD 175 interchange at Oakland Mills Road
- Snowden River Parkway widening from Broken Land Parkway to Oakland Mills Road
- Route 29 / Broken Land Parkway interchange and North South Connector Road

The County has committed adequate matching funds in the form of bonds and local revenues to match state and federal funding commitments and for projects the county will fund independently:

The projects are funded by year of expenditure. The anticipated availability of these local matching funds is documented in the:

- Howard County Spending Affordability Advisory Committee Report, Fiscal Year 2019
- Draft Howard County Fiscal Year 2019 Capital Budget.
- CB70-2016 and CR105-2016, approving creation of Development District in Downtown Columbia as a special taxing district for the development of public improvements.

These documents will be provided via electronic mail correspondence for your review.

Should you have any questions, please call me at 410-313-0702.

Sincerely,

Clive Graham
Administrator

Cc: Lonnie Robbins, Chief Administrative Officer
Diane B. Wilson, Chief of Staff
James Irvin, Director, Howard County Department of Public Works
Val Lazdins, Planning Director Howard County Department of Planning and Zoning

F:\Shared\Transportation\Baltimore Metropolitan Council\Transportation Improvement Program(TIP)\2019-2022 TIP\FY19-FY22 Financial Reasonableness Requirement.docx



Queen Anne's County

County Commissioners:

James J. Moran, At Large
Jack M. Wilson, Jr., District 1
Stephen Wilson, District 2
Robert Charles Buckley, District 3
Mark A. Anderson, District 4

DEPARTMENT OF PUBLIC WORKS
312 Safety Drive
Centreville, MD 21617

Telephone: (410) 758-0925
Fax: (410) 758-3341
www.qac.org

April 23, 2018

Mr. Todd Lang
Director of Transportation Planning
Baltimore Metropolitan Council
1500 Whetstone Way, Suite 300
Baltimore, Maryland 21230

Re: Required Matching Funds for Cross County Connector Trail – FY 19

Dear Mr. Lang:

This Letter provides documentation to satisfy the financial reasonableness requirements of the TIP process. Federal funds for this project are included in an area wide Transportation Alternatives Project. Therefore, the project will receive Federal funds through the Transportation Alternatives Program administered by Maryland Department of Transportation.

Queen Anne's County has prepared construction drawings and bid documents to move forward with construction of the Cross County Connector Trail in FY 19 following final approval by SHA. The proposed Cross County Connector Trail (CCCT) is a bicycle/pedestrian trail to be situated near Grasonville in Queen Anne's County, Maryland. The CCCT will generally follow an east-west alignment parallel with and adjacent to the westbound lane of U.S. Rt. 50/301 and within the U.S. Rt. 50/301 right-of-way. The Cross County Connector Trail's western trailhead will connect to the eastern terminus of Kent Island's existing Cross Island Trail (CIT) at Kent Narrows, from which it will then run easterly for a distance of approximately 1.2 miles to its eastern trailhead at Long Point Park, where existing parking will be expanded.

The County has committed **\$1,320,553** in the form of bonds as the necessary matching funds for the grants provided to the County that are administered through Maryland Department of Transportation. The funds are reflected in the proposed Capital FY 19 budget for expenditure. The funds to date have not been used in FY 18 and remain available for use in FY 19. The funds are again reflected in the attached pages of Queen Anne's County proposed FY 19-2024 Capital budget.

Please feel free to call me with any questions at 410-758-0920.

Sincerely,

Steve Cohoon
Public Facilities Planner



QUEEN ANNE'S COUNTY
CAPITAL BUDGET SUMMARY BY EXPENDITURE
FY 2019-2024

DESCRIPTION	FY18	FY20	FY21	FY22	FY23	FY24	TOTAL
CAPITAL EQUIPMENT							
MAJOR MAINTENANCE FUND	229,400	294,000	346,000	378,000	329,000	394,000	1,970,400
ADA COMPLIANCE	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000
PARKING LOT PAVING	250,000	-	13,300	28,000	12,000	31,000	84,300
SURVEYS	15,000	-	100,000	55,000	-	-	405,000
ATHLETIC FIELD WORK	-	15,000	15,000	15,000	15,000	15,000	90,000
CAMPING/PICNIC WORK	-	314,000	250,000	200,000	280,000	115,000	1,199,000
COURT WORK	-	40,000	30,000	-	-	50,000	120,000
DOG PARK	-	130,000	68,000	-	-	-	198,000
ESSENTIAL OPERATIONS FACILITY	-	-	-	40,000	-	-	40,000
LANDSCAPING	94,000	20,000	-	30,000	-	-	50,000
PAVILION/CONCESSION/COMFORT STATION	-	4,000	-	-	10,000	-	108,000
PLAYGROUND	40,000	230,000	250,000	20,000	-	-	500,000
WATER ACCESS/SOFT LAUNCH	-	15,000	90,000	200,000	90,000	120,000	555,000
TERRAPIN PARK TRAIL HEAD	500,000	-	40,000	-	-	-	40,000
TRAIL DEV/MAINT	200,000	200,000	8,000	-	30,000	-	500,000
TOTAL PARKS	1,538,400	1,462,000	1,450,300	1,166,000	966,000	925,000	7,497,700
TOTAL GENERAL CAPITAL PROJECTS	14,166,511	19,725,583	47,051,562	19,117,516	12,442,789	5,048,010	117,552,270
SOFT LAUNCH WATER ACCESS	50,000	-	-	-	-	-	50,000
CAPITAL EQUIPMENT - LANDINGS	23,000	-	-	-	45,000	-	63,000
KENT NARROWS RAMP PARKING PAVING	-	-	49,000	-	-	-	49,000
KENT NARROWS DREDGING	400,000	-	-	-	-	-	400,000
DEEP CREEK LANDING BULKHEAD	-	150,000	-	-	-	-	150,000
PUBLIC LANDINGS LAND - UNDESIGNATED	-	10,000	10,000	10,000	10,000	10,000	50,000
PUBLIC LANDINGS MAINTENANCE & IMPROVEMENT'S	5,000	5,000	5,000	5,000	5,000	5,000	30,000
CHESAPEAKE HERITAGE & VISITORS CENTER BULKHEAD REP	405,000	-	-	-	-	-	405,000
THOMPSON CREEK BULKHEAD	-	-	-	225,000	-	-	225,000
TOTAL PUBLIC LANDINGS ENTERPRISE	883,000	165,000	84,000	240,000	55,000	15,000	1,422,000
S APRON SAFETY ENHANCEMENT	-	-	-	250,000	3,000,000	-	3,250,000
ENVIRONMENTAL DOCUMENTATION S APRON & RW 11-23	100,000	-	-	-	-	-	100,000
ENVIRONMENTAL ASSESSMENT NON-AERONAUTICAL	-	50,000	-	-	-	-	50,000
5 YEAR CAPITAL IMPROVEMENT PORGRAM	-	-	-	-	-	325,000	325,000
BAY BRIDGE AIRPORT FUEL DEPOT	-	25,000	250,000	50,000	-	-	325,000
RUNWAY 11-23 REHABILITATION	-	500,000	3,500,000	3,500,000	-	-	7,500,000
AOA FENCE	400,000	-	-	-	-	-	400,000
REMOVE OBSTRUCTION	615,000	-	-	-	-	-	615,000
TOTAL BAY BRIDGE AIRPORT ENTERPRISE	1,115,000	575,000	3,750,000	3,800,000	3,000,000	325,000	12,565,000
CROSS COUNTY CONNECTOR	1,320,553	-	-	-	-	-	1,320,553
CAPITAL EQUIPMENT - LIGHT VEHICLES/MAINT EQUIPMENT	235,000	70,000	180,000	35,000	180,000	35,000	735,000
CAPITAL EQUIPMENT - HEAVY & CONSTRUCTION	100,000	270,000	410,000	625,000	385,000	685,000	2,475,000
CAPITAL EQUIPMENT - SMALL & NON-MOTORIZED EQUIPMENT	50,000	80,000	60,000	60,000	60,000	60,000	350,000
ASPHALT OVERLAYS	1,872,700	1,800,000	1,800,000	1,800,000	1,800,000	1,800,000	10,872,700
PARKING LOT OVERLAYS	150,000	50,000	50,000	50,000	50,000	50,000	400,000
KENT NARROWS PUBLIC PARKING	-	-	-	-	-	1,000,000	1,000,000
SALT BUILDING ROOF	85,000	-	-	-	-	-	85,000
TAYLOR MILL ROAD BRIDGE	-	-	-	-	-	1,100,000	1,100,000
TOTAL ROADS BOARD CAPITAL PROJECTS	3,813,253	1,350,000	3,500,000	2,870,000	2,476,000	4,730,000	18,338,253

APPENDIX C

SUMMARY OF PERFORMANCE-BASED PLANNING AND PROGRAMMING

Metropolitan Transportation Planning

The most recent federal transportation legislative program, Fixing America's Surface Transportation (FAST) Act, was signed into law on December 4, 2015. FAST preserves the commitment to the metropolitan transportation planning process established in previous federal initiatives. On May 27, 2016, the U.S. Department of Transportation (U.S. DOT) issued the latest regulations regarding metropolitan transportation planning, specifically outlining the planning requirements associated with the metropolitan planning process, including the Transportation Improvement Program and the Long-Range Transportation Plan. Federal agencies are expected to update these regulations to reflect key changes in MAP-21 from previous transportation legislation that include an increased focus on performance measures and relating these measures to prioritization of projects in key MPO documents.

Performance-Based Planning and Programming

In an effort to plan for future regional transportation needs and to comply with the intention of MAP-21 and the Clean Air Act Amendments of 1990 (CAAA), the BRTB endorsed *Maximize2040: A Performance-Based Transportation Plan*, the long-range transportation plan, in November 2015 (and as amended in August 2016 and March 2018). The factors that guided development of *Maximize2040* are listed in the Metropolitan Planning Regulations effective February 14, 2007.

As noted, following the enactment of the FAST Act, the U.S. DOT published updated Metropolitan Planning Regulations on May 27, 2016. These updated regulations continue and strengthen the emphasis on performance-based planning and programming.

Maximize2040 includes a set of overarching regional goals, specific implementation strategies that support these goals, and a series of performance measures and targets. These measures and targets are consistent with the performance-based approach to planning and programming set forth in MAP-21, the FAST Act, and corresponding regulations. These measures and targets help the BRTB and operating agencies gauge progress relative to regional goals and strategies.

A new set of performance measures and targets is being developed in preparation for the next long-range transportation plan. Performance measures have been or are being developed for transit asset management, transit safety, roadway safety, roadway and bridge conditions, and system performance. Target selection is being coordinated with the State and public transportation providers to ensure consistency.

Out of the set of 25 federally mandated measures and targets, the BRTB has adopted 11 to date. These include:

- four transit asset management measures and targets (adopted in June 2017): (1) percentage of non-revenue service vehicles that have either met or exceeded their Useful Life Benchmarks (ULBs), (2) percentage of revenue vehicles within an asset class that have either met or exceeded their ULBs, (3) with respect to infrastructure (rail fixed-guideway, track, signals, systems): percentage of track segments with performance restrictions, and (4) percentage of facilities within an asset class rated below condition 3 on the TERM scale
- five highway safety measures and targets (adopted in January 2018): (1) Number of fatalities, (2) rate of fatalities per 100 million VMT, (3) number of serious injuries, (4) rate of serious injuries per 100 million VMT, and (5) number of non-motorized fatalities + non-motorized serious injuries – pedestrian and bicycle

- two system performance measures and targets to assess traffic congestion (unified MDOT/BRTB targets for the urbanized area; adopted in May 2018): (1) annual hours of peak-hour excessive delay per capita (PHED measure) and (2) percentage of non-SOV (single-occupancy vehicle) travel.

The BRTB will adopt the remaining 14 measures and targets, in coordination with MDOT, by the November 2018 due date (or, in the case of transit safety, by a due date to be determined). The remaining measures and targets are:

- four measures to assess pavement condition: (1) percentage of pavement on the interstate system in good condition, (2) percentage of pavement on the interstate system in poor condition, (3) percentage of pavement on the NHS (excluding the interstate system) in good condition – state/local, and (4) percentage of pavement on the NHS (excluding the interstate system) in poor condition – state/local
- two measures to assess bridge condition: (1) percentage of NHS bridges by deck area classified as in good condition and (2) percentage of NHS bridges by deck area classified as in poor condition
- two measures to assess performance of the NHS under the National Highway Performance Program (expressed as Level of Travel Time Reliability (LOTTR): (1) percentage of person-miles traveled on the interstate system that are reliable (Interstate Travel Time Reliability measure) and (2) percentage of person-miles traveled on the non-interstate NHS that are reliable (non-interstate NHS Travel Time Reliability measure)
- one measure to assess freight movement on the interstate system: percentage of interstate system mileage providing for reliable truck travel times (Truck Travel Time Reliability Index – TTTR)
- one measure to assess on-road mobile source emissions (applies to projects with CMAQ funding): total emissions reduction: 2-year and 4-year cumulative reported emission reductions of each criteria pollutant and applicable precursors (PM_{2.5}, PM₁₀, CO, VOC, and NO_x) for which the area is designated nonattainment or maintenance [*Note: the BRTB region is in nonattainment only with respect to ozone*]
- four transit safety measures (reported by mode): (1) number of reportable fatalities and rate per total vehicle revenue miles, (2) number of reportable injuries and rate per total vehicle revenue miles, (3) number of reportable safety events and rate per total vehicle revenue miles, and (4) mean distance between major mechanical failures. [*Note that, as of the publication of this document, the final transit safety rule has not been published. Once the final rule has been published, transit agencies will have 1 year to set transit safety performance targets; MPOs will have 1 year + 180 days.*]

All of the measures and targets will be used to guide the Maryland Department of Transportation and metropolitan planning organizations in carrying out the requirements of the applicable FHWA and FTA laws and regulations, including the Highway Safety Improvement Program (HSIP).

All Transportation Improvement Programs (TIPs) that will be adopted after May 2019 will follow the performance-based approach described in the long-range transportation plan. These TIPs will include a narrative explaining how the programmed projects relate to specific regional performance measures and targets.

APPENDIX D

SELF CERTIFICATION

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION
BALTIMORE REGIONAL TRANSPORTATION BOARD**

RESOLUTION #19-3

**APPROVE THE SELF-CERTIFICATION REVIEW OF THE
BALTIMORE REGIONAL TRANSPORTATION BOARD**

WHEREAS, the Baltimore Regional Transportation Board (BRTB) is the designated Metropolitan Planning Organization (MPO) 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 Harford Transit; and

WHEREAS, the BRTB, as the MPO for the Baltimore region, has the responsibility under the provisions of the Fixing America's Surface Transportation Act (FAST Act) to develop and carry out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, the Metropolitan Transportation Planning Final Rule was jointly issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on May 27, 2016 and requires that the MPO shall annually certify to the FHWA and the FTA that the planning process is addressing the major issues facing the metropolitan area and is being conducted in accordance with all applicable requirements as listed below; and

WHEREAS, §450.336 of the Metropolitan Planning Rule directs all Transportation Management Areas, meaning urbanized areas with a population of 200,000 or more, concurrent with the submittal of the proposed Transportation Improvement Program to the FHWA and the FTA as part of the Statewide Transportation Improvement Program approval, to certify that the metropolitan transportation planning process is being carried out by the State and the MPO in accordance with all applicable requirements (see Attachment 1) including:

- 1) 23 U.S.C. 134, 49 U.S.C. Section 5303 and 23 U.S.C. 450 Subpart 336 (Metropolitan Planning);
- 2) In nonattainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93 (Conformity Determination);
- 3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21 (Nondiscrimination-Civil Rights);
- 4) 49 U.S.C. Section 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity (Nondiscrimination- General);
- 5) Section 1101(b) of the Fixing America's Surface Transportation Act, known as FAST, (Public Law 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT-funded projects (DBE);

- 6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts (Equal Employment Opportunity);
- 7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38 (Nondiscrimination-ADA);
- 8) The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance (Nondiscrimination-Aging),
- 9) Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender (Nondiscrimination-Gender); and
- 10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities (Nondiscrimination Disabilities); and

NOW, THEREFORE, BE IT RESOLVED the Baltimore Regional Transportation Board has reviewed and documented that the transportation planning process is addressing the major issues in the Baltimore metropolitan planning area and is being conducted in accordance with all the applicable federal requirements.

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 24, 2018 meeting.

July 24, 2018

Date



Valorie LaCour, Chair
Baltimore Regional Transportation Board

July 24, 2018

Date



Pete K. Rahn, Secretary
Maryland Department of Transportation

BALTIMORE REGIONAL TRANSPORTATION BOARD 2018 SELF CERTIFICATION OF THE REGIONAL PLANNING PROCESS

BACKGROUND

Baltimore Regional Transportation Board

Under the Fixing America's Surface Transportation Act, known as FAST, every urbanized area in the U.S. with a population greater than 50,000 is required to have a metropolitan planning organization (MPO). The functions of the MPO include:

- coordinating federal funding for transportation,
- transportation planning in cooperation with the federal government, state agencies, and the operators of publicly owned transit services,
- ensuring that transportation expenditures are based on a continuing, cooperative, and comprehensive (3-C) planning process, and
- providing reasonable opportunity for input from the public and interested parties

The Baltimore Regional Transportation Board (BRTB) is the federally designated MPO for the Baltimore region. The BRTB includes official representatives of the cities of Annapolis and Baltimore; the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's; the Maryland Departments of Transportation, the Environment, and Planning; the Maryland Transit Administration; and Harford Transit. The BRTB certifies that the Baltimore region metropolitan transportation planning process complies with applicable requirements, noted in the resolution, to meet the requirements of 23 USC 134 and 23 CFR 450.336. This is evidenced by the summaries that follow.

Metropolitan planning in the Baltimore region is coordinated closely with the U.S. Department of Transportation through the Federal Highway Administration (FHWA), Delmar Division Maryland Office, and the Federal Transit Administration (FTA) Region 3 Office; the Maryland Department of Transportation; member jurisdictions; locally operated transit service providers; and the public.

Baltimore Metropolitan Council

The Baltimore Metropolitan Council (BMC) serves as the host agency of the BRTB. In this capacity, the BMC provides staff to assist the BRTB and its advisory committees. These staff include transportation planners and engineers, traffic modelers, demographers, urban designers, GIS specialists, and other planning professionals.

The BMC staff supports transportation planning for the region by providing demographic and economic analyses, travel demand modeling, air quality modeling, environmental coordination, and

GIS services. This includes developing the transportation plans and programs for the BRTB. BMC staff members also maintain a database of building permits issued throughout the region.

The BMC also serves as the host agency for other important regional functions and programs. These include the Urban Area Work Group (responsible for coordinating regional emergency preparedness activities), Reservoir Watershed Protection Committee, and Regional Cooperative Purchasing Committee.

BRTB Subcommittees and Advisory Groups

Several committees, subcommittees, and groups advise the BRTB in specific technical and policy areas. Through these committees, the BRTB is able to learn more about specific areas of interest, receive feedback and recommendations, and engage professionals in related fields and the general public. The work of the committees also aids the BRTB as it works to ensure that transportation planning is integrated into the region's efforts to address economic development and quality of life issues.

Current BRTB subcommittees and advisory groups include:

- Executive Committee
- Bicycle and Pedestrian Advisory Group
- Budget Subcommittee
- Public Advisory Committee
- Cooperative Forecasting Group
- Freight Movement Task Force
- Interagency Consultation Group
- Safety Committee
- Technical Committee
- Traffic Incident Management for the Baltimore Region
- Traffic Signal Subcommittee
- Transportation & Public Works Subcommittee

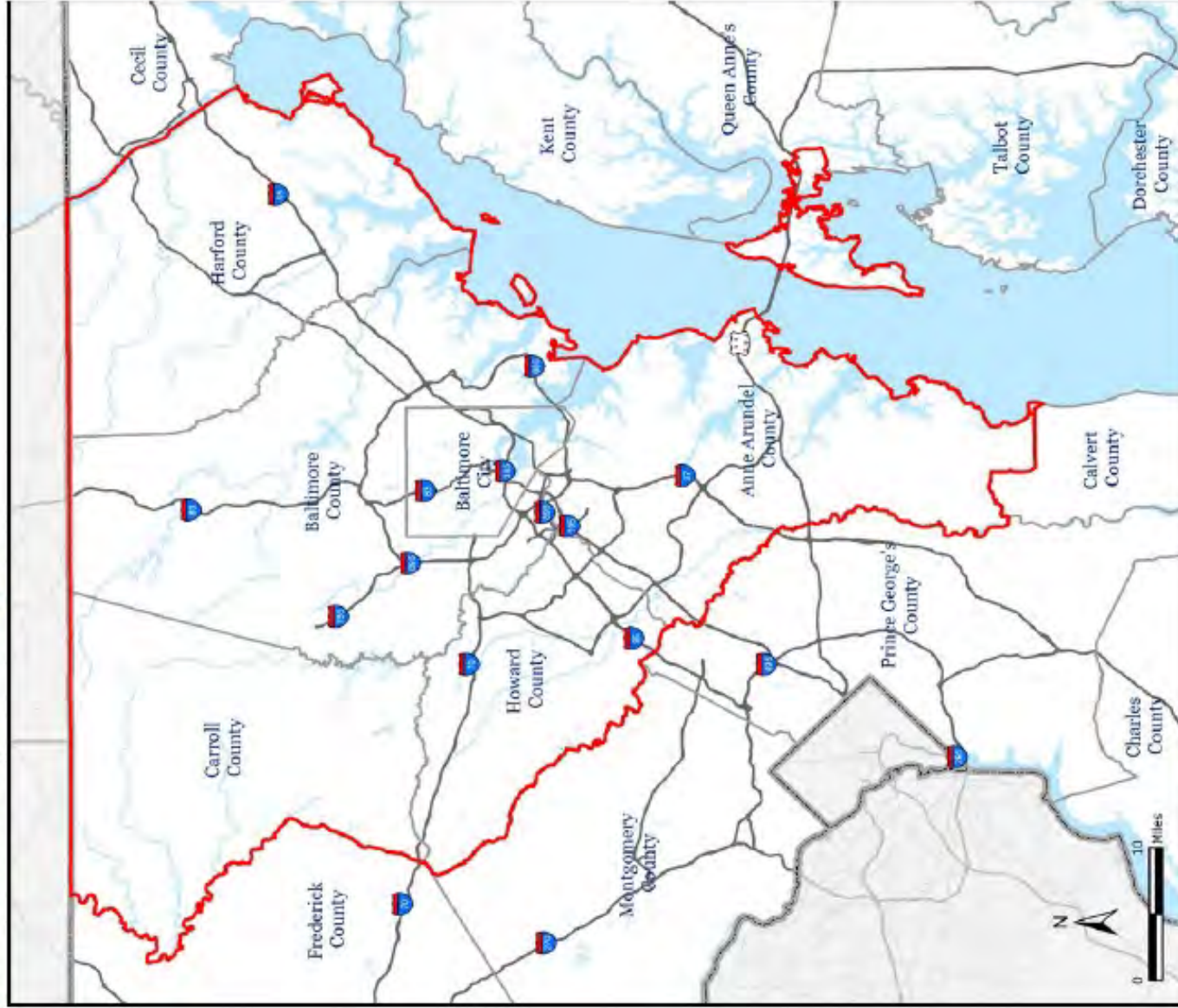
Baltimore Region Urbanized Area

On June 27, 2013 the BRTB adopted a new urbanized area boundary for the Baltimore region.

At a minimum, a Metropolitan Planning Area (MPA) must cover the urbanized area and contiguous geographic areas likely to become urbanized within the next 20 years. The Baltimore MPA consists of Baltimore City; all of Anne Arundel, Baltimore, Carroll, Harford, and Howard counties; and a portion of Queen Anne's County (see Figure 1 for the geographic location of each participating local jurisdiction).

The planning area is part of the 2010 U.S. Census Bureau's Baltimore – Columbia – Towson Metropolitan Statistical Area (MSA), containing the Baltimore Urbanized Area, the Aberdeen – Bel Air South – Bel Air North Urbanized Area, and the Westminster – Eldersburg Urbanized area. Also included within the Baltimore region are 13 smaller incorporated municipalities.

Figure 1- Baltimore Metropolitan Planning Area



TRANSPORTATION PLANNING PROCESS

Federal Planning Factors

The FAST Act and federal regulations (23 CFR 450.306) stipulate that the metropolitan transportation planning process incorporate ten specific factors reflecting sound planning principles. These factors are to be explicitly considered, analyzed as appropriate, and reflected in each MPO's planning products (including the LRTP and TIP). These 10 factors are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

Regional Transportation Goals

To address the federal planning factors and advance regional and local priorities, the BRTB established a set of regional goals for the surface transportation system:

- Improve System Safety – Make conditions safer for pedestrians, bicyclists, transit riders, and motorists.
- Improve and Maintain the Existing Infrastructure – Improve the conditions of existing transportation facilities; systematically maintain and replace transportation assets as needed.
- Improve Accessibility – Help people of all ages and abilities to access specific destinations.
- Increase Mobility – Help people and freight to move reliably and efficiently.
- Conserve and Enhance the Environment – Pass on to future generations the healthiest natural and human environments possible
- Improve System Security – Provide a secure traveling environment for everyone; improve the region's ability to respond to natural or man-made disasters
- Promote Prosperity and Economic Opportunity – Support the revitalization of communities, the development of activity centers, and the movement of goods and services.

- Foster Participation and Cooperation among Stakeholders – Enable all interested and affected parties to participate and cooperate to find workable solutions.
- Promote Informed Decision Making – Ensure that adopted transportation policies and performance measures guide the regional decision making process.

FHWA Performance Management Measures / National Goals

The FAST Act's predecessor, known as Moving Ahead for Progress in the 21st Century, or MAP-21, placed a major emphasis on managing and measuring the performance of the surface transportation system. The FAST Act maintains this commitment. The national transportation goals for highway systems are:

- Safety – Achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- Infrastructure Condition – Maintain the highway infrastructure asset system in a state of good repair
- Congestion Reduction – Achieve a significant reduction in congestion on the National Highway System
- System Reliability – Improve the efficiency of the surface transportation system
- Freight Movement And Economic Vitality – Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- Environmental Sustainability – Enhance the performance of the transportation system while protecting/enhancing the natural environment
- Reduced Project Delivery Delays – Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

FTA Performance Management Measures / National Standards

MAP-21 also required the FTA to develop a National Transit Safety Plan and to issue minimum safety performance standards for public transportation vehicles used in revenue operations. The FAST Act continues this requirement.

Each recipient of Section 5307 or Section 5311 funds will be required to certify that it has a Transit Agency Safety Plan that conforms to the national plan. In addition, the FTA is required to develop standards for a Safety Certification Training Program, and each fund recipient must have a safety training program consistent with the national standards.

The FTA also is required to establish a National Transit Asset Management (TAM) System. All recipients and subrecipients of FTA funds must develop a TAM Plan. As part of the national TAM system, the FTA is required to define "Transit State of Good Repair" and establish standards for measuring the condition of the capital assets of fund recipients.

BRTB Performance Management Measures and Targets

Consistent with the federal legislation's emphasis on performance-based planning and programming—and in anticipation of federal regulations implementing this approach—the BRTB established several performance measures and targets in the 2015 long-range plan. These enable the BRTB to monitor and evaluate, over time, the performance of the region's transportation system relative to the regional goals.

The adopted measures cover the areas required by federal legislation:

- System Safety – Roadways
- System Safety – Transit
- System Conditions – Roadways and Bridges
- System Conditions – Transit
- System Performance – Congestion
- System Performance – Freight
- System Performance – Emissions

In addition, the BRTB adopted several non-required measures to address accessibility (bicycle/pedestrian and transit) issues.

Maximize2040 includes a set of overarching regional goals, specific implementation strategies that support these goals, and a series of performance measures and targets. These measures and targets are consistent with the performance-based approach to planning and programming set forth in MAP-21, the FAST Act, and corresponding regulations. These measures and targets help the BRTB and operating agencies gauge progress relative to regional goals and strategies.

A new set of performance measures and targets is being developed in preparation for the next long-range transportation plan. Performance measures have been or are being developed for transit asset management, transit safety, roadway safety, roadway and bridge conditions, and system performance. Target selection is being coordinated with the State and public transportation providers to ensure consistency.

All of the measures and targets will be used to guide the Maryland Department of Transportation and metropolitan planning organizations in carrying out the requirements of the applicable FHWA and FTA laws and regulations, including the Highway Safety Improvement Program (HSIP).

All Transportation Improvement Programs (TIPs) and long-range plans that will be adopted after May 2019 will follow this performance-based approach. TIPs will include a narrative explaining how the programmed projects relate to specific regional performance measures and targets. Long-range plans will include a system performance report showing data and trends for the past 5 years for each of the adopted performance measures.

AIR QUALITY CONFORMITY

According to 42 U.S.C. 7506 (c)(1): "No metropolitan planning organization designated under section 134 of title 23, shall give its approval to any project, program or plan which does not conform to an implementation plan approved or promulgated under section 7410 of this title." The Intermodal Surface Transportation Efficiency Act of 1991 included provisions responsive to the mandates of the CAA. Subsequent implementing regulations have maintained this strong connection. Provisions governing air quality-related transportation planning are incorporated in a number of metropolitan planning regulations.

The region's air quality State Implementation Plan (SIP) is prepared by the Maryland Department of the Environment (MDE). The SIP must demonstrate how a state will attain and/or maintain national ambient air quality standards (NAAQS) established by the U.S. Environmental Protection Agency (EPA). The EPA sets the NAAQS for certain air pollutants, called "criteria pollutants," to protect public health. The EPA then determines the areas of the country that do not meet the NAAQS. For each MPO, "conformity" means that the programs and projects in its regional transportation plans will not cause new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS.

The Baltimore region is currently designated by EPA as a "moderate" nonattainment area for the 2008 8-hour ozone standard.

For MPOs that are declared to be air quality nonattainment or maintenance areas, there are many special requirements in addition to the basic requirements for a metropolitan planning process. These include formal agreements to address air quality planning requirements, requirements for setting metropolitan planning area boundaries, interagency coordination, transportation plan content and updates, requirements for a congestion management process, public meeting requirements, and conformity determinations on the regional transportation plans and programs.

CONSULTATION WITH STAKEHOLDERS AND THE PUBLIC

The FAST Act requires MPOs to consult with state and local officials, transit operators, and the public when conducting transportation planning. As did its predecessor legislation, the FAST Act emphasizes the broadening of public participation to include stakeholders who have not traditionally been involved in providing input to transportation decisions.

In ensuring full and effective participation by the public and other interested parties, the BRTB adheres to the following guiding principles:

- Public involvement is an important element of a high quality transportation planning process, not a simple "add on" to meet federal requirements.
- Effective transportation planning must include the participation of those whose everyday lives are critically affected by how they are able to get to work, home, school, stores, and services.

- It is essential to ask for public participation, not just wait for it. It is essential to respect and seriously consider input that is received, not just collect it.
- Informing and educating the public about transportation planning issues and the transportation planning process is key to obtaining good quality public input.
- Additional emphasis should be placed on involving persons and groups typically under-represented in transportation planning or with special transportation needs, including low-income, minority, elderly, and disabled populations.

Public Participation Plan

The most recent update of the Public Participation Plan (PPP) for the Baltimore region, approved in 2018 in accordance with the FAST Act, assists the BRTB in carrying out its responsibility to reach out to and engage the public and other interested parties. The PIP provides an open process that offers complete information, timely public notice, full public access to key decisions, and support for early and continued involvement of stakeholders.

Public Advisory Committee

The BRTB conducts various activities to engage the public in the transportation planning process. The purpose of the Public Advisory Committee (PAC) is to review and evaluate public involvement techniques, particularly as they relate to the LRTP and new strategies for public involvement and outreach and to provide independent, region-oriented advice regarding regional transportation planning and related issues. Members also assist in promoting equity and public awareness and public participation in the planning process.

BMC staff also coordinates regular meetings of the PAC and its Policy & Legislation, Public Involvement, and ad hoc transportation equity subcommittees. Recent presentations to the PAC have been on topics such as transportation equity, the PPP, performance measures, *Maximize2045*, the TIP and amendments to the TIP, and the UPWP.

Other Examples of the BRTB's Commitment to Public Involvement

All meetings of the BRTB, its subcommittees and advisory groups are open to the public. The BMC website includes minutes of past BRTB and committee meetings; agendas for upcoming meetings; documents distributed for public review; and publications.

Other features of the public involvement program include:

- surveys to evaluate public opinion of its plans, programs, and events.
- notification of new comment periods and events posted on BMC website (nearly 6,100 followers on social media; emails to over 650 interested parties);
- "What's on Tap?" regional forums featuring well known speakers about technology and other related issues facing the region;
- scheduled public appearances at various locations throughout the region to discuss issues face-to-face;

- publication of *B'more Involved* and a *COG Quarterly* e-newsletter, distributed to nearly 2,500 subscribers and cross posted on social media to nearly 6,100 followers; and
- cross posting of e-newsletters and press releases on social media and on the BMC website.

TITLE VI / ENVIRONMENTAL JUSTICE

As an MPO, the BRTB is required to convene its members, stakeholder organizations, interested parties and citizens in order to conduct a cooperative, comprehensive and continuing (3C) transportation planning process. Moreover, as a subrecipient of federal financial assistance via the Maryland Department of Transportation, the BRTB is required to be compliant with Title VI of the Civil Rights Act of 1964.

In particular, Title VI of the Civil Rights Act of 1964 provides that no person in the United States shall, on the grounds of race, color or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal financial assistance.

The Civil Rights Restoration Act of 1987 broadened the coverage of Title VI by expanding the definition of the term "programs or activities" to include all programs or activities of federal aid recipients, sub-recipients, and contractors, whether such programs and activities are federally assisted or not.

In accordance with Title VI, the BRTB must submit a signed assurance to the United States Department of Transportation that it will not discriminate in the administration of its programs and activities. And it must document its compliance with Title VI in accordance with Federal Transit Administration (FTA) Circular C4702.1B: Title VI Requirements and Guidelines for Federal Transit Administration Recipients (2012). This circular placed a renewed emphasis on Title VI in the transportation planning process.

On January 27, 2015, the Baltimore Regional Transportation Board approved, via BRTB Resolution #15-19, its Title VI Program. Documentation of the program details how the BRTB meets the requirements of the aforementioned authorities—in particular the requirements set forth in FTA Circular C4702.1—in the MPO planning process for the Baltimore region. The BRTB published its most recent Title VI Report in April 2016. Recent accomplishments include:

- Evaluated and updated the BMC website to improve online access to Title VI / nondiscrimination policies and information.
- Completed new Four-Factor Analysis based on the most recent American Community Survey Five-Year Estimates. Drafted and approved, via BRTB Resolution #16-5, the Language Assistance Program and Limited English Proficiency Plan.
- Developed and rolled out (to staff, BMC partners, and the public) an ArcGIS web application for the Vulnerable Population Index (VPI) and its composite data on the location and concentration of seven vulnerable populations in the Baltimore region.

- Initiated the second phase of contact relationship management (CRM) implementation to better connect with vulnerable populations / interested parties in the region.
- Utilized approved method to evaluate the benefits and burdens of anticipated investments from the most recent long-range plan, *Maximize2040*, and the most recent transportation improvement program (TIP).

Limited English Proficiency Plan

In accordance with "U.S. Department of Transportation Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficiency Persons," BMC staff conducted a four-factor analysis to determine the "reasonable steps" the BRTB must take to ensure meaningful access to information and services it provides.

Based on the current low levels of residents with LEP in the Baltimore region and their limited interaction with the BRTB, full translation of all BRTB Plans and Programs is not required at this time. However, in order to engage the diverse population in the region, the BRTB is committed to providing appropriate language assistance to the LEP population. The following information outlines key actions:

- BMC staff prepared an Executive Summary in Spanish for the following key documents: long-range transportation plan (draft and final), short-range transportation program (final), Public Participation Plan, Limited English Proficiency Plan, Title VI Policy and Complaint Form, and the "About the BRTB" brochure.
- The BRTB will provide limited oral language services to Spanish-speaking LEP individuals.
- BMC staff will review the data on which this plan is based at least every four years.
- As a recipient of federal financial assistance, the BRTB has adopted a Title VI complaint procedure.

In July 2015, the BRTB approved the 2015 Limited English Proficiency Plan for the Baltimore region (Resolution #16-5).

REGIONAL TRANSPORTATION PLANNING – REQUIRED DOCUMENTS

The FAST Act requires that MPOs produce three documents:

- Unified Planning Work Program (UPWP)
- Long-Range Transportation Plan (LRTP)
- Transportation Improvement Program (TIP), a short-range transportation plan

Unified Planning Work Program – UPWP

The UPWP is the basis for the Baltimore region annual transportation planning work scope. Every two years the MPO begins developing the program in November and FHWA/FTA approves it by June. The UPWP identifies the planning budget and the planning activities to be undertaken by the agencies participating in the BRTB's metropolitan planning process during the programmed years.

The UPWP also serves as the project budget for planning tasks funded by the FHWA and FTA. In addition, the UPWP supports the BRTB's priorities. The total funding proposed for the FY 2018 transportation planning activities for the Baltimore region is \$8,646,415. In the second year of the UPWP members refresh the budget and determine if any additional tasks are to be undertaken. The total funding proposed for the FY 2019 transportation planning activities for the Baltimore region is \$7,517,700.

The development of the UPWP is a joint responsibility of the BRTB and MDOT. The public transit operators and other local agencies responsible for carrying out transportation and related planning activities also assist in the development and approval of the UPWP through their participation on the Technical Committee and the BRTB.

The BRTB has been timely in its submittal of the draft and final report for approval. However, the Federal Review Team recommended during the certification review that the BRTB increase its efforts to close out projects, submit invoices, and report in a timely manner. The BRTB produces monthly reports for each planning grant. These reports document staff salary, planning consultant, and other expenditures.

Transportation Plans – LRTP and TIP

The LRTP provides information on the region's transportation-related goals and policies as well as socioeconomic, environmental, and other factors that will affect the operation of the transportation system over the next 20-25 years. The document includes a list of major federally funded capital projects planned for this period, their estimated year-of-expenditure costs, and the revenues reasonably expected to be available to fund the projects. The LRTP is updated every four years.

The TIP is a 4-year listing of all federally funded transportation projects, generally updated every year. The TIP serves as the programming element of the LRTP, showing those projects with committed funds and established schedules. The TIP includes a listing of projects for which federal funds have been obligated in the preceding year. This list is compiled annually and published online.

Both the LRTP and the TIP are required by law to be fiscally constrained. In the case of the LRTP, this means projecting the amount of funding the region reasonably anticipates will be available over the next 20-25 years. The total estimated cost of the projects and programs in the LRTP cannot exceed the projected funding. For the TIP, this means providing (1) budgets showing committed funding for whichever project phase (planning, engineering, right of way acquisition, or construction) is being covered and (2) realistic implementation schedules based on when these committed funds will be available.

Another way of expressing fiscal constraint is that neither the LRTP nor the TIP can be a "wish list" of projects. Both of these documents must show how the region expects to pay for each project.

Current Long-Range Transportation Plan

The BRTB adopted the current LRTP, titled *Maximize2040: A Performance-Based Transportation Plan*, in November 2015. Federal agency approval followed in January 2016.

Regional Goals, Strategies, and Performance Measures/Targets

As part of the development of “*Maximize2040: A Performance-Based Transportation Plan*,” the current regional long-range transportation plan, the BRTB adopted broad regional goals, specific implementation strategies, regional performance measures, and regional performance targets to comply with federal requirements. These efforts will enable the region to monitor and evaluate system performance more effectively. This in turn will enable the BRTB to respond to trends indicating specific areas that may merit additional attention.

Solicitation of Public Project Ideas

To get input on the public’s perspective on regional transportation needs, the BRTB solicited public ideas for major, long-term projects to be considered for *Maximize2040*. Members of the PAC helped to collect public project ideas by assisting with outreach at local events and at transit stations. In addition, participants were able to submit project ideas on line through interactive maps.

Of the more than 1,140 public project ideas submitted by the public, 178 related to major, long-term projects that potentially could be included in *Maximize2040*. BMC staff presented all of the recommendations for major, long-term projects as well as minor, short-term projects to the Technical Committee and the BRTB for review and consideration. In addition, staff shared all comments related to minor, short-term projects, as well as general comments, with the responsible modal agencies and local jurisdictions for review and consideration.

Evaluation of Candidate Projects / Fiscal Constraint of Plan

BMC staff scored the candidate projects submitted by jurisdictions and modal agencies. This scoring applied BRTB-adopted evaluation criteria, based on regional goals and performance measures, to determine the relative technical merits of each candidate project. BMC staff provided the results to the Technical Committee and the BRTB to use as a tool in determining the best mix of major projects and programs to advance regional goals and address transportation needs.

In addition, SHA, MTA, and the jurisdictions provided 2015 cost estimates for these projects. BMC staff applied an inflation factor, consistent with Maryland Department of Transportation (MDOT) methodology, to these estimates to determine year of expenditure cost estimates. The Technical Committee and BRTB then determined the best mix of projects, ensuring that given the YOE estimated costs did not exceed anticipated revenues provided by MDOT. In this way, *Maximize2040* was demonstrated to be fiscally constrained, in accordance with federal requirements.

Public Outreach and Engagement

Throughout the nearly 2-year process to develop *Maximize2040*, the BRTB shared information through publishing flyers and e-newsletters as well as through providing links on the BMC website that people could use to follow *Maximize2040* on Twitter and Facebook. In addition, the BRTB provided the public with opportunities to comment on draft goals and implementation strategies, share ideas about critical future trends and possible future conditions, submit project ideas, attend public meetings, and give feedback throughout the process.

The BRTB made the draft *Maximize2040* available to the public for review and comment for a 45-day period in September and October 2015. The BRTB addressed these comments in preparing the final version of *Maximize2040*.

Next Long-Range Transportation Plan

The BRTB and BMC staff have begun development of the next L RTP, titled *Maximize2045: A Performance-Based Transportation Plan*.

Regional Goals and Strategies

As a first step in the development of the next plan, the BRTB adopted the same set of goals from *Maximize2040*. With input from the Technical Committee and the Public Advisory Committee, the BRTB added some implementation strategies to support these goals. These new strategies are intended to:

- strengthen planning related to two new planning factors added in the FAST Act: (1) improve resiliency and reliability, specifically with respect to system redundancy and evacuation routes, and (2) enhance travel and tourism
- acknowledge the need to consider emerging technologies (e.g., autonomous and connected vehicles, smartphone apps) and shared mobility options (e.g., ride hailing services, micro-transit services, ridesharing) in project planning and programming.

Regional Performance Measures and Targets

As noted, following the enactment of the FAST Act, the U.S. DOT published updated Metropolitan Planning Regulations on May 27, 2016. These updated regulations continue and strengthen the emphasis on performance-based planning and programming.

Maximize2040 includes a set of overarching regional goals, specific implementation strategies that support these goals, and a series of performance measures and targets. These measures and targets are consistent with the performance-based approach to planning and programming set forth in MAP-21, the FAST Act, and corresponding regulations. These measures and targets help the BRTB and operating agencies gauge progress relative to regional goals and strategies.

In accordance with federal law and regulations, the BRTB is coordinating with the Maryland State Highway Administration and the Maryland Transit Administration to develop a new set of performance measures and targets in preparation for the next long-range transportation plan. Performance measures have been or are being developed for transit asset management, transit safety, roadway safety, roadway and bridge conditions, and system performance. Target selection is being coordinated with the State and public transportation providers to ensure consistency.

Out of the set of 25 federally mandated measures and targets, the BRTB has adopted 11 to date. These include:

- four transit asset management measures and targets (adopted in June 2017): (1) percentage of non-revenue service vehicles that have either met or exceeded their Useful Life Benchmarks

(ULBs), (2) percentage of revenue vehicles within an asset class that have either met or exceeded their ULBs, (3) with respect to infrastructure (rail fixed-guideway, track, signals, systems): percentage of track segments with performance restrictions, and (4) percentage of facilities within an asset class rated below condition 3 on the TERM scale

- five highway safety measures and targets (adopted in January 2018): (1) Number of fatalities, (2) rate of fatalities per 100 million VMT, (3) number of serious injuries, (4) rate of serious injuries per 100 million VMT, and (5) number of non-motorized fatalities + non-motorized serious injuries – pedestrian and bicycle
- two system performance measures and targets to assess traffic congestion (unified MDOT/BRTB targets for the urbanized area; adopted in May 2018): (1) annual hours of peak-hour excessive delay per capita (PHED measure) and (2) percentage of non-SOV (single-occupancy vehicle) travel
- one measure to assess on-road mobile source emissions (unified MDOT/BRTB targets for the urbanized area): total emissions reduction (adopted June 2018): 2-year and 4-year cumulative reported emission reductions of each criteria pollutant and applicable precursors (PM2.5, PM10, CO, VOC, and NOx) for which the area is designated nonattainment or maintenance [Note: *the BRTB region is in nonattainment only with respect to ozone*]

The BRTB will adopt the remaining 13 measures and targets, in coordination with MDOT, by the November 2018 due date (or, in the case of transit safety, by a due date to be determined). The remaining measures and targets are:

- four measures to assess pavement condition: (1) percentage of pavement on the interstate system in good condition, (2) percentage of pavement on the interstate system in poor condition, (3) percentage of pavement on the NHS (excluding the interstate system) in good condition – state/local, and (4) percentage of pavement on the NHS (excluding the interstate system) in poor condition – state/local
- two measures to assess bridge condition: (1) percentage of NHS bridges by deck area classified as in good condition and (2) percentage of NHS bridges by deck area classified as in poor condition
- two measures to assess performance of the NHS under the National Highway Performance Program (expressed as Level of Travel Time Reliability (LOTR)): (1) percentage of person-miles traveled on the interstate system that are reliable (Interstate Travel Time Reliability measure) and (2) percentage of person-miles traveled on the non-interstate NHS that are reliable (non-interstate NHS Travel Time Reliability measure)
- one measure to assess freight movement on the interstate system: percentage of interstate system mileage providing for reliable truck travel times (Truck Travel Time Reliability Index – TTTR)
- four transit safety measures (reported by mode): (1) number of reportable fatalities and rate per total vehicle revenue miles, (2) number of reportable injuries and rate per total vehicle revenue

miles, (3) number of reportable safety events and rate per total vehicle revenue miles, and (4) mean distance between major mechanical failures. *[Note that, as of the publication of this document, the final transit safety rule has not been published. Once the final rule has been published, transit agencies will have 1 year to set transit safety performance targets; MPOs will have 1 year + 180 days.]*

All of the measures and targets will be used to guide the Baltimore Regional Transportation Board in carrying out the requirements of the applicable FHWA and FTA laws and regulations, including the Highway Safety Improvement Program (HSIP).

Other Components of the Maximize2045

Over the next year, the BRTB will work with stakeholders, partner agencies, and BMC staff to develop the financial plan and list of projects for *Maximize2045*. The BRTB expects to adopt this plan in July 2019.

FY 2019-2022 TIP

The BRTB and its Technical Committee reviewed the projects proposed for the 2019-2022 TIP. This included review by BMC staff for consistency with the LRTP, MDOT's Consolidated Transportation Program (CTP), the local Transit Development Plans, and adopted local government comprehensive plans. The BRTB worked with its subcommittees, particularly the Public Advisory Committee, to review and evaluate the proposed list of projects. Based on results of this evaluation, the proposed projects were selected for inclusion in the TIP.

Projects identified in the TIP are funded using current/available revenue sources listed in the state's six-year CTP. The estimated total cost of projects in the 2019-2022 TIP is \$3.20 billion.

BMC staff annually reviews the previous year's list of priority projects to determine those projects programmed in MDOT's CTP. Projects must support the LRTP goals before they can be included in the TIP. In addition, capacity projects must come from the approved LRTP and must have been considered in the congestion management process for the region.

FY 2019-2022 TIP Financial Considerations

As noted, the 2019-2022 TIP uses current and available revenue sources listed in the 2018-2023 CTP. The TIP also includes letters of financial reasonableness from agencies and jurisdictions stating that funding has been committed and will be available to apply to the listed projects. Schedules and budgets included in the TIP show the allocation of these current/available funding sources to cover the estimated year of expenditure costs of each phase of each project. In these ways, the TIP demonstrates fiscal constraint as required under the FAST Act.

FY 2019-2022 TIP Public Involvement

Public involvement for development of the TIP was provided primarily through review by the PAC. The public review period for the draft FY 2019-2022 TIP and the associated draft Air Quality Conformity Determination took place from May 23 through June 25, 2018. Staff held one public

meeting (advertised as a Transportation Fair) and a presentation at a Public Advisory Committee meeting (open to the public) to present information and accept input/comments. The public meeting included representatives from every agency sponsoring projects in the TIP. The BRTB also posted the draft TIP online along with an interactive map of TIP projects and advertised on BaltimoreSun.com.

Air Quality Conformity – FY 2019-2022 TIP and Amended Plan

The conformity rule, as it applies to the Baltimore nonattainment area, requires the LRTP and TIP to conform to the motor vehicle emissions budgets established in the SIP. The applicable SIP for the Conformity Determination of the 2019-2022 TIP is the 2012 RFP SIP for 8-hour ozone (determined to be adequate on March 27, 2009).

The results of the conformity analysis for the Baltimore nonattainment area indicate that the projected mobile source emissions are below the applicable motor vehicle emission budgets for the established analysis years of 2020, 2030, and 2040. Therefore, the BRTB, in its capacity as the Metropolitan Planning Organization for the Baltimore region, has concluded that the 2019-2022 TIP and the amended *Maximize2040* are found to be in conformity with the requirements of the Clean Air Act Amendments of 1990 and the relevant sections of the Final Transportation Conformity Regulations (40 CFR Part 93).

DISADVANTAGED BUSINESS PROGRAM (DBE) / EQUAL EMPLOYMENT OPPORTUNITY

Disadvantaged Business Enterprise (DBE) Program

The BRTB actively seeks to ensure that the planning process gains input and includes participation by minority, disabled, and elderly representatives through committee representation and public participation. In addition, the BRTB seeks to ensure equity through its consultant contracting DBE participation requirements and through equal opportunity employment practices. The BRTB adopted DBE procedures to define clearly the standards for ensuring DBE participation. DBE targets are set annually.

The BRTB-approved DBE participation target for FY 2019 is 31.7%. Specifically, the Baltimore Regional Transportation Board is using the goal of the Maryland Department of Transportation as the primary recipient of U.S. Department of Transportation funds located in the same or a substantially similar market as the BRTB.

The BRTB participates in the Regional Procurement Diversity Expo, "Meet the Primes," which is sponsored, in part, by the Baltimore Regional Cooperative Purchasing Committee. The most recent Expo took place in October 2017 with an event planned for October of 2018. The event featured individual introductory sessions between prime contractors and minority- and women-owned subcontractors.

Additionally, all cooperative contracting led by participating entities in the Baltimore Regional Cooperative Purchasing Committee comply with the lead entity's minority business enterprise procedures and goals. This allows for flexibility for entities that choose to participate in these

contracts to increase these goals should their individual minority business enterprise goals be higher than what is set by the lead entity.

Equal Employment Opportunity

BMC's Equal Employment Opportunity policy is included as Policy Number 101 in the BMC Policy and Procedure Manual (PPM). The new PPM went into effect on July 1, 2016. The Equal Employment Opportunity policy, unchanged since the last update of the manual (from March 1, 2007), states:

In order to provide equal employment opportunity to all individuals, employment decisions at BMC will be based on qualifications, abilities, and performance. BMC does not discriminate in employment opportunities or practices on the basis of race, color, religion, sex, national origin, age, disability, sexual orientation, or any other characteristic protected by law.

BMC will make reasonable accommodations for qualified individuals with known disabilities unless doing so would result in an undue hardship. This policy governs all aspects of employment, including selection, job assignment, compensation, discipline, termination, and access to benefits and training.

AMERICANS WITH DISABILITIES ACT

The BRTB and its subcommittees are fully committed to the spirit and intent of the ADA legislation. To facilitate participation by people with disabilities, the following guidelines and activities apply:

- All public meetings and formal events of the BRTB will be held in facilities that are accessible to persons with disabilities. Additional accommodations will be provided on an as-needed basis.
- All public notices of BRTB events state that accommodations for qualified individuals with disabilities will be provided on request. One-week notice is required for provisions of appropriate auxiliary aids and services.
- All documents available to the public will be provided in alternative formats for qualified individuals with disabilities, upon request.
- The website is accessible to and usable by individuals with vision impairments.
- The telephone number of the Maryland Relay Service will be included on all agendas and materials for public review of the BRTB.
- A list of resources for auxiliary aids and services has been developed and is maintained.

The Public Advisory Committee maintains a strong role in the consideration of the disabled population. In addition, the planning process now utilizes the most recent, applicable data from the U.S. Census Bureau to identify possible concentrations of disabled individuals. Such an approach, based on public input and the best possible planning assumptions, is similar to those used by the MTA and the Locally Operated Transit Systems (LOTS) in developing fixed-route and on-demand transit services across the region.

Other ADA-related Activities

The BMC undertook an ADA Self-Evaluation and the associated Transition Plan. Recognizing the importance of the offices where employees work on a regular basis as well as where public meetings are held on a regular basis, the BMC completed a review of the interior of the offices. Several areas have been noted where improvements are needed to maintain a fully compliant space, adjustments are now completed. The exterior were reviewed by the development company and a significant upgrade was completed which will be added to the next report.

BRTB staff participates in trainings and offers assistance and advice on pedestrian accessibility issues through participation in steering committees for bicycle and pedestrian plans and review of L RTP and TIP projects for pedestrian accommodations. In 2013, a staff member participated in "Understanding ADA" training (which incorporated Section 504 considerations as well) through the National Transit Institute at WMATA headquarters in Washington, DC. Staff has also given presentations on the subject of pedestrian and transit accommodations for people with disabilities to a variety of audiences, including the self-advocacy group of the Arc of Howard County.

OLDER AMERICANS ACT

The BRTB acknowledges that older residents are a growing percentage of the population and continues to monitor aging residents of the Baltimore region to ensure that this segment of the population is served by the transportation system as required by the Older Americans Act, as amended (42 U.S.C. 6101). Information on travel studies related to the needs of the elderly (see examples below) is posted on the BMC web site: www.baltometro.org.

1999 - Baltimore Region Elderly Travel Study

This study explores the activity patterns and travel characteristics of the elderly in the Baltimore region. In addition, the study also documents the major causal factors which directly affect how, when, and where the elderly travel, including the pervasive influence of the in-place retirement phenomena on elderly travel behavior. This study was one of the first regional elderly travel studies in the United States. Its findings have been since been confirmed by other elderly travel studies.

2012 - Naturally Occurring Retirement Communities (NORCs) in the Baltimore Region:2010 Census Update

This study documents the distribution of the elderly population in the Baltimore region. The findings of this study show that the existing elderly population is widely scattered throughout low density suburban areas where public transportation service is not available and possibly not feasible. The study also documented that portions of the existing elderly population are concentrated in 31 population clusters throughout the region. These elderly population clusters could serve as the basis for planning transportation services to meet the travel needs of elderly residents that are no longer able to drive.

2015 – The Aging of the Regional Population and Its Effect on Travel

The Baby Boom Generation (born 1946 through 1964) began to turn 65 in 2011. As they age, the elderly population of the Baltimore region will increase, with consequences for transportation, healthcare, and economics. Part of the series "Directions: Travel Trends in the Baltimore Region."

TRANSPORTATION SERVICES FOR DISABLED PEOPLE AND THE ELDERLY

The BRTB strives to provide transportation options for individuals with disabilities as stated by the Americans with Disabilities Act of 1990 (42 U.S.C. 1210 and 49 CFR parts 27, 37 and 38). There are a number of travel options for people with disabilities, the elderly, and/or others with special mobility needs. Paratransit program information is posted on the BMC web site: www.baltometro.org.

Coordinated Public Transit – Human Services Transportation Plan

The BRTB collaborated with the Maryland Transit Administration in developing the 2015 *Baltimore Area Coordinated Public Transit – Human Services Transportation Plan*. This plan meets SAFETEA-LU's federal planning requirement that projects selected for funding under the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310), Job Access and Reverse Commute (JARC), and New Freedom programs be derived from a locally developed, coordinated public transit-human services transportation plan. Although the FAST Act's predecessor, MAP-21, eliminated the JARC and New Freedom programs, these type of services continue to be eligible for funding other FTA programs.

In June 2015, two regional workshops provided a forum for stakeholders to discuss and update the transportation needs in the 2010 Plan. Strategies for how to best to serve the needs of seniors and the disabled as well as the low-income employed were finalized at an August 2015 meeting also attended by regional stakeholders

2017 – Attitudes and Behavior of Baltimore Area Residents with Access to Transit

Related to the topic of the transportation needs of the region's residents, the BRTB sponsored a survey to gather information on people's travel behavior and attitudes with respect to public transit. From November 14, 2017 to January 16, 2018, the BRTB's consultant team conducted more than 1,200 interviews of residents in zip codes served by transit. The team used the data to determine attitudes by demographic characteristics, education level, and income level. In addition, the team conducted a market segmentation analysis and provided recommendations to the BRTB on how the region could more effectively reach and serve current and potential transit riders.

MTA Mobility/Paratransit

Mobility/Paratransit is a specialized, curb-to-curb service for people with disabilities who are not able to ride fixed-route public transportation including lift-equipped buses.

Anne Arundel County

Regional Transportation Agency of Central Maryland (RTA) Mobility is a specialized transportation service for individuals who cannot ride fixed route buses. RTA Mobility consists of two service components: General Paratransit and ADA Services.

Baltimore County

CountyRide provides specialized transportation services to Baltimore County residents 60 years of age or older, persons with disabilities ages 18 to 59, and rural residents of all ages. Destinations include medical appointments, shopping and other general purpose trips.

Carroll County

Butler Medical provides demand-response transportation to meet the needs of seniors, people with disabilities, and the transportation disadvantaged of Carroll County.

Harford County

Harford Transit provides services in accordance with the ADA. Vehicles are wheelchair accessible.

Howard County

Regional Transportation Agency of Central Maryland (RTA) Mobility is a specialized transportation service for individuals who cannot ride fixed route buses. RTA Mobility consists of two service components: General Paratransit and ADA Services.

Queen Anne's County

County Ride is the public transit system for Queen Anne's County and is operated under the Department of Aging. Our staff is committed to providing quality transit services for the general public and specialized services for seniors and persons with disabilities who are unable to use the fixed-route public system.

Action in Maturity (AIM)

AIM is a senior center without walls providing transportation and social services to aging adults in Baltimore City.

Neighbor Ride

Neighbor Ride provides affordable, volunteer-based supplemental transportation for Howard County's seniors.

Partners In Care

Partners In Care is a nonprofit organization that helps Anne Arundel County's older adults remain independent in their homes. It provides no-cost transportation to members' doctors' appointments, pharmacy trips, shopping and running various other errands via a team of volunteer drivers.

REHABILITATION ACT

Section 504 of the Rehabilitation Act of 1973 (29 USC 794 and 49 CFR part 27) addresses accessible features such as curb cuts, ramps, continuous sidewalks, and detectible warnings, particularly as they relate to the needs of children, the elderly, and people with physical disabilities. The activities and work done to comply with and promote understanding of the ADA also relates to the provisions of the Rehabilitation Act.

APPENDIX E

AREAWIDE PROJECTS

KNOWN FY 2019 AREAWIDE PROJECTS AT TIME OF SUBMITTAL – BASED ON THE 2018-2023 CONSOLIDATED TRANSPORTATION PROGRAM

Jurisdiction	Route	Termini	Description of Improvements
Areawide Transportation Alternatives Projects (60-9903-29)			
Anne Arundel County		MD 3 at Millersville Rd. to Waterbury Rd. at Bacon Ridge Rd.	Bike/pedestrian trail construction
Anne Arundel County		Severna Park-and-Ride	Stormwater management pond retrofit
Baltimore City		Sharp-Leadenhall to Hamburg Street Light Rail Station	Pedestrian access improvements
Baltimore City		Pimlico Elementary School	Safe Routes to School (SRTS) sidewalk improvements
Carroll County		Sykesville Middle School	Safe Routes to School (SRTS) sidewalk improvements
Carroll County		Manchester Skate Park	Wetland construction
Carroll County		Langdon, near Westminster Avenue	Stormwater management facility construction
Howard County		Dorsey MARC Station	Stormwater management pond retrofit
Areawide Environmental Projects (60-9506-38)			
Anne Arundel County	Various		Drainage improvement
Anne Arundel County	Various		Tree planting and landscaping
Carroll County	Various		Misc. Drainage Improvements
Howard County	Various		Misc. Drainage Improvements
Areawide Congestion Management Projects (60-9504-04)			
Regional	Various	CHART vehicle purchase FY 2019	
Regional	Various	CHART operating budget FY 2019	
Regional	Various	CHART device maintenance FY 2019	
Areawide Safety and Spot Improvement (60-9508-19)			
Anne Arundel County	US 50	MD 665 to Severn River	Drainage improvements
Carroll County	MD 32	Main St. to MacBeth Way	Safety Improvements
Carroll County	MD 27	Gillis Falls Rd/Harrisville Rd	Intersection Improvements
Howard County	US 1	Kit Kat Road	Intersection Improvements

Areawide Bridge Replacement and Rehabilitation Projects (60-9310-13)			
Anne Arundel County	MD 450	Bridges 02243XO, 02335XO, 02288XO, and 02244XO	Miscellaneous repairs
Baltimore County	various	Baltimore beltway and Northwest Expressway	Clean, paint bridges
Howard County	US 40	Bridge 13055 over I-70	Bridge rehabilitation
Areawide Resurfacing and Rehabilitation Projects (60-9501-11)			
Anne Arundel County	MD 295	MD 175 to MD 100	Resurfacing
Baltimore County	Various	Interstate roadways in Baltimore County	Resurfacing, patching
Carroll County	Various	MD 27, MD 86, MD 832	Resurfacing
Howard County	Various	MD 103, MD 104, MD 144A, MD 175	Resurfacing
Howard County	I-70 WB	Baltimore County line to Marriottsville Rd	Resurfacing
Howard County	MD 100	Snowden River Pkwy to Anne Arundel County line	Resurfacing

APPENDIX F

PROJECTS BETWEEN FUNDING STAGES (ON HOLD) AND INFORMATIONAL PROJECTS

Projects Between Funding Stages (On Hold)

Project Id	Project Title	Jurisdiction	Year of Operation	Project Category	Project Type
12-0002-99	Transportation Career Development Innovation Program	Baltimore City	2019	Miscellaneous	Miscellaneous
12-0723-19	Reversible Lane System Replacement	Baltimore City	Ongoing	Highway Preservation	Other
12-1030-13	Citywide Bridge Preservation and Rehabilitation	Baltimore City	Ongoing	Highway Preservation	Bridge repair/deck replacement
12-1102-42	Boston Street Realignment and Reconstruction	Baltimore City	2016	Highway Capacity	New or extended roadways
12-1116-42	New Vail Street	Baltimore City	2014	Highway Capacity	New or extended roadways
12-1213-11	Citywide Street and Urban Reconstruction	Baltimore City	Ongoing	Highway Preservation	Road resurfacing/rehabilitation
12-1406-12	Waterview Avenue and Hollins Ferry Road Reconstruction	Baltimore City	2017	Highway Preservation	Road reconstruction
12-1409-11	Seton Hill Complete Streets	Baltimore City	2017	Highway Preservation	Road resurfacing/rehabilitation
12-1410-11	Citywide Roundabout Construction	Baltimore City	2018	Highway Preservation	Road resurfacing/rehabilitation
12-1413-56	Bayview MARC Intermodal Station	Baltimore City	2018	Commuter Rail	New rail facilities
12-1417-39	Citywide ADA Improvements	Baltimore City	Ongoing	Environmental/Safety	Other
12-1606-12	Reconnecting Charles Street – Mt. Royal to Lanvale Street	Baltimore City	2018	Highway Preservation	Road reconstruction
12-1704-11	Curtis Avenue Corridor Improvements (Phase I and II)	Baltimore City	2025	Highway Preservation	Road resurfacing/rehabilitation
13-1406-42	Security Boulevard Extension	Baltimore County	2018	Highway Capacity	New or extended roadways
15-0406-13	Pleasantville Road Bridge #67	Harford County	2020	Highway Preservation	Bridge repair/deck replacement
15-1402-42	Bata Boulevard Access Road	Harford County	2020	Highway Capacity	New or extended roadways
16-1409-42	Skylark Boulevard extended to MD 216	Howard County	2017	Highway Capacity	New or extended roadways
92-1101-99	Baltimore and Potomac Tunnel	Office of the Secretary	n/a	Miscellaneous	Miscellaneous
95-1401-59	Susquehanna Bridges	Office of the Secretary	n/a	Commuter Rail	Other
75-1101-02	MARC Aberdeen Station Parking Expansion D&E	MTA – Commuter Rail	2018	Emission Reduction Strategy	Park-and-ride lots
61-0105-41	MD 3: US 50 to MD 32, Corridor Study	SHA	NA	Highway Capacity	Roadway Widening
61-0505-41	MD 295: MD 100 to I-195, Corridor Study	SHA	NA	Highway Capacity	Roadway Widening
63-0602-41	I-695: I-95 to MD 122 (Southwest Beltway)	SHA	2025	Highway Capacity	Roadway Widening
63-1204-04	I-695: Low-Cost Operational and Safety Improvements	SHA	NA	Emission Reduction Strategy	Traffic Engineering
63-9305-41	I-695: I-83 to I-95 (Northeast Beltway) Study	SHA	NA	Highway Capacity	Roadway Widening
64-1703-41	MD 32: MD 26 to I-70 Corridor Study	SHA	NA	Highway Capacity	Roadway Widening
66-0501-19	US 1: Baltimore County to Prince George's County Line Study	SHA	NA	Highway Preservation	Other
66-1403-41	I-70: MD 32 to US 29 Corridor Study	SHA	NA	Highway Capacity	Roadway widening

APPENDIX G

FY 2018-2021 TIP AMENDMENT AND ADMINISTRATIVE MODIFICATION LOG

Summary of 2018 – 2021 TIP Amendments and Administrative Modifications

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
12-1402-13	Harford Road Bridge over Herring Run	Baltimore City	This administrative modification updates the source of federal funds from the Surface Transportation Block Grant Program to the National Highway Performance Program. In addition, FY 2018 construction funds increase from \$24 million (\$19.2 million federal/\$4.8 million matching) to \$25 million (\$20 million federal/\$5 million matching). The increase of \$1 million is due to a revised engineer's estimate at the completion of 100% design.	<p>The bridge has deteriorated beyond repair. A total reconstruction of the bridge is needed. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.</p> <p>The date of authorization for PE funding for this project was in FY 2015.</p> <p>Conformity Status: Exempt</p>	Admin Mod: 9/25/2017
12-0207-11	Citywide Road Resurfacing – Federal Aid Program	Baltimore City	This administrative modification updates the source of federal funds from the Surface Transportation Block Grant Program to the National Highway Performance Program. In addition, FY 2018 construction funds increase from \$2.5 million (\$2 million federal/\$500,000 matching) to \$5 million (\$4 million federal/\$1 million matching). These funds will be used to resurface Franklin Street from Martin Luther King Jr. Boulevard to Edmondson Avenue. Funding was anticipated to be obligated in FY 2017 but must now be added to FY 2018 due to delays in the approval process to advertise the project. Funds in the 2018-2021 TIP increase from \$8.7 million to \$11.2 million.	<p>Resurfacing or rehabilitation of various roadways on the Federal Aid system citywide. Work is to generally include the removal and replacement of existing asphalt surfaces. It may also include roadway base repairs, minor curb and sidewalk repairs, and other isolated roadway appurtenance modifications.</p> <p>Conformity Status: Exempt</p>	Admin Mod: 9/25/2017
63-1801-38	I-695 at Cromwell Bridge Road – Drainage Improvement	State Highway Administration	This amendment adds the project to the 2018-2021 TIP utilizing federal NHPP funds along with state matching funds for the preliminary engineering, construction, and right-of-way phases. The project requires its own TIP sheet because the total cost now exceeds \$10 million, and must be included as a major project in the Maryland Department of Transportation (MDOT) Consolidated Transportation Program. Federal NHPP funds are added in the amount of \$9.548 million along with \$2.387 million in state matching funds for a total of \$11.935 million added to the 2018-2021 TIP, with \$1.52 million expended in previous fiscal years. The total project cost is \$13.455 million.	<p>This project involves restoration of the stream channel, repair of SHA drainage outfalls and outfall channels, construction of stormwater management facilities to provide water quality treatment, and relocation of the Baltimore County sewer line.</p> <p>Conformity Status: Exempt</p>	Resolution 18-5: 9/26/2017

70-1502-54	MARC Improvements	Maryland Transit Administration	This administrative modification adds Section 3028 Commuter Rail Positive Train Control Grant Program funds to FY 2018 in the amount of \$4.72 million federal along with \$1.18 million in matching funds. These funds will be used to implement Positive Train Control for MARC. In addition, FY 2018 Section 5307 and Section 5337 funds decrease in the amounts of \$80,000 federal/\$20,000 matching and \$225,000 federal/\$56,000 matching, respectively. The total project cost increases from \$49.58 million to \$55.099 million, an increase of \$5.519 million.	<p>This project provides funding to implement ongoing improvements derived from the MARC Master Plan and Amtrak/CSX Operating Agreements. Projects include: improvements to the Penn line; improvements to the Brunswick and Camden lines; system-wide parking lot improvements; the design, procurement, and installation of an ADA compliant public address system at all MARC stations on the Brunswick, Camden, and Penn lines; development and implementation of Positive Train Control for MARC (PTC is funded through Section 3028); audio/visual warning system for MARC train approaching; and the collaborative cost-sharing arrangement to advance development of the Northeast corridor infrastructure.</p> <p>In addition to the matching funds listed, MTA has committed \$11.917 million in state dollars.</p> <p>Conformity Status: Exempt</p>	Admin Mod: 11/9/2017
12-9903-13	Hawkins Point Bridge over CSX Railroad	Baltimore City	This amendment adds the project to the 2018-2021 TIP using \$17.6 million in federal NHPP funds along with \$4.4 million in matching funds for the construction phase. This project had previously been in the 2017-2020 TIP, but must now be added to the 2018-2021 TIP as a result of delays in the process to advertise the project.	<p>This project involves the following:</p> <ol style="list-style-type: none"> 1) Complete replacement of the bridge carrying Hawkins Point Road over CSX railroad tracks. 2) Complete replacement of .53 miles of Hawkins Point Road from 1200 feet west of Chemical Road (west of bridge) to Ross Avenue (east of bridge). This replacement includes full depth concrete pavement replacement as well as water, conduit, BGE, and Verizon utilities work. Sidewalks, which are not currently present, will also be added to both sides of the roadway. 3) Addition of a 400 foot right turn lane at Ross Avenue for those accessing the US Coast Guard Yard. 4) Stormwater management and reforestation of two acres east of the bridge. <p>PE funds for this project were included in a previous TIP (FY 2011 and FY 2013).</p> <p>Conformity Status: Exempt</p>	Resolution 18-6: 11/28/17
63-1701-13	I-83: Bridge Replacement over Padonia Road	State Highway Administration	This administrative modification reflects the use of National Highway Freight Program (NHFP) funds in FY 2019 for the construction phase. The modification shifts \$1.6 million from state funding to NHFP federal funding. The total amount of funds in the 2018-2021 TIP is unchanged.	<p>Replace bridge no. 03062 along I-83 over Padonia Road, which carries both northbound and southbound traffic. The cost has increased to include a turn lane and to reflect recent bid prices.</p> <p>Conformity Status: Exempt</p>	Admin Mod: 11/30/2017
63-1602-43	I-695: Bridge Replacements at Benson Ave and US 1	State Highway Administration	This administrative modification reflects the use of National Highway Freight Program (NHFP) funds in FY 2018 for the construction phase. The modification shifts \$521,000 from NHPP to NHFP federal funding and \$130,000 from NHPP to state funding. In addition, \$145,000 in state matching funds are shifted from the ROW phase to the construction phase. The total amount of funds in the 2018-2021 TIP is unchanged.	<p>Replacement of Bridge 0311305 on I-695 Inner Loop over Benson Ave; Bridge 0311405 on I-695 Inner Loop over Leeds Avenue, US 1, AMTRAK and Herbert Run. The project also includes the realignment of the I-695 northbound on-ramp from Leeds Ave. to US 1. Both bridges will be widened to accommodate the future widening of I-695 to improve safety. No additional lanes are being added at this time. US 1 will be narrowed to one lane in each direction extending approximately 2,400 feet north and south of I-695. This project is a breakout of the larger corridor project, I-695: I-95 to MD 122, which has TIP ID #63-0602-41 and separate funding flows. This project will be completed in the 2017 calendar year, fiscal year 2018.</p> <p>Conformity Status: Not Exempt</p>	Admin Mod: 11/30/2017

63-1702-43	I-695: Bridge Replacement on Crosby Road	State Highway Administration	This administrative modification reflects the use of National Highway Freight Program (NHFP) funds in FY 2018 and FY 2019 for the construction phase. The modification shifts \$602,000 from state funding to NHFP federal funding. The total amount of funds in the 2018-2021 TIP is unchanged.	The project will replace bridge no. 03125 along Crosby Road over I-695. The replacement bridge will accommodate future widening of I-695. No additional capacity is being provided at this time. 5 foot shoulders and 5 foot ADA compliant sidewalks are planned on both sides. Conformity Status: Exempt	Admin Mod: 11/30/2017
63-1601-41	I-695: US 40 to MD 144	State Highway Administration	This administrative modification reflects the use of National Highway Freight Program (NHFP) funds in FY 2018 – FY 2020 for the construction phase. The modification shifts \$4.968 million from NHS to NHFP federal funding and \$1.242 million from NHS to state funding. The total amount of funds in the 2018-2021 TIP is unchanged.	This project will widen I-695 outer loop from US 40 to MD 144 from three to four through lanes. This project will also accommodate the final configuration of this section of the beltway. The noise barrier on the inner loop will be replaced and extended from Shady Nook to US 40 as part of this project. Conformity Status: Not Exempt	Admin Mod: 11/30/2017
13-1201-13	Dogwood Road Bridge No. B-0347 over Dogwood Run	Baltimore County	This amendment adds the project to the FY 2018-2021 TIP by shifting construction funds from FY 2017 to FY 2018 to reflect the current advertisement schedule for the project. FY 2018 construction funds are composed of \$1.2 million in federal Surface Transportation Block Grant program funds along with \$300,000 in local matching funds. The total project cost remains unchanged from the FY 2017-2020 TIP.	Removal and replacement of Bridge No. B-347 on Dogwood Road over Dogwood Run. Engineering is being funded entirely by the County; construction to be funded with Federal aid. The new structure will have 3 foot shoulders on both sides of the road. PE funding in a previous TIP (local funds only). Conformity Status: Exempt	Amendment: Approved by EC 12/19/2017
40-0104-61	Small Urban Transit Systems - Operating Assistance	Maryland Transit Administration	This administrative modification updates FTA Section 5307 funds in FY 2018 to reflect the difference between the estimated and actual budgetary needs of the grant sub-recipient. Funds increase in the amount of \$29,000 federal along with \$29,000 in matching funds. Total funding in the TIP increases from \$2.376 million to \$2.434 million.	Operating assistance to small urban transit systems throughout the Baltimore region. Transit agencies eligible for funding include Carroll Transit System. Conformity Status: Exempt	Admin Mod: 1/24/2018
40-1603-61	Urban Transit Systems – Operating Assistance	Maryland Transit Administration	This administrative modification updates FTA Section 5307 funds in FY 2018 to reflect the difference between the estimated and actual budgetary needs of the grant sub-recipient. Funds increase in the amount of \$329,000 federal along with \$329,000 in matching funds. Total funding in the TIP increases from \$10.376 million to \$11.034 million.	Operating assistance to urban transit systems throughout the Aberdeen/Bel Air South/Bel Air North Urbanized Area. Transit agencies eligible for funding include Harford County Transportation Services. Costs generally associated with operating assistance can include utilities, miscellaneous equipment, fuel/oil, and driver, maintenance staff, and administrative salaries. The TIP ID for this project was formerly 40-1603-05. Conformity Status: Exempt	Admin Mod: 1/24/2018

40-9502-05	Small Urban Transit Systems – Capital Assistance	Maryland Transit Administration	This administrative modification updates FTA Section 5307 and 5339 funds in FY 2018. Section 5307 funds increase in the amount of \$58,000 federal along with \$14,000 in matching funds. These funds will be used for 1 small bus replacement, 18 replacement tablets, and preventive maintenance for the Carroll Transit System. Section 5339 funds increase in the amount of \$179,000 along with \$45,000 in matching funds. These funds will be used for two medium duty bus replacements in Anne Arundel County. Total funding in the TIP increases from \$2.343 million to \$2.639 million.	Capital assistance to small urban transit systems throughout the region to purchase vehicles, equipment, and facilities. The Baltimore region small urban transit systems include Carroll Transit System and Anne Arundel County. FY18 awards to Carroll County include 6 vehicle replacements, 1 replacement bus, 18 replacement tablets, a transit hub study, and continued preventive maintenance. FY18 awards to Anne Arundel County include 2 replacement buses. Conformity Status: Exempt	Admin Mod: 1/24/2018
15-1401-13	Robinson Mill Road Bridge #154 over Broad Creek	Harford County	This administrative modification updates Surface Transportation Block Grant funds for the construction phase in FY 2018. The increase reflects updated construction and utility relocation costs due to the project being delayed for nearly three years. Funds increase in the amount of \$80,000 federal along with \$20,000 in matching funds. Total funding in the TIP increases from \$300,000 to \$400,000.	This project is to replace the entire bridge that carries Robinson Mill Road over Broad Creek. The two-lane approach road on both ends of the bridge includes horizontal curves that restrict sight distance across the bridge. 3 foot shoulders planned on both sides of the road. PE funds were in a previous TIP. Conformity Status: Exempt	Admin Mod: 1/24/2018
63-1704-13	US 1: Bridge Replacement over CSX	State Highway Administration	This amendment updates NHPP funds for the PE, Construction, and ROW phases. Construction funds switch from state funds to NHPP with state match, PE funds increase by a total of \$226,000, and ROW funds are added in the amount of \$2.448 million. Funding in the 2018-2021 TIP increases from \$25.187 million to \$27.861 million, an increase of \$2.674 million. The total project cost increases from \$26.176 million to \$29.782 million, a total increase of \$3.606 million. The increased project cost reflects a revised engineer's estimate and additional ROW and utility costs.	The project will replace bridge no. 03008 along US 1 (Washington Boulevard) over CSX railroad track and property. An 8 foot shoulder is planned on both sides of the roadway. Conformity Status: Exempt	Amendment: Approved by EC 3/19/2018
25-1801-41	I-95 Express Toll Lane Northbound Extension	Maryland Transportation Authority	This amendment adds a new project to the FY 2018-2021 TIP utilizing Maryland Transportation Authority toll revenues. Funding in the FY 2018-2021 TIP includes \$7.9 million in preliminary engineering funds and \$107.26 million in construction funds for a total of \$115.16 million. The total cost of the project is \$210 million, with construction funding extending into FY 2022 and FY 2023.	The proposed improvements will address capacity, operational, and safety concerns that exist today along northbound I-95 and are interim improvements toward the full Section 200 implementation. The interim solution will be funded with MDTA toll revenues and includes: a. A single lane Express Toll Lane (ETL) from north of MD 43 to 1 mile south of MD 152 (4.9 miles). The ETL will be separated by a 4' buffer. b. A 5th auxiliary lane to MD 152 (1.0 mile). The right most lane will be dropped at the MD 152 off-ramp. The on-ramp from MD 152 will be extended as an auxiliary lane to the MD 24 / MD 924 off-ramp. c. Minor modifications to the off-ramp to MD 24 / MD 924 d. Various corridor improvements including 4 noise walls and a new ITS system. Conformity Status: Not Exempt	Resolution 18-10: 3/27/2018

63-1802-41	I-695: I-70 to MD 43	State Highway Administration	This amendment adds a new project to the FY 2018-2021 TIP utilizing federal NHPP funds along with state match. Funding in the FY 2018-2021 TIP includes \$22 million in preliminary engineering funds (\$17.16 million federal/\$4.84 million matching) and \$99 million in construction funds (\$77.22 million federal/\$21.78 million matching) for a total of \$121 million. The total cost of the project is \$251 million, with construction funding extending into FY 2022 and FY 2023.	The purpose of this project is to utilize the inside shoulder to create a new travel lane on the inner and outer loops of I-695 during daily peak travel periods from I-70 to MD 43. This project includes reconfiguration of the I-695 and I-70 interchange and potential future adaptive ramp metering. Conformity Status: Not Exempt	Resolution 18-11: 3/27/2018
63-0602-41	I-695: I-95 to MD 122 (Southwest Beltway)	State Highway Administration	This amendment removes the project from the FY 2018-2021 TIP. This project funded PE up to 30% for two projects that have since been broken out into separate projects. These projects – I-695: US 40 to MD 144 (TIP ID 63-1601-41) and I-695: Bridge Replacements at Benson Ave and US 1 (TIP ID 63-1602-43) – will continue as scheduled. However, the ultimate restriping of this roadway segment to eight lanes is now anticipated to be completed beyond the current TIP and LRP timeframes.	The overall purpose of this project is to study the six-lane portions of I-695 for widening to an eight-lane freeway from I-95 to MD 122 (Security Boulevard). This umbrella project funded PE in 2014 for two projects that have since been broken out. Funding did not go beyond 30% PE. The I-695 Outer Loop widening project involves the multi-lane reconstruction of the I-695 Outer Loop from South of US 40 to MD 144 and has TIP ID #63-1601-41. The replacement of the bridge along the I-695 Inner Loop over Benson and Leeds/US1/Amtrak/Herbert Run and the realignment of the I-695 Inner Loop ramp from US 1 over Leeds Avenue, and US 1 from Knecht Avenue to Linden Avenue have TIP ID #63-1602-43. Engineering for this project is on hold. Conformity Status: Exempt	Resolution 18-11: 3/27/2018
63-1705-43	I-70 & I-695: Triple Bridges Study	State Highway Administration	This amendment removes the project from the FY 2018-2021 TIP. Funds for the study and the eventual reconfiguration of the I-695 and I-70 interchange are now part of the I-695: I-70 to MD 43 project (TIP ID 63-1802-41).	The project is the I-70/I-695 triple bridges study to replace or rehabilitate bridges no. 0312703, 0312704, 0312805, 0312806, 0312903 and 0312904. The State funded study will be complete in calendar year 2017, fiscal year 2018. No additional phases are currently funded. Conformity Status: Exempt	Resolution 18-11: 3/27/2018
63-1701-13	I-83: Bridge Replacement over Padonia Road	State Highway Administration	This amendment adds federal NHPP funds for the construction phase and state funding for preliminary engineering. The addition of federal NHPP funds is a financial decision, balancing federal aid commitments across the statewide MDOT SHA program. The addition of NHPP funds increases federal funding in the TIP by \$17.719 million, resulting in a decrease in state funding of \$12.474 million. The total four-year request in the TIP increases from \$20 million to \$25.245 million, an increase of \$5.245 million. The total cost for the project increases from \$20.94 million to \$26.448 million. The funding increase reflects current bid pricing and the final grading plan.	Replace bridge no. 03062 along I-83 over Padonia Road, which carries both northbound and southbound traffic. The cost has increased to reflect recent bid prices. Conformity Status: Exempt	Resolution 18-12: 3/27/2018

63-1706-13	US 40: Bridge Replacements over Little & Big Gunpowder Falls	State Highway Administration	This amendment switches the federal funding source from STBG to NHPP and updates construction, preliminary engineering, and right-of-way funds. Changing the federal funding source to NHPP is a financial decision, balancing federal aid commitments across the statewide MDOT SHA program. The four-year funding request in the TIP increases from \$14.083 million to \$23.364 million, an increase of \$9.281 million (\$6.437 million federal/\$2.844 million matching). The total cost for the project increases from \$16.565 million to \$25.79 million. The funding increase accommodates a revised management of traffic strategy and widening at the bridge approaches for traffic transitions.	This project will replace and widen the superstructure on bridges #0303403 and #0303404 along eastbound and westbound US 40 over Little Gunpowder Falls and bridges #0303503 and #0303504 along eastbound and westbound US 40 over Big Gunpowder Falls. The new bridge superstructures will maintain two 12 foot lanes on each bridge, as well as 4 foot inside shoulders and 10 foot outside shoulders to match the approach roadways. Conformity Status: Exempt	Resolution 18-12: 3/27/2018
40-1204-64	Bus and Rail Preventive Maintenance	Maryland Transit Administration	This administrative modification updates Section 5307 and Section 5337 funds to reflect the difference between estimated and actual budgetary needs. FY 2018 Section 5307 funds decrease in the amount of \$3.054 million along with a \$763,000 decrease in matching funds. FY 2018 Section 5337 funds increase in the amount of \$3.454 million along with \$863,000 in matching funds. The total project cost increases from \$193.52 million to \$194.02 million.	Provides preventative maintenance on the Bus, Light Rail and Metro systems to improve safety, reliability and passenger comfort. Conformity Status: Exempt	Admin Mod: 6/8/18
40-1502-69	Seniors and Individuals with Disabilities	Maryland Transit Administration	This administrative modification updates FTA Section 5310 funds due to a special solicitation for projects held in FY 2018. The special solicitation was held to prevent previously unobligated FY 2016 funds from lapsing. Funds increase in the amount of \$616,000 federal along with \$300,000 in matching funds. Total funding in the TIP increases from \$9.36 million to \$10.276 million.	Capital and operating assistance to non-profit agencies who provide transportation services for the elderly and individuals with disabilities. Non-profit recipients are determined through a competitive selection process and based upon the Baltimore Area Coordinated Public Transit - Human Services Transportation Plan. Conformity Status: Exempt	Admin Mod: 6/8/18
40-1502-69	Seniors and Individuals with Disabilities	Maryland Transit Administration	This administrative modification updates FTA Section 5310 funds to move funds that were inadvertently placed in the DC region TIP to the Baltimore region TIP. Funds increase in the amount of \$30,000 federal along with \$7,000 in matching funds. Total funding in the TIP increases from \$10.276 million to \$10.313 million.	Capital and operating assistance to non-profit agencies who provide transportation services for the elderly and individuals with disabilities. Non-profit recipients are determined through a competitive selection process and based upon the Baltimore Area Coordinated Public Transit - Human Services Transportation Plan. Conformity Status: Exempt	Admin Mod: 7/6/18
13-1204-13	Old Court Road Bridge No. B-0237 over Bens Run	Baltimore County	This administrative modification shifts \$1.44 million in federal STBG funds along with \$360,000 in matching funds from FY 2018 to FY 2019. The year of operation changes from 2019 to 2020. Baltimore County had originally anticipated advertising for construction in FY 2018 but will now advertise in FY 2019 due to delays encountered during preliminary engineering.	Superstructure replacement for Bridge No. B-237 on Old Court Road over Bens Run. The existing bridge has two 5 foot sidewalks. The new superstructure will maintain the existing cross section. PE funding in a previous TIP (FY 2014). Conformity Status: Exempt	Admin Mod: 7/20/18

70-1502-54	MARC Improvements	Maryland Transit Administration	This administrative modification updates FTA Section 5337 funds due to an accelerated payment schedule for the Northeastern Corridor infrastructure improvements. Section 5337 funds increase in the amount of \$6.786 million along with \$1.697 million in matching funds. Total funding in the TIP increases from \$55.099 million to \$63.582 million.	This project provides funding to implement ongoing improvements derived from the MARC Master Plan and Amtrak/CSX Operating Agreements. Projects include: improvements to the Penn line, improvements to the Brunswick and Camden lines, system-wide parking lot improvements, the design, procurement, and installation of an ADA compliant public address system at all MARC stations on the Brunswick, Camden, and Penn lines, implementation and development of Positive Train Control for MARC (PTC is funded through Section 3028), audio/visual warning system for approaching MARC trains, and the collaborative cost-sharing arrangement to advance development of the Northeast corridor infrastructure. In addition to the matching funds listed, MTA has committed \$11.917 million in state dollars. Conformity Status: Exempt	Admin Mod: 7/20/18
70-1503-55	MARC Facilities	Maryland Transit Administration	This amendment decreases FTA Section 5337 funds by \$6.235 million along with \$1.559 million in matching funds. MTA had initially anticipated obligating the remainder of FFY17 and partial FFY18 apportionments in FY 2018, but will now only obligate FFY17 funds in FY 2018. Total funding in the TIP decreases from \$34.4 million to \$26.606 million.	1) Procure Riverside Maintenance Facility, which CSXT has offered to sell to MTA. Maintenance activities for equipment on the MARC Camden Line would then be under direct control of MARC. MTA & CSX are jointly working with MDE to remediate hazardous material contamination. 2) BWI - Comprehensive structural inspection of garages 1 & 2, w/ design & construction of recommended structural repairs and repairs to mechanical, plumbing, fire protection and electrical systems & elevators. 3) West Baltimore Station Improvements Phase I - Make improvements to the existing West Baltimore MARC Station to allow for barrier free access & to make it ADA compliant by installing a pedestrian plaza, elevators, wayside lifts & platform improvements. 4) MARC Martin State Airport - Purchase private property & construct 2 additional storage tracks. Conformity Status: Exempt	Amendment: Approved by EC 7/20/2018
70-1501-53	MARC Rolling Stock Overhauls and Replacement	Maryland Transit Administration	This amendment decreases FTA Section 5337 funds by \$12.564 million along with \$3.14 million in matching funds. MTA had initially anticipated obligating the remainder of FFY17 and partial FFY18 apportionments in FY 2018, but will now only obligate FFY17 funds in FY 2018. Total funding in the TIP decreases from \$35.758 million to \$20.054 million.	This is an ongoing project for the overhaul and replacement of MARC rolling stock. The overhaul of MARC coaches and locomotives is performed in accordance with "10-year Minor" and "20-year Midlife" schedules and/or the manufacturer's schedule. MARC vehicles will be upgraded with federally-mandated Positive Train Control safety features. In addition to the matching funds listed, MTA has committed \$19 million in state dollars. Conformity Status: Exempt	Amendment: Approved by EC 7/20/2018

APPENDIX H

PUBLIC PARTICIPATION COMPONENT

BRTB SEEKS PUBLIC COMMENTS ON FUNDING FOR

\$3.2 BILLION

IN TRANSPORTATION PROJECTS



PRESS RELEASE

[Tweet](#)
[Share](#)
[Post](#)
[Forward](#)

Stay up-to-date with the latest news and information from the Baltimore Regional Transportation Board and Baltimore Metropolitan Council. [View this email in your browser](#)


BALTIMORE METROPOLITAN COUNCIL

FOR IMMEDIATE RELEASE
CONTACT: Laura Van Wert
Communications Officer
(410) 732-0604

**BRTB TO VOTE ON
2019-2022 TIP
ON JULY 24**

FOR \$3.2 BILLION IN TRANSPORTATION PROJECTS : OPEN FOR COMMENT MAY 23 - JUNE 25

**BRTB SEEKS PUBLIC COMMENTS ON \$3.2 BILLION
IN TRANSPORTATION PROJECTS**

BALTIMORE, MD (May 23, 2018) – The Baltimore Regional Transportation Board (BRTB) as the metropolitan planning organization (MPO) for the Baltimore region seeks public comments through Monday, June 25 on two transportation-related documents – the draft 2019-2022 Transportation Improvement Program (TIP), and the associated Air Quality Conformity Determination of the FY 2019-2022 TIP and amended *Maximize2040: A Performance Based Transportation Plan*.

The BRTB is scheduled to vote on these documents on Tuesday, July 24.

2019-2022 Transportation Improvement Program (TIP)
The 2019-2022 TIP is the list of regional transportation projects requesting federal funding in the near term. It includes approximately \$3.2 billion in proposed federal, state and local money for highway, transit, bicycle and pedestrian projects during the next four years. The funding goes toward maintaining, operating and expanding the transportation system. The TIP is fiscally constrained.

[Comment on the 2019-2022 TIP](#)

Air Quality Conformity Determination Report
The Baltimore region has been designated as **not meeting** National Ambient Air Quality Standards (NAAQS) and, as a result, the BRTB must review its current transportation plan and program to ensure conformity with the state plan to meet these standards, known as the State Implementation Plan (SIP). The Air Quality Conformity Determination report contains a comprehensive analysis of effects that the draft 2019-2022 TIP and the amended *Maximize2040: A Performance Based Transportation Plan* have on the Baltimore region. The report addresses ground-level ozone emissions.

The conformity results show that implementation of these projects will not worsen the region's air quality or delay the timely attainment of national air quality standards. The draft air quality conformity determination is available in PDF format [in document](#).

The Baltimore Metropolitan Council (BMC) works collaboratively with the chief elected officials in the region to create initiatives to improve the quality of life and economic vitality. BMC, as the Baltimore region's council of governments, leads the Baltimore Regional Transportation Board (BRTB), the federal metropolitan planning organization (MPO), and supports local government by coordinating efforts in a range of policy areas including emergency preparedness, housing, cooperative purchasing, environmental planning and workforce development.

BMC's Board of Directors includes the executives of Anne Arundel, Baltimore, Harford and Howard counties, the mayor of the City of Baltimore, a member of the Carroll County and Queen Anne's County boards of commissioners, a member of the Maryland State Senate, a member of the Maryland House of Delegates, and a gubernatorial appointee from the private sector.

[f](#)
[t](#)
[in](#)
[v](#)
[g+](#)

EVENT FLYER

BALTIMORE REGIONAL TRANSPORTATION BOARD TRANSPORTATION FAIR



The Baltimore Regional Transportation Board invites you to join them for their 1st Annual Transportation Fair.

Stop by for a chance to win prizes, get a free EZ pass transponder, learn how to put a bike on an MTA bus rack, and snag some fun swag! Bring the kids too as we will have a kids fun station.

This is your chance to give input on a \$3.2 billion regional transportation plan, chat with local and regional transportation planners, and learn about your transportation choices, Rideshare, Guaranteed Ride Home and more!

5:30 to 7:30 P.M.

TUESDAY, JUNE 12

Baltimore Metropolitan Council | 1500 Whetstone Way, Suite 300 | Baltimore

Participating organizations include:

Anne Arundel County • Baltimore City • Baltimore County • Baltimore Metropolitan Council • Baltimore Regional Transportation Board • Carroll County • Harford County • Howard County • Maryland Department of Planning • Maryland Department of Transportation • Maryland State Highway Administration • Maryland Transit Administration • Maryland Transportation Authority • Rideshare



EVENT INVITATION TO INTERESTED PARTIES

Tweet

Share

Post

Forward

Stay up-to-date with the latest news and information from the Baltimore Regional Transportation Board and Baltimore Metropolitan Council

[View this email in your browser](#)

BALTIMORE METROPOLITAN COUNCIL

BALTIMORE REGIONAL TRANSPORTATION BOARD

TRANSPORTATION FAIR

TUESDAY, JUNE 12

5:30 to 7:30 P.M.

The Baltimore Regional Transportation Board (BRTB) invites you to attend its inaugural Transportation Fair on Tuesday, June 12, from 5:30 to 7:30 p.m.

Stop by for a chance to win prizes, get a free E-ZPass transponder, learn how to put a bike on a Maryland Transit Administration (MTA) bus rack, and snag some swag! Bring the kids, too, as we will have a kids fun station.

In addition, this is your chance to give input on BRTB's [\\$3.2 billion Transportation Improvement Program](#), chat with local and regional transportation planners, and learn about your transportation choices, Rideshare, Guaranteed Ride Home and more!

5:30 to 7:30 P.M.

TUESDAY, JUNE 12

Baltimore Metropolitan Council | 1500 Whetstone Way, Suite 300 | Baltimore

R.S.V.P. and join us this Tuesday, June 12 for a chance to win prizes!

Thanks to our partners, we will have:

- StreetSmart bicycle + pedestrian safety campaign bags to the first 50 people who attend the Transportation Fair
- MTA Bike-n-Ride bus rack display
- Free E-ZPass transponders from the Maryland Transportation Authority (MDTA)
- Kids fun station

Plus, you'll have a chance to win:

- One-year membership to Carroll County Farm Museum from Carroll County
- BaltimoreLINK bike helmets from MTA
- Portable phone chargers from the BRTB
- Maryland Department of Transportation (MDOT) Highway Safety Office travel mugs
- Gift cards and more!

Yes, I'll be there!

(continued)

Participating Organizations include:

Anne Arundel County • Baltimore City • Baltimore County • Baltimore Metropolitan Council • Baltimore Regional Transportation Board • Carroll County • Harford County • Howard County • Maryland Department of Planning • Maryland Department of Transportation • Maryland State Highway Administration • Maryland Transit Administration • Maryland Transportation Authority • Metro Rideshare •

Get directions to BMC

The Baltimore Metropolitan Council is located in McHenry Row, a mixed use development in the Locust Point neighborhood of Baltimore City, just off Key Highway. If your GPS or mapping tool does not find 1500 Whetstone Way (Suite 300), use 1500 Woodall Street as an alternative.

BMC is located in a five-story office building along Woodall Street behind the firehouse. The entrance to the building is on the far side of the building, across from the water tower.

Transit Directions

Driving Directions

Parking info

View Larger Map

The Baltimore Metropolitan Council (BMC) works collaboratively with the chief elected officials in the region to create initiatives to improve the quality of life and economic vitality. BMC, as the Baltimore region's council of governments, hosts the Baltimore Regional Transportation Board (BRTB), the federal metropolitan planning organization (MPO), and supports local government by coordinating efforts in a range of policy areas including emergency preparedness, housing, cooperative purchasing, environmental planning and workforce development.

f

t

in

u

e

s

Baltimore Metropolitan Council

1500 Whetstone Way, Suite 300, Baltimore, MD 21230

[update subscription preferences](#)

[unsubscribe from this list](#)

Page 443 of 470

EVENT POSTERS



The Baltimore Regional Transportation Board (BRTB) welcomes comments through Monday, June 25 on two transportation-related documents – the draft 2019-2022 Transportation Improvement Program (TIP) and the associated Air Quality Conformity Determination.

ABOUT THE 2019-2022 TIP

The 2019-2022 TIP is the list of regional transportation projects requesting federal funding in the near term. It includes approximately \$3.2 billion in proposed federal, state and local money for highway, transit, bicycle and pedestrian projects during the next four years. The funding goes toward maintaining, operating and expanding the transportation system.

Highlights include:

- Adding an Express-Toll Lane on I-95 (north of MD 43 to south of MD 152)
- Repairing/ Replacing state and local bridges
- Reconfiguring the interchange of I-695 at I-70
- Constructing a new road in Columbia parallel to US 29 (Broken Land to Little Patuxent Parkways)
- Converting the inside shoulder of I-695 to a travel lane from I-70 to MD 43
- Adding a lane on the outer loop of I-695, from US 40 to MD 144
- Widening MD 175 (National Business Parkway to McCarron Ct) to address congestion near Fort Meade
- Reconstructing Greenmount Avenue, from 29th to 43rd streets
- Reconstructing MD 30 Business in Hampstead
- Widening MD 32, from two lanes to four lanes (MD 108 to I-70)
- Improving Maryland Transit Administration (MTA) infrastructure, facilities and vehicles

SHARE YOUR THOUGHTS

To share your thoughts and ideas, send all comments in writing to:

The Baltimore Regional Transportation Board
Attn: Public Involvement Coordinator
1500 Whetstone Way, Suite 300
Baltimore, MD 21230

Email: comments@baltometro.org

Twitter: @BaltoMetroCo and @BmoreInvolved using the hashtag #BRTBlstns

www.baltometro.org



Twitter: @BaltoMetroCo Facebook: @BaltimoreMetropolitanCouncil Instagram: @BaltoMetroCo LinkedIn: @BaltimoreMetropolitanCouncil



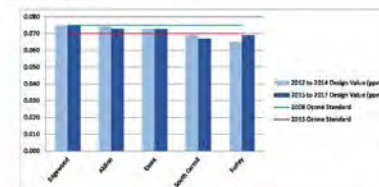
CONFORMITY DETERMINATION REPORT ON AIR QUALITY

What is Transportation Conformity?

- A process that ensures that federally funded transportation projects do not worsen the region's air quality.
- Required for areas designated "nonattainment" or "maintenance" for a National Ambient Air Quality Standard (NAAQS)
- The conformity results for the draft 2019-2022 TIP and the amended *Maximize2040* show that implementation of these projects will not worsen the region's air quality or delay the timely attainment of national air quality standards.

Ozone in the Baltimore Region

Ozone pollution in the region has decreased, as seen in the chart of monitoring stations below.



The region is meeting the 2008 National Ambient Air Quality Standard (NAAQS), but not the 2015 NAAQS of 70 ppb.

Ozone Pollution Sources

Ground-level ozone forms when nitrogen oxides (NOx) and volatile organic compounds (VOCs) undergo a chemical reaction under heat and sunlight.

NOx and VOCs come from a variety of sources, some of which are emissions from cars and trucks.

Despite growth in population and increases in the amount of miles people travel in their cars, NOx and VOC emissions from transportation are going down in the Baltimore region.



Twitter: @BaltoMetroCo Facebook: @BaltimoreMetropolitanCouncil Instagram: @BaltoMetroCo LinkedIn: @BaltimoreMetropolitanCouncil

EVENT REGISTRANTS

First Name	Last Name	Home Jurisdiction			
Pamela	Bess-Davis		Alexander	Pappas	
Fr Michael	Bishop		Alexandria	Pelzer	
Elizabeth	Briscoe		Kevin	Sabolak	Baltimore County
Luis	Cardona	Baltimore City	Rudolph	Schaar	
Kayla	Clark		Jon	Schladen	
Chris	Costello		Brian	Seel	
Ellie	Dayhoff		Mark	Shaffer	
Tradina	deMary		Brigid	Smith	
Laurie	Feinberg		Wendy	Stewart	
George	Frazier		Tracee	Strum-Gilliam	Anne Arundel County
Duane	Graham		Tamara	Toles O'Laughlin	
Ernest	Graham Jr		Mark	Treadwell	
Tafadzwa	Gwitira	Baltimore City	Paul	Verchinski	Howard County
Lynn	Harris		Laurie	Wilmot	Baltimore City
MP	Hassan		Chris	Yoder	
Nicole	Hebert		Walter	Zalis	
Yvette DeRamus	Hicks				
Lauren	Kelly-Washington				
Jamie	Kendrick	Baltimore County			
Eean	Logan				
Kimberly	Livezey				
Tom	Livezey				
Lindsey	Mendelson	Princes George's County			
Krystal	Mullen	Baltimore City			

EVENT FOLLOW-UP EMAIL TO INTERESTED PARTIES





BRTB TO VOTE ON

2019-2022 TIP

ON JULY 24

OPEN FOR PUBLIC COMMENT MAY 23 - JUNE 25



BRTB

LAST CALL FOR COMMENTS!


The Baltimore Regional Transportation Board continues to welcome public comments through **Monday, June 25** on a \$3.2 billion Transportation Improvement Program, and the associated Air Quality Conformity Determination report. The BRTB is scheduled to vote on these documents on Tuesday, July 24.

The **2019-2022 Transportation Improvement Program (TIP)** is the list of regional transportation projects requesting federal funding in the near term. It includes approximately \$3.2 billion in proposed federal, state and local money for highway, transit, bicycle and pedestrian projects during the next four years. The funding goes toward maintaining, operating and expanding the transportation system.

The Air Quality Conformity Determination report examines the effects of the projects in the TIP on ground-level ozone emissions in the region. The conformity results show that the projects will not worsen the region's air quality or delay the timely attainment of national air quality standards.


Comment on the 2019-2022 TIP

(continued)



BALTIMORE REGIONAL TRANSPORTATION BOARD

TRANSPORTATION FAIR






Thank you to everyone who joined us on Tuesday, June 12 for the Baltimore Regional Transportation Board's (BRTB) inaugural Transportation Fair!

We thank everyone who was able to stop by the BRTB's inaugural transportation fair to learn about the TIP, get a free E-ZPass transponders from the Maryland Transportation Authority (MDTA), learn how to put a bike on a Maryland Transit Administration (MTA) bus rack, and snag some swag!

If you were able to attend our event, we'd love your feedback! Please use the link below to take our short survey.







Share your feedback on our Event





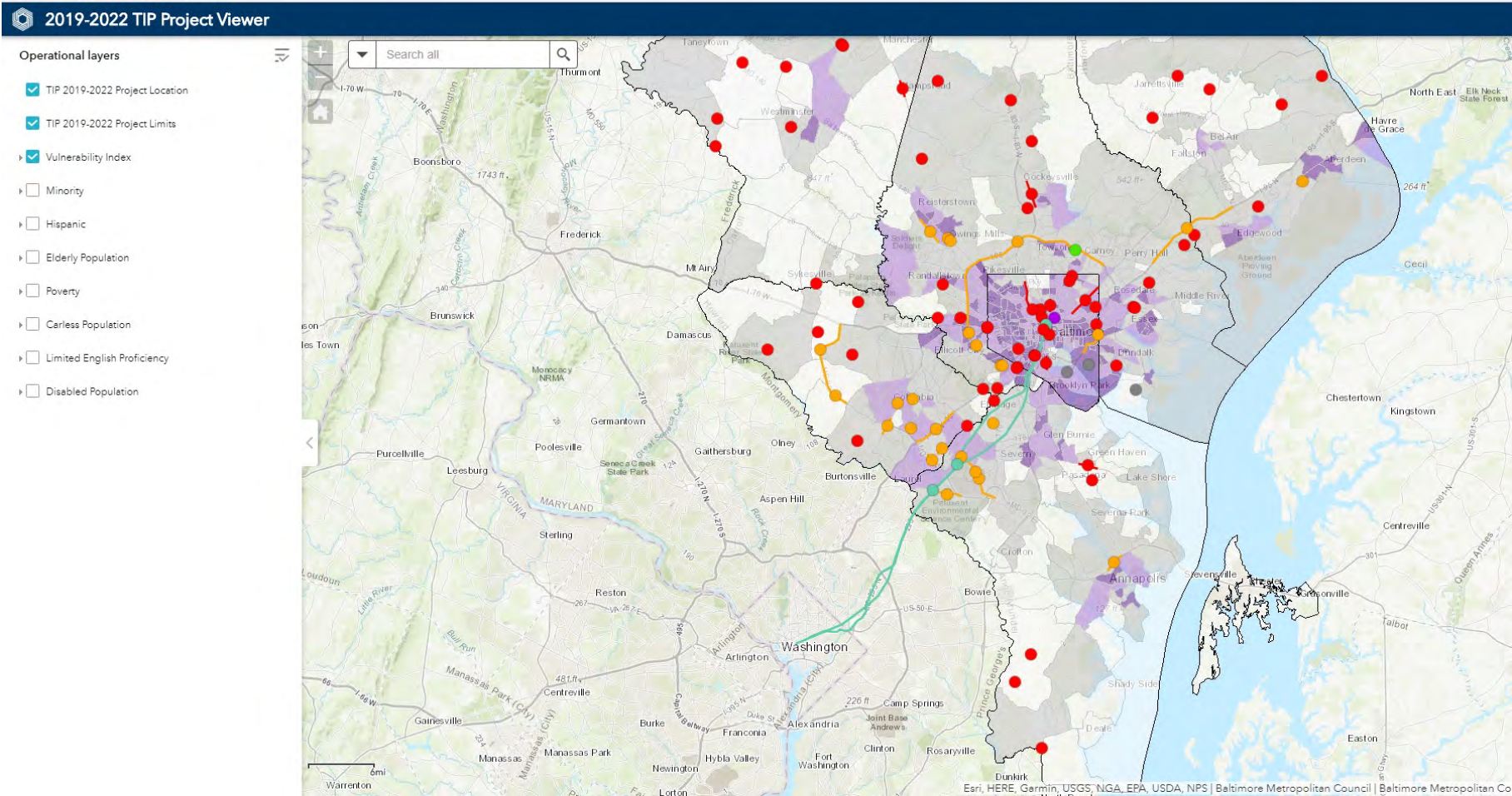
BRTB

The Baltimore Metropolitan Council (BMC) works collaboratively with the chief elected officials in the region to create initiatives to improve the quality of life and economic vitality. BMC, as the Baltimore region's council of governments, hosts the Baltimore Regional Transportation Board (BRTB), the federal metropolitan planning organization (MPO), and supports local government by coordinating efforts in a range of policy areas including emergency preparedness, housing, cooperative purchasing, environmental planning and workforce development.



Page 446 of 470

INTERACTIVE MAP OF TIP PROJECTS ON VULNERABLE POPULATIONS INDEX (VPI) MAPPING TOOL



PUBLIC COMMENTS



Fwd: \$3.2 billion TIP

Regina Aris
To: "Monica B. Haines Benkhedda"

Fri, Jun 22, 2018 at 2:11 PM

please add to TIP public comments.

----- Forwarded message -----
From: Valencia Hagler-Hill
Date: Fri, Jun 22, 2018 at 1:53 PM
Subject: \$3.2 billion TIP
To: raris@

☺ Good afternoon,

☹ ☹ I sure hope these funds will be put to good use to improve upon the sorry crappy MTA system that we currently have.

Since the Baltimore Link started over a year ago the service has not gotten any better.

The Baltimore Link service is still operating on a poor customer service schedule.

The buses are not on schedule at all; they are always late.

They lied to the public; when they told us the that the Baltimore Link will be operating every 10 minutes.

I've sent many e-mails to Kevin Quinn @ MTA & James Lewis @ MTA.

Kevin Quinn has never ever responded to any of my emails @ all.

James Lewis just keep telling me that he's going 2 look into it but, nothing improves or get better.

I spoke with James Lewis on yesterday 6/21/18.

I informed James Lewis with MTA that I'll be filing a consumer claim against the bus system; due to the fact that I'm giving them my money on a monthly bases but, I'm still getting poor customer service.

I hope me sending this e-mail to you will make things better.

Thank you in advance for taking the time to read & respond to my e-mail; have wonderful & enjoy your weekend.

Thank you

Mrs. Valencia Hagler-Hill



2019-2022 TIP Comments

1 message

Kevin Fitzgerald
To: "comments@ballometro.org"
Cc: Kevin Fitzgerald

Sun, Jun 24, 2018 at 5:36 PM

June 24, 2018

The Baltimore Regional Transportation Board
Attn: Public Involvement Coordinator
1600 Whitestone Way, Suite 300
Baltimore, MD 21230

Dear Public Involvement Coordinator:

As a resident of Columbia Town Center, I applaud all the efforts to maintain and improve the transit systems and road infrastructure as detailed in the 2019-2022 TIP. Maximize 2040 is a thoughtful long-term plan, and the projects outlined in the TIP are worthy of funding.

Please continue the efforts to increase public transit options for all Maryland residents while also improving existing road infrastructure. Regionally, improvements to MTA, MARC, as well as forward-looking LOOP and Maglev projects are important to future regional growth and connectivity.

I would like to highlight four TIP projects that are important to improving quality of life in Howard County and the Baltimore Region:

60-9903-29 Areawide Transportation Alternatives Projects. An important goal is to provide choices to the public.

The quality of the experience of the individual—of one's being in or traveling through a place—should be thoughtfully considered. Pedestrians and cyclists should not feel intimidated by other modes of transportation sharing the road or path. There should be sufficient feeling of personal comfort to not deter the pedestrian or cyclist from using the paths provided to them. I was pleased to see the Complete Streets model in Maximize 2040.

16-1410-41 Snowden River Parkway: Broken Land Parkway to Oakland Mills Road. This will help with congestion and future growth in the area. I am glad this will include a shared-use path.

16-1901-42 US 28/Broken Land Parkway Interchange and North South Connector Road. As part of the growth of Town Center/Downtown Columbia, better access, and more route options like a North South Connector are important.

60-9506-38 Areawide Environmental Projects. I would like to see wild animal crossings, considered or included as part of this TIP project. There have been some recent innovative ideas regarding naturalistic overpasses and underpasses. These innovations will keep wild creatures and motorists safe!

In conclusion, I hope that the projects outlined in the 2019-2022 TIP come to fruition, and that the final design for each project strives for Design Excellence and Innovation.

I would also like to add that the format of these documents and website were easy to read once I found the time to read them. I also appreciated the BRTB public outreach efforts. Please continue.

Thank you,

Kevin A. Fitzgerald, RA MRED

Columbia, MD

PUBLIC COMMENTS *(continued)*



Re: YOUR OPINION COUNTS - Don't miss your chance to comment on \$3.2 billion in transportation projects

Brian Seel
To: "comments@ballometro.org"

Sun, Jun 24, 2018 at 9:43 AM

I talked to some of the officials during the open house, but I wanted to put this in an email as well.

I hope that these projects are done with serious consideration to complete streets. I hope that pedestrian, bike, and bus facilities are not second fiddle to cars. That means wide sidewalks, bus lanes (when applicable), high quality bus stops, and protected bike lanes. This is especially important on the bridge projects that are not easily adjustable later.

Thank you

Brian

Monica B. Haines Benkhedda

From: Gloria Moon
Sent: Saturday, June 23, 2018 12:49
To: Monica B. Haines
Subject: Re: YOUR OPINION COUNTS - Don't miss your chance to comment on \$3.2 billion in transportation projects

Hi Monica,

Appears that the TIP has changed rather drastically for Harford County's NB I-95 Section 200. Would you have any detailed plans, i.e., pictures schematics in addition to words. We are and have always been concerned about loss of the Rt 152 Park & Ride and its eventual placement. If people want to pay to drive, that's up to them. But placement of the Park & Ride can cause serious problems for those of us who live in Joppa. Thanks and we appreciate the notice.

Gloria Moon



Town Center Community Association

MEMO: The Intersection of Broken Land Parkway and Twin Rivers Road

FROM: Town Center Community Association Board of Directors

DATE: June 25, 2018

Our residents have expressed many concerns about this intersection. We want to ensure the safety of pedestrians and drivers and the current situation is a recipe for disaster.

This intersection should be assessed for a traffic light. That is the safest option.

At the moment, there are eight lanes that are arriving at a stop sign. Three lanes come on Broken Land Parkway (BLP) toward the mall and figuring out who has right of way requires a doctorate in traffic law. Add in pedestrians crossing - how do they figure out who has right of way?

The permutations of right of way for both drivers and pedestrians demand a traffic light. Until a light is installed, a stop sign should be put into the left median. The flashing stop signs on the Howard Community College campus and the Howard County General hospital are useful and could curtail some scofflaws.

These lights need to have accurate triggers for timing as well. The light at Town Center Blvd. and BLP stays red for BLP traffic for more than a minute when there is no cross traffic or pedestrian cross walk. The county should fund traffic surveyors outside of developers to assess the community. The surveyors should not be looking at times like Tuesday at 10 AM but assess on a Monday afternoon.

Also, please keep in mind:

- It is important to coordinate the new traffic pattern with adjacent intersection lights and timing.
- We request that innovative solutions outside of Howard County or Maryland's DOT design guidelines are looked at.
- We believe the transition from mall traffic patterns to urban center needs to be considered. The current priority of incoming traffic, moving at higher speed is shifting towards a more neutral pattern, with slower speeds that make it safer, and more comfortable for pedestrians.

5430 Vantage Point Road, Columbia, MD 21044 w ColumbiaTownCenter.org
P 410.730.4744 F 410.730.1823 E VillageManagers@ColumbiaTownCenter.org

PUBLIC COMMENTS (continued)



Fw: Comments Regarding the Expansion of I-95 NB to Include ET Lanes

T. message:

Judy rose
To: "comments@baltimoremetro.org"

Mon, Jun 25, 2018 at 12:34 PM

----- Original Message -----

From: judy rose

To: comments@baltimoremetro.org ; I95ETLNB@mta.maryland.gov ; Barry Grossman

Sent: Monday, June 25, 2018 12:29 PM

Subject: Comments Regarding the Expansion of I-95 NB to Include ET Lanes

To All Concerned:

I am sending comments regarding the BRTB's Draft 2019-2022 TIP and also in response to the notice that MdTA has received funding for the I-95 NB Extension. I do not believe the TIP has been updated to reflect what MdTA is planning at this point in time. I am disappointed that MdTA's only solution in their quest to 'improve' I-95 still appears to be to widen the highway, cordon off more lanes and destroy more land.

The Future of Our Highways

This is not the first time I have objected to the expansion of I-95 and the addition of ET lanes. It still boggles my mind that after at least 50 years, this state has not progressed one iota when it comes to transportation. I believed at one time the purpose of a National Defense Highway was to be able to move people quickly, safely and efficiently. Actually, that should be true of all our roadways. Yet, here we still are again - making the same comments on the same highway decades later.

By now, there should have been other alternatives available such as high speed overhead rail from Maine to Florida which would enable the movement of large populations out of impacted areas in the event of National emergencies. Perhaps underground express rail. Yes, it is expensive and the cost will continue to rise each and every year it is delayed. I should think a lot of jobs would be created putting in various express modes of transportation. It would also be environmentally cleaner and more cost effective in the future. Nowadays, I hear talk about touring outer space for kicks for the well-heeled folks. Well, down here we may not be able to get out of our driveways safely when we need to because of all these 'improvements.'

Health, Safety and Environment: It is hard to believe that yet again, such exorbitant sums of money will be expended to add more lanes, pave more of our disappearing land, and contribute more pollutants to our air, land and waterways. To what end? The highway improvements to date have not made the interstate noticeably safer, less congested, or less expensive to maintain. There still are no breaks along the highway to move traffic away from I-95 when there are accidents. There is still the mess I hear about daily as to the traffic conditions on the I-695 Beltway and the tunnels and the slowdowns up north at the DE toll. We can attest to the heavy odors of diesel fumes that stem from I-95 in our neighborhood.

Cost Effectiveness: MdTA touts that the ET lanes are successful. How so when you are spending billions of dollars for a few paltry millions in toll money? The revenues from the I-95 ET lanes do not justify the cost of extending or even having them at all. I see very few vehicles in the ET lanes compared to GP lanes even with reduced fares. When vehicles come off the ET lane, they are slap next to me in the GP lane (and no, I am not speeding!) If every single driver got on the ET lanes, what would MdTA do? They would drive up the fee and force folks back into the general purpose lanes. How about **not** expanding I-95 and use an existing ET or GP lane for HOV instead? Fine offenders who violate HOV lanes. Better yet, add overhead rail and just maintain the existing highway. Eliminate ET lanes altogether and use a lane or two for HOV.

More Thoughts

If the intent now is to do away with the cash lanes and toll takers on toll roads, why expand the toll highways or have ET lanes at all? If I understand it correctly, readers would track everyone using the toll roads and they would be billed as appropriate. Logically, there should be no reason to stop to pay tolls, no resultant congestion and fewer incidents occurring. The traffic should keep flowing smoothly. To encourage fewer cars, encourage and reward HOV use.

Is MdTA going to do away with cash lanes on other toll roads in Maryland? If so, there again less congestion should occur on not only on I-95, but I-97, MD 50 and the Chesapeake Bay bridges. Is MdTA going to improve the Nice Bridge across the Chesapeake Bay? Again, that should help move traffic along.

Perhaps, Maryland's MDOT could give some thought as to how to better move traffic on I-695 which would reduce traffic incidents and relieve congestion. It would appear that every time an improvement is made on one road or area, more thought should be given to the consequences on another.

Local Impact

The local impact of expanding I-95 will be a big negative. The smaller neighborhoods will be cut off from their already limited access roads, more intersection lights will go on major roads, and again Harford County officials will happily add yet more development on any square foot of land available, creating more unsafe conditions. More much needed trees, vegetation and wildlife habitat will disappear and more wetland areas will be lost or negatively impacted by such an expansion. More salt and chemical runoff will go into our streams and groundwater and yet more noise, fumes and air pollution will settle into our neighborhoods. Our inadequate state and county roads pile up now with traffic when accidents occur on I-95. They will become impossible to navigate and more accidents will occur.

The MTA park and ride located on the south side of I-95 at Exit 74 at the MD-152 interchange is possibly the best utilized and most accessible lot on I-95 in Maryland. The larger workforce in Harford County is located on the south side which is where Aberdeen Proving Ground and many factories are located. Rumor has it that MdTA wants to tear it down and relocate it up about a mile to the north side of I-95 which will leave the high density folks south of I-95 without a lot. Why should the users have to drive up north of I-95 where there are already two underutilized park and ride lots when they already have a great lot in place? What is being done about the park and ride that is supposed to go on MD 924/MD 24 at Exit 77? MdTA purchased land years ago for a large lot and nothing has been said or done about accommodating the interstate users.

So again, thank you for the opportunity to comment and for any consideration you may give.

Judy Rose
Jorjee Graham
Harford County

PUBLIC COMMENTS *(continued)*



Comment/An Interesting Article

1 message

Daniel Yi

Mon, Jun 25, 2018 at 1:12 PM

To: "comments@ballometro.org" <comments@ballometro.org>

Hello:

This is Daniel Yi and I do have something significant to note which may affect the success of future transportation projects. Although this comment does not pertain to a specific region or aspect of this plan, it may shed light on an intriguing aspect of public transportation.

Read over this article:

<http://thehill.com/policy/transportation/393275-koch-backed-group-fighting-public-transit-projects-across-us>



Koch-backed group fighting public transit projects across US

BY ENILY BIRNBAUM - 06/20/18 01:38 PM EDT

GOP mega-donors Charles and David Koch are pouring money into efforts to kill public transit projects across the country, The New York Times reported on Tuesday.

The Koch-financed conservative group Americans for Prosperity (AFP) has campaigned against seven local or state-level ballot initiatives for public transit and opposed more than two dozen other transit measures since 2015, according to the report. Those efforts include fighting state proposals to raise gasoline taxes.

The majority of these campaigns have been successful.

Koch Industries includes companies that produce gasoline, asphalt, seat belts, tires and other automotive parts and some critics have questioned AFP's motivations for opposing transit projects.

The group has long espoused libertarian ideas and fought for lower taxes and for rolling back government regulations.

David Dziok, a Koch Industries spokesman, told the Times the company does not dictate the agenda of Americans for Prosperity and denied that the group's anti-transit effort was linked to the company's interests.

"We are an issue-based organization. We fight for lower taxes and less government," said Tori Venable, the Tennessee state director for AFP, in a statement to The Hill.

She said the claim the Koch brothers are dictating the group's agenda is "absolutely ridiculous and it goes against everything that our network stands for."

Americans for Prosperity opposed a plan in Nashville, Tenn., to build light-rail trains in May. Though the measure was initially expected to pass, it was ultimately defeated.

The group posted a blog post in April listing the reasons for their opposition.

"The project's cost is out of control, topping out at \$9 billion," Americans for Prosperity posted. "That's nearly twice the original estimate."

"On top of the cost, transit systems like the one proposed don't even accomplish their goals. They contribute to traffic and congestion and are completely unadaptable to changing traffic patterns," they added.

In another case the group made more than 35,000 calls and knocked on close to 5,000 doors to encourage voters to oppose a sales tax increase in Little Rock, Ark., to fund bus and trolley lines.

This story was updated at 1:43 p.m.

BRTB RESPONSE TO PUBLIC COMMENTS



The Metropolitan Planning Organization for the Baltimore Region

FY 2019 – 2022 Transportation Improvement Program Public Comments with BRTB Responses

Comment: I sure hope these funds will be put to good use to improve upon the sorry crappy MTA system that we currently have. The Baltimore Link service is still operating on a poor customer service schedule.

Response: One year ago, MTA implemented an overhaul of the transit system that contained some older routes that connected to “outdated” job centers and didn’t serve emerging populations. Some older routes were also too long to manage reliably. The MTA acknowledges that, while more customers are served with the overhaul, it has also changed patterns for some riders who have expressed dissatisfaction. The MTA is committed to addressing as many issues as possible to provide safe, efficient, and reliable transit. To better address your concerns, we encourage you to contact Mr. Tom Hewitt, Director of Service Development at MTA. Mr. Hewitt can be reached at THewitt@mta.maryland.gov or 410-454-7257.

Meanwhile, the MTA continues to build on the success of BaltimoreLink by implementing innovative technologies:

- Real-time tracking of bus routes through a partnership with the Transit app – June 2018
- A yearly bus replacement schedule that aims to replace buses with ages of 14 years or less
- Installation of transit signal priority (TSP) at intersections, allowing traffic signals to sense approaching buses, thus providing more reliable route timing by up to 22%
- Continuing to assess corridors for needed enhancements

In addition to these bus-related commitments, the MTA is also working on other modes:

- Light Rail vehicle midlife overhaul – currently underway
- Metro railcar signal system and fleet – to arrive in 2020
- Emphasis on preserving assets in order to provide a world class transit system that is safe, efficient, and reliable

Comment: As a resident of Columbia Town Center, I applaud all the efforts to maintain and improve the transit systems and road infrastructure as detailed in the 2019-2022 TIP. I would like to highlight four TIP projects that are important to improving quality of life in Howard County and the Baltimore region: 1.) 60-9903-29 Areawide Transportation Alternatives Projects, 2.) 16-1410-41 Snowden River Parkway/Broken Land Parkway to Oakland Mills Road, 3.) 16-1901-42 US 29/Broken Land Parkway Interchange and North South Connector Road, and 4.) 60-9506-38 Areawide Environmental Projects.

Response: Howard County thanks you for your support of each of those projects but especially the Snowden River Parkway and the US 29/Broken Land Parkway Interchange/North South Connector Road projects.

BRTB Response to Comments on FY 2019 – 2022 Transportation Improvement Program

Regarding **60-9903-29** Areawide Transportation Alternatives Projects all members of the BRTB value the TA program to provide funding for a category of projects beyond highway and transit to increase options for folks to participate in the transportation option of their choosing. In particular, Howard County has applied for and received funding on numerous occasions through the highly competitive TA program.

Regarding **16-1410-41** Snowden River Parkway: Broken L and Parkway to Oakland Mills Road. The improvements to Snowden River Parkway are being advanced as Howard County capital projects. These two projects will address the intersection of Broken Land Parkway/Snowden River Parkway and the length of Snowden River Parkway from the Broken Land Parkway/Snowden River Parkway Project boundary to Oakland Mills Road.

The Snowden River Parkway – A widening project that will complete design and land acquisition in FY 2019 while the intersection project’s final design is expected to be completed in FY 2019 with construction expected in FY 2021.

Regarding **16-1901-42** US 29/Broken Land Parkway Interchange and North South Connector Road. The US 29/Broken Land Parkway Interchange and North South Connector Road project is being designed and constructed by Howard Hughes as part of Downtown Columbia’s infrastructure improvements and they are working with the Maryland Department of Transportation to secure permits and approvals. Howard Hughes is forecasting completion in FY 2023.

Regarding **60-9506-38** Areawide Environmental Projects: The Maryland Department of Transportation’s State Highway Administration (MDOT SHA) shares your concerns about safety on Maryland’s highways and is investigating ways to reduce the impact of highway transportation on wildlife while increasing safety for the travelling public.

Regarding wildlife crossing projects, in order to reduce animal vehicle collisions (AVC), MDOT SHA typically utilizes underpasses such as pipes, culverts, and bridges, in conjunction with fencing to direct animals to safer crossing locations. The MDOT SHA also uses deer reflectors to redirect light from vehicles’ headlights so that deer stop while vehicles pass. The MDOT SHA also uses turtle fencing, which is short fencing that diverts turtles to safer nesting grounds or crossing locations. Lastly, MDOT SHA uses signs to alert motorists of wildlife crossing locations. Each of these measures has specific applications that are dependent on the road type, number of entrances and intersections and the adjacent land use. Other MDOT SHA efforts to identify AVC “hot spots” or animal corridors include statewide collection and analysis of AVC data, and documenting use and effectiveness of countermeasures.

Some recently completed MDOT SHA wildlife mitigation efforts include the MD 200 Inter County Connector (ICC) in Montgomery County, the MD 30 Hampstead Bypass in Carroll County, and MD 331 Dover Bridge replacement in Talbot County. Current projects under consideration for wildlife mitigation include MD 32 widening in Howard County and MD 213 at Urieville Lake in Kent County. In Baltimore County, MDOT SHA has piloted the use of roadside light reflectors as deer crossing mitigation deterrents on MD 25 (Falls Road). While Falls Road has been identified as an area of high vehicle/animal (deer, raccoon, opossum, fox) collisions, mitigating efforts remain a challenge as the corridor is largely residential and the number of driveways make it difficult or impossible to fence.

We understand your concerns for wildlife mortality and appreciate the suggestion to incorporate more wildlife crossing structures. The MDOT SHA is sensitive to the impacts of AVC, as we continue to evaluate the need for cost-effective wildlife protection measures while balancing safety issues on our roadways. Reducing AVC will create safer roadways, reduce vehicle damage, and protect animals from harm or death.

BRTB RESPONSE TO PUBLIC COMMENTS *(continued)*

BRTB Response to Comments on FY 2019 – 2022 Transportation Improvement Program

Comment: I hope that these projects are done with serious consideration to complete streets. I hope that pedestrian, bike, and bus facilities are not second fiddle to cars. That means wide sidewalks, bus lanes (when applicable), high quality bus stops, and protected bike lanes. This is especially important on the bridge projects that are not easily adjustable later.

Response: BRTB members have increased emphasis on extending all projects a multi-user view that takes into account your comment. For bridges, in particular, we recognize their lifespan is longer and the opportunity to make improvements for all users needs to be considered during rehabilitation or replacement. Many stakeholders represent the view that you have expressed and considerable effort is being made to provide a system that serves all users.

Comment: It appears that the TIP has changed rather drastically for Harford County's NB I-95 Section 200. We are and have always been concerned about loss of the Rt 152 Park & Ride and its eventual placement. If people want to pay to drive, that's up to them. But placement of the Park & Ride can cause serious problems for those of us who live in Joppa.

Response: The TIP reflects the scaled down version of Section 200 that went through a public review in March 2018. Over the next 2 months, the BRTB has been asked by MDOT MDTA to incorporate the project that the Governor announced on June 15, 2018. There will be a public review period and meeting announced in the near future.

Regarding the MD 152 Park-&Ride Lot (P-&R), it will be impacted by the expanded I-95 Northbound Extension Improvements and cannot remain at its current location. Harford County has confirmed that the preferred location of a new P-&R is consistent, and not in conflict, with the Harford County Development Envelopment. Harford County has also confirmed that the new P-&R is not inconsistent with the Development Envelopment for the other sites under consideration. The MDTA is in discussion with property owners for the preferred relocation site. Based upon discussion with the property owners, MDTA will move forward with the Preferred Site or another location identified within the Site Selection Report.

Comment: The residents of the Town Center Community Association have expressed many concerns about this intersection (Broken Land Parkway and Twin Rivers Road). We want to ensure the safety of pedestrians and drivers and the current situation is a recipe for disaster. This intersection should be assessed for a traffic light, interim stop sign, and consideration of other innovative solutions. That is the safest option.

Response: The Howard County Department of Public Works has installed stop signs at this intersection and has completed studies related to the installation of traffic signals. However, the intersection, at this time, does not meet the criteria for installation of traffic signals. A new traffic signal analysis could be undertaken as more of Downtown Columbia is developed and the new apartment buildings adjacent to the intersection are completed and fully occupied.

Regarding the suggestions, the County and state are required to follow federal guidelines on the design of traffic control devices (including signals and All-Way Stops). Federal Highway Administration guidelines do not allow for "innovative solutions" as they would deter from uniformity, however signal interconnect/coordination would be included with the design at the point it meets federal guidelines.

Finally, for the signal timing at Town Center Boulevard and Broken Land Parkway, the Howard County Office of Transportation has informed the Howard County Department of Public Works Traffic Engineering Division of this operational issue of the light staying red for BLP traffic for more than a

3

BRTB Response to Comments on FY 2019 – 2022 Transportation Improvement Program

minute when there is no cross traffic or pedestrian cross walk and they have ordered a new detection system, which will address the issue.

Comment: I do have something significant to note which may affect the success of future transportation projects. This is from a publication called: *The Hill*, "GOP mega-donors Charles and David Koch are pouring money into efforts to kill public transport projects across the country. The New York Times reported on Tuesday. The Koch-financed conservative group Americans for Prosperity (AFP) has campaigned against seven local or state-level ballot initiatives for public transit and opposed more than two dozen other transit measures since 2015, according to the report. Those efforts include fighting state proposals to raise gasoline taxes."

Response: Awareness of outside influences is important in the dialogue and should not be the only voice heard. This is why the BRTB continues to encourage robust public participation by residents and community organizations/businesses in the transportation planning process. Thank you for your continued involvement.

Comment: I do not believe the TIP has been updated to reflect what MDTA is planning at this point in time. I am disappointed that MDTA's only solution in their quest to 'improve' I-95 still appears to be to widen the highway, cordon off more lanes and destroy more land.

Response: The 2019-2022 TIP reflects the scaled down version of Section 200 that went through a public review in March 2018. Over the next 2 months, the BRTB has been asked by MDOT MDTA to incorporate the project that the Governor announced on June 15, 2018 into the regional TIP and Plan. There will be a public review period and meeting announced in the near future.

4

PUBLIC ADVISORY COMMITTEE (PAC) COMMENTS

BRTB PAC Resolution #2018-03

**A RESOLUTION REGARDING
THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
BY THE PUBLIC ADVISORY COMMITTEE (PAC) OF THE BRTB**

WHEREAS, the BRTB, the Metropolitan Planning Organization for the Baltimore region responsible for transportation planning and policy making for the Baltimore region; and

WHEREAS, the PAC serves as an advisory body to the BRTB, charged with providing independent, region oriented citizen advice to the BRTB on issues related to the development of the Baltimore Regional Transportation Plan, Unified Planning Work Program (UPWP), Transportation Improvement Program (TIP) and amendments that affect the region's conformity with federal air quality requirements, the public involvement process, regionally significant land use issues, and other regional transportation-related issues, as appropriate, promotes public awareness and participation in the regional transportation planning process and promotes equity in the regional transportation planning process; and

WHEREAS, the PAC has reviewed and discussed the *2019-2022 Transportation Improvement Program* (TIP);

THEREFORE, be it resolved, the PAC submits the following comments:

- **Breakout transit funding by capacity and preservation** – The PAC recommends that the TIP differentiate between transit capacity and transit preservation, similarly to the highway capacity and highway preservation categories.
- **Increase funding for transit services in line with the new RTA Transit Development Plan** – The jurisdictions that are part of the RTA have recently developed a new Transit Development Plan (TDP) that includes more frequent service and additional routes. The TIP does not appear to show increased funding programmed for these improvements. The PAC recommends increased funding to carry out the recommendations in the TDP.
- **Increase funding for the Transportation Alternatives Program** – The PAC recommends increased funding as part of the Transportation Alternatives Program for bicycle and pedestrian facilities that connects residents to transit and job centers.
- **Additional funding for transit improvements beyond FY2019** – The PAC recommends that the BRTB continue to fund, beyond FY 2019, additional upgrades and preservation of the transit system in order to build upon the successes of BaltimoreLink.
- **Improve the TIP environmental justice analysis** – Recommend the BRTB provide details on the environmental justice analysis done for the 2019-2022 TIP and that the BRTB work to improve the analysis for the next TIP, in line with the PAC's recommendations on an equity framework.

BE IT FINALLY RESOLVED, the PAC thanks the BRTB for this opportunity to participate by sharing comments on these amendments. The PAC thanks the BRTB staff for facilitating its participation.

Submitted by:

Eric Norton
Chair, BRTB Public Advisory Committee

Approved: 06 June 2018

Page 1 of 1

BRTB RESPONSE TO PAC COMMENTS



The Metropolitan Planning Organization for the Baltimore Region

FY 2019 – 2022 Transportation Improvement Program PAC Comments with BRTB Responses

Comment: Breakout transit funding by capacity and preservation – The PAC recommends that the TIP differentiate between transit capacity and transit preservation, similar to the highway capacity and highway preservation categories.

BRTB Response: BMC, on behalf of the BRTB, will differentiate between transit capacity and transit preservation in summary charts and tables found in Section V of the TIP. In addition, staff will work with our TIP software provider to explore adjusting the online database to account for a new category for transit capacity.

Comment: Increase funding for transit services in line with the new RTA Transit Development Plan – The jurisdictions that are part of the RTA have recently developed a new Transit Development Plan (TDP) that includes more frequent service and additional routes. The TIP does not appear to show increased funding programmed for these improvements. The PAC recommends increased funding to carry out the recommendations in the TDP.

BRTB Response: 1) FTA provides a very limited amount of funds for operating programs. The bulk of the FTA funds allow for capacity and preservation activities. Most operating funds for MTA and the LOTS are found in the CTP because they come from the MD TTF. 2) Most of the funds needed to implement the first phase of the TDP are operating funds for one-time planning and for expanded service. Howard County's FY 2019 Operating Budget includes additional funding for operating expanded bus services as well as new buses scheduled for delivery in September 2018. 3) For Anne Arundel County, the County did not ask for additional dollars in the TIP for the TDP due to the county working with the state to get additional vehicles in the Annual Transit Program. The goal, based on the TDP, is to add additional frequency in the early part of the TDP for 2019 and 2020 but also to add services that would operate flexible service with smaller vehicles that are provided within the county.

Comment: Increase funding for the Transportation Alternatives Program – The PAC recommends increased funding as part of the Transportation Alternatives Program for bicycle and pedestrian facilities that connects residents to transit and job centers.

BRTB Response: The BRTB assumes the PAC supports additional projects that are typically funded through the TA grant program. If that is the case, the BRTB agrees and is working through several committees to identify additional fund sources to continue to implement a robust multi-modal program.

Comment: Additional funding for transit improvements beyond FY 2019 – The PAC recommends that the BRTB continue to fund, beyond FY 2019, additional upgrades and preservation of the transit system in order to build upon the successes of BaltimoreLink.

BRTB Response: It is typical that the most available, most accurate funding information is for the coming fiscal year. Such is the case with the TIP, where most project sponsors have more well-defined funding in the first year, the Annual Element, and less well defined funding in the years following. That is the reason the TIP is updated each year: to refresh the Annual Element with what is being proposed for that coming year. On top

BRTB Response to PAC Comments on FY 2019 – 2022 Transportation Improvement Program

of this ongoing situation, we are coming to the last years of funding identified and approved by Congress. Therefore, future funding has a greater degree of uncertainty.

Having said that, the MTA continues to build on the successes of BaltimoreLink and will continue to fund improvements. Improvements such as implementing innovative technologies (for example, real-time tracking of buses through partnership with the Transit app), and other new developments on the horizon. To name a few substantial capital projects: MTA has overhauled light rail vehicles which began delivery this year, metro railcars will begin to arrive in 2020, and we continue to maintain a yearly bus replacement schedule that aims to replace our bus fleet at 14 years and less. MTA also continues to prioritize the preservation of our assets in order to provide a world-class transit system that is safe, efficient, and reliable.

Comment: Improve the TIP environmental justice analysis – Recommend the BRTB provide details on the environmental justice analysis done for the 2019-2022 TIP and that the BRTB work to improve the analysis for the next TIP, in line with the PAC's recommendations on an equity framework.

BRTB Response: By all accounts the environmental justice analysis for the TIP is limited, as is across the country. The BRTB as a member of the Association of Metropolitan Planning Organizations has requested on several occasions that FHWA and FTA fund research that would provide tools to MPOs to conduct environmental justice analysis for the TIP. At this time, staff are not aware of any combined analysis of maintenance, operations and capacity such as is in the TIP.

What BMC staff can say is that any capacity project that flows into the TIP has previously been included in the long-range transportation plan. The plan has an environmental justice analysis around travel times for users of highway versus transit and for varying time frames. Staff also provide stakeholders the opportunity to see what is, and is not being funded in their geographic area. Staff also review all bridge projects to see if sidewalks and wide shoulders, suitable for bicycles, are included in design due to the long life of bridges. Attention is paid in particular to bridges in areas with minority and/or low-income residents.

The BRTB and BMC are aware of the recommendation to include equity throughout all of the work that is undertaken. Staff continue to seek training in this area and will participate in an FHWA Pilot around environmental justice analysis this Fall. Staff are also carefully reviewing the MPOs cited in PAC Resolution #2018-05 and reviewing their documents, talking to their staff, and will continue to work with the PAC on addressing this important issue.

APPENDIX I

ASSOCIATED BRTB RESOLUTIONS

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

BALTIMORE REGIONAL TRANSPORTATION BOARD RESOLUTION #19-1

APPROVAL OF THE BALTIMORE REGION FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Baltimore Regional Transportation Board 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 Harford Transit; and

WHEREAS, the FY 2019-2022 Baltimore Region Transportation Improvement Program was prepared in response to MAP-21's successor, the Fixing America's Surface Transportation (FAST) Act, and meets all of the requirements of the May 2016 final rule governing the development of metropolitan plans and programs, and all projects and activities funded in the FY 2019-2022 TIP have been developed in relationship to the regionally adopted *Maximize2040: A Performance-Based Transportation Plan* and subsequent amendments; and

WHEREAS, the FY 2019-2022 Baltimore Region Transportation Improvement Program is a prioritized program of transportation projects which are financially constrained by year and includes a financial plan that demonstrates that projects can be implemented using current revenue sources; and

WHEREAS, a range of outreach strategies was employed to share information about the FY 2019-2022 Baltimore Region Transportation Improvement Program including a public review from May 23, 2018 to June 25, 2018. The public review included one public meeting on June 12 and a presentation to the Public Advisory Committee on June 6. The draft FY 2019-2022 TIP document was also supported by an online interactive map and presentation. There were 6 comments submitted; and

WHEREAS, the FY 2019-2022 Baltimore Region Transportation Improvement Program uses federal and matching funds for the following project categories: 38.1 percent highway preservation, 23.1 percent highway capacity, 16.7 percent transit, 9.9 percent emission reduction strategies, 4.7 percent environmental/safety, 3.7 percent commuter rail, 1.8 percent ports, 1.2 percent enhancement program and .6 percent miscellaneous.

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board approves the FY 2019-2022 Baltimore Region Transportation Improvement Program.

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 24, 2018 meeting.

July 24, 2018

Date



Valorie LaCour, Chairman
Baltimore Regional Transportation Board

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

BALTIMORE REGIONAL TRANSPORTATION BOARD

RESOLUTION #19-2

APPROVAL OF THE CONFORMITY DETERMINATION FOR THE FY 2019-2022 BALTIMORE REGION TRANSPORTATION IMPROVEMENT PROGRAM AND THE AMENDED PLAN: *MAXIMIZE2040*

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 Harford Transit; and

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, is required under the Clean Air Act Amendments of 1990 and the U.S. Environmental Protection Agency's Transportation Conformity Rule to conduct analyses to ensure that the region's transportation plans and programs conform with state implementation plans (SIPs); and

WHEREAS, the FY 2019-2022 Baltimore Region Transportation Improvement Program is a prioritized program of transportation projects which are financially constrained by year and includes a financial plan that demonstrates that projects can be implemented using current revenue sources. The FY 2019-2022 Baltimore Region Transportation Improvement Program was prepared in accordance with 23 CFR Part 450 Subpart C Metropolitan Transportation Planning and Programming Requirements, and all projects and activities funded in this document have been developed in relationship to the regionally adopted *Maximize2040*, as amended; and

WHEREAS, the Interagency Consultation Group (ICG), which includes the Maryland Department of the Environment, the Maryland Department of Transportation and a local jurisdiction representative of the Baltimore Regional Transportation Board, reviewed and approved the air quality conformity methodology used as well as the results of the technical analysis; and

WHEREAS, The ICG has approved the conformity analysis as reported in the "Conformity Determination of FY 2019-2022 Baltimore Region Transportation Improvement Program and Amended *Maximize2040*," dated July 2018, which provides the basis for a finding of conformity (Attachment 1: Tables 1 and 2) to the latest EPA-deemed adequate/approved SIP motor vehicle emissions budgets for 8-hour ozone; and

WHEREAS, the results of the conformity analysis for the Baltimore nonattainment area indicate that the projected mobile source emissions are below the applicable motor vehicle emission budgets for the established analysis years of 2020, 2030 and 2040 (as attached); and

WHEREAS, a 30-day public comment period was provided, including a public meeting on project elements of the FY 2019-2022 Baltimore Region Transportation Improvement Program, the Amended Plan, and the results of the conformity analysis. No public comments were submitted on the Conformity Determination.

NOW, THEREFORE, BE IT RESOLVED that it is the conclusion of the Baltimore Regional Transportation Board, in its capacity as the Metropolitan Planning Organization for the Baltimore region, that the FY 2019-2022 Baltimore Region Transportation Improvement Program and the amended *Maximize2040* are found to be in conformity with the requirements of the Clean Air Act Amendments of 1990 and the relevant sections of the Final Transportation Conformity Regulations 40 CFR part 93.

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 24, 2018 meeting.

July 24, 2018

Date



Valorie LaCour, Chair
Baltimore Regional Transportation Board

Table 1. VOC Emissions Test Results (average summer weekday, tons/day)

	2020	2030	2040
Total Emissions Modeled	22.2	12.8	10.0
Conformity Budget ¹	40.2	40.2	40.2
Conformity Result	Pass	Pass	Pass

¹ 2012, 8-hour ozone Reasonable Further Progress (RFP) SIP budget for the Baltimore region (motor vehicle emission budgets determined adequate by EPA on February 22, 2016)

Table 2. Weekday NOx Emissions Test Results (average summer weekday, tons/day)

	2020	2030	2040
Total Emissions Modeled	49.1	22.8	18.7
Conformity Budget ¹	93.5	93.5	93.5
Conformity Result	Pass	Pass	Pass

¹ 2012, 8-hour ozone Reasonable Further Progress (RFP) SIP budget for the Baltimore region (motor vehicle emission budgets determined adequate by EPA on February 22, 2016)

APPENDIX J

GLOSSARY OF TERMS

GLOSSARY OF TERMS

3-C	Coordinated, comprehensive, and continuing	MARC	Maryland Commuter Rail
ADA	Americans with Disabilities Act of 1990	MCT	Major Traffic Corridors
BMC	Baltimore Metropolitan Council	MDE	Maryland Department of the Environment
BRTB	Baltimore Regional Transportation Board	MDOT	Maryland Department of Transportation
CAAA	Clean Air Act Amendments of 1990	MPO	Metropolitan Planning Organization
CFR	Congressional Federal Register	MTA	Maryland Transit Administration
CIP	Capital Improvement Program	NAAQS	National Ambient Air Quality Standards
CMAQ	Congestion Mitigation and Air Quality	NEPA	National Environmental Policy Act
CMP	Congestion Management Process	NHS	National Highway System
CO	Carbon Monoxide	NOx	Oxides of Nitrogen
CTP	Consolidated Transportation Program	OA	Obligation Authority
DBE	Disadvantaged Business Enterprise	PAC	Public Advisory Committee
DOT	Department of Transportation	PC	Programmatically Conforming
EJ	Environmental Justice	PM2.5	Particles smaller than 2.5 micrometers
EPA	Environmental Protection Agency	ROW	Right-of-Way
ERS	Emission Reduction Strategy	RPACG	Regional Protective Action Coordination Guidelines
FAST	Fixing America's Surface Transportation	SDP	Strategic Deployment Plan
FHWA	Federal Highway Administration	SHA	State Highway Administration
FTA	Federal Transit Administration	SIP	State Implementation Plan
HUR	Highway User Revenue	STIP	State Transportation Improvement Program
ICG	Interagency Consultation Group	TIP	Transportation Improvement Program
ITS	Intelligent Transportation Systems	TMA	Transportation Management Association
M&O	Management and Operations	TTF	Transportation Trust Fund
MAA	Maryland Aviation Administration	USC	United States Code
MAP-21	Moving Ahead for Progress in the 21st Century	WMATA	Washington Metropolitan Area Transit Authority