

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, Transportation Officer
BALTIMORE CITY	Graham Young, Complete Streets Manager
BALTIMORE COUNTY	Kevin Sabolcik, Chief of Structural Design Section
CARROLL COUNTY	Deborah Butler, Chief of Bureau of Engineering
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, Assistant Manager, Capital Programming
State Highway Administration	Tara Penders, Assistant Division Chief, RIPD Lisa Sirota, Regional Planner, RIPD
Maryland Transportation Authority	Russell Walto, Planning & Community Relations Manager

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. Steuart Pittman County Executive	Ramond Robinson, Transportation Officer Office of Planning & Zoning
CITY OF BALTIMORE	Hon. Bernard C. “Jack” Young (Chair) Mayor	Valorie LaCour, Manager of Strategic Initiatives Department of Transportation
BALTIMORE COUNTY	Hon. John Olszewski, Jr. County Executive	Greg Carski, Bureau Chief Traffic Engineering and Transportation Planning
CARROLL COUNTY	Hon. Stephen Wantz (Vice Chair) County Commissioner	Lynda Eisenberg, Director Department of Planning
HARFORD COUNTY	Hon. Barry Glassman County Executive	Alex Rawls, Transportation Planner Department of Planning & Zoning
HOWARD COUNTY	Hon. Calvin Ball County Executive	Bruce Gartner, Administrator Office of Transportation
QUEEN ANNE’S COUNTY	Hon. Stephen Wilson County Commissioner	Steve Cohoon, Public Facilities Planner 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	Gary Blazinsky 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, Deputy Administrator and Chief Planning & Capital Programming

TECHNICAL COMMITTEE

AGENCY	CONTACT PERSON
ANNE ARUNDEL COUNTY	Martha Arzu McIntosh , Transportation Planner
BALTIMORE CITY	Graham Young , Complete Streets Manager
BALTIMORE COUNTY	Angelica Daniel , Project Engineer
CARROLL COUNTY	Mary Lane , Transportation Planner
HARFORD COUNTY	Joel Gallihue , Chief of Long-Range Planning
HOWARD COUNTY	David Cookson , Planning Manager
QUEEN ANNE'S COUNTY	Steve Cohoon , Public Facilities Planner
CITY OF ANNAPOLIS	Kwaku Duah , Senior Transportation Planner
MARYLAND DEPARTMENT OF TRANSPORTATION	
Office of Planning and Capital Programming	Dan Janousek , Regional Planner
Maryland Transit Administration	Zach Chissell , Manager of Project Development
State Highway Administration	Tara Penders , Assistant Division Chief, RIPD
Maryland Transportation Authority	Russell Walto , Planning & Community Relations Manager
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 2020 – 2023 Transportation Improvement Program Prioritization

TIP project name	1	2	3	4	5	6	7	8	9	10	11	12	13	14
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
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				X
Transportation Management Center Upgrade								X		X				
Perring Parkway Ramp and Hillen Road Bridge	X			X										X
Sisson Street Bridge over CSX Railroad	X			X										X
Wilkens Avenue Bridge over Gwynns Falls	X			X										X
Belair Road Complete Streets	X	X		X	X	X			X		X	X		X
Citywide System Preservation	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
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TIP project name	Criteria for prioritizing projects in the TIP													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Hanover Street Bridge Multimodal Corridor	X			X	X	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
MLK Blvd. and Howard St. Intersection Improvements	X			X	X	X					X			X
25 th Street Rehabilitation from Greenmount Ave to Kirk Ave	X	X		X	X	X		X	X		X	X		X
41 st Street over I-83, MTA Light Rail Tracks, and Jones Falls	X			X							X			X
Citywide Asset Management	X			X						X				X
Baltimore Street from Howard Street to President Street	X	X		X	X	X		X	X		X			X
Brehms Lane over Herring Run	X			X							X			X
Fremont Ave Rehabilitation from Lafayette Ave to Presstman St	X			X	X						X			X
Hanover Street over CSX	X			X							X			X
Howard Street over I-83, CSX, Amtrak, and Jones Falls	X			X							X			X
Madison St. Rehabilitation from N Milton Ave to Edison Highway	X			X	X						X			X
Park Heights Ave from West Rogers Ave to Strathmore Ave	X			X	X						X			X
Patapsco Ave from Magnolia Ave to the Patapsco River Bridge	X	X		X	X	X		X	X		X	X		X
Pennington Ave Rehabilitation from Birch St to E Ordnance Rd	X			X	X						X			X

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	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Waterview Avenue over Ramp to 295	X			X							X			X
Baltimore City Locked Gate – Interstate Access Point Approval				X										X
Capital Project Delivery Services				X									X	
Citywide Transportation Plan				X										
Citywide Transportation Studies				X										
Baltimore County Projects														
Dogwood Road Bridge No. B-0072 over Dogwood Run	X			X										X
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

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Rossville Blvd. Bridge No. B-0132 over Amtrak & Orems Rd.	X			X										X
Phoenix Rd Bridge No. BC6507 over Gunpowder Falls & NCR	X			X										X
Baltimore County Bridge Inspection Program	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
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
Hughes Shop Road Bridge over Bear Branch	X			X										X
Carroll County Bridge Inspection Program	X			X										X
Harford County Projects														
Bata Boulevard Access Road			X	X		X					X			X
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
Stafford Road Bridge #24 over Deer Creek	X			X										X
Glenville Road Bridge #30	X			X										X

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Grier Nursery Road Bridge #43	X			X										X
Hookers Mill Road Brige #13	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
MD 175 at Oakland Mills Rd Interchange	X		X	X	X	X		X	X		X	X		X
Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	X		X	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
Bus Rapid Transit		X	X	X		X	X	X	X					X
Maryland Transportation Authority Projects														
I-95 Fort McHenry Tunnel: Moravia Rd to Tunnel Improvements	X		X	X			X						X	X
I-95 Fort McHenry Tunnel: Port Covington Access	X		X	X		X	X						X	X
I-95 Express Toll Lane Northbound Extension	X		X	X			X			X			X	X
Maryland Port Administration Projects														
Seagirt Marine Terminal Modernization: Birth Improvements				X			X							
Maryland Transit Administration Projects														
Urban Transit Systems – Capital Assistance	X	X		X		X		X	X					X
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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
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	X					X

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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	
SHA Projects – Anne Arundel County														
MD 198: MD 295 to MD 32	X		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		X
MD 175: National Business Parkway to McCarron Court	X		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

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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		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
MD 45: Padonia Road to Wight Ave	X			X				X			X			X
MD 151/MD 151B: Bridge Replacements	X			X										X
SHA Projects – Carroll County														
MD 30 Business: North Woods Trail to CSX Railroad	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
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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

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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 Highway Safety
Anne Arundel County	11-1103-13	Furnace Avenue Bridge over Deep Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure ⁴	Bridge Condition
Anne Arundel County	11-1208-13	Harwood Road Bridge over Stocketts Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	Bridge Condition
Anne Arundel County	11-1402-13	Magothy Bridge Road Bridge over Magothy River	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	Bridge Condition
Anne Arundel County	11-1403-13	O'Connor Road Bridge over Deep Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	Bridge Condition
Anne Arundel County	11-1601-19	McKendree Road Culvert over Lyons Creek	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	Bridge Condition
Anne Arundel County	11-1602-13	Polling House Road Bridge over Rock Branch	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	Bridge Condition

¹ Help people and freight to move reliably and efficiently.

² Make conditions safer for pedestrians, bicyclists, transit riders and operators, 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					
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 ⁵ Improve Accessibility ⁶ Improve System Safety Improve and Maintain Existing Infrastructure	Highway Safety System Performance – Congestion System Performance – Emissions
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 10. Implements transportation system management strategies 14. Enhances transportation safety	Conserve and Enhance the Environment Improve and Maintain Existing Infrastructure Increase Mobility Improve System Safety Promote Informed Decision Making ⁷	Highway Safety Transit Safety System Performance – Congestion System Performance – Emissions
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	12-1215-13	Perring Parkway Ramp and Hillen Road Bridge	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	Bridge Condition
Baltimore City	12-1216-13	Sisson Street Bridge over CSX Railroad	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	Bridge Condition
Baltimore City	12-1403-13	Wilkens Avenue Bridge Over Gwynns Falls	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	Bridge Condition
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	Highway Safety Pavement Condition

⁵ Pass on to future generations the healthiest natural and human environments possible.

⁶ Help people of all ages and abilities to access specific destinations.

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 and man-made disasters.

Relating TIP Projects to Long-Range Plan Goals and Performance Measures					
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	Highway Safety Pavement Condition
Baltimore City	12-1419-13	Hanover Street Bridge Multimodal Corridor	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 Promote Prosperity and Economic Opportunity	Highway Safety Bridge Condition System Performance – Freight
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	Bridge Condition
Baltimore City	12-1602-13	Remington Avenue Bridge over Stony Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	Bridge Condition
Baltimore City	12-1603-13	Radecke Avenue over Moores Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	Bridge Condition
Baltimore City	12-1604-13	I-83 Concrete Deck Mill and Resurface	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	Bridge Condition
Baltimore City	12-1605-13	Moravia Road Ramp Bridge over Pulaski Highway	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	Bridge Condition
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	Highway Safety Pavement Condition
Baltimore City	12-2001-11	25 th Street Rehabilitation from Greenmount Ave to Kirk Ave	1. Preserves the regional transportation system 2. Implements emission reduction measures 11. Improves pedestrian safety & access 12. Improves bicycle safety & access	Conserve and Enhance the Environment Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety	Highway Safety Pavement Condition System Performance – Congestion System Performance – Emissions

Relating TIP Projects to Long-Range Plan Goals and Performance Measures					
Baltimore City	12-2002-13	41 st Street over I-83, MTA Light Rail Tracks, and Jones Falls	1. Preserves the regional transportation system 11. Improves pedestrian safety & access	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore City	12-2003-19	Citywide Asset Management	1. Preserves the regional transportation system 10. Implements transportation system management strategies	Promote Informed Decision Making	No performance measures specifically addressing implementation of a performance-based management program
Baltimore City	12-2004-11	Baltimore Street from Howard Street to President Street	1. Preserves the regional transportation system 2. Implements emission reduction measures 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access	Conserve and Enhance the Environment Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition System Performance – Congestion System Performance – Emissions
Baltimore City	12-2005-13	Brehms Lane over Herring Run	1. Preserves the regional transportation system 11. Improves pedestrian safety & access	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore City	12-2007-11	Fremont Ave Rehabilitation from Lafayette Ave to Presstman St	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition
Baltimore City	12-2008-13	Hanover Street over CSX	1. Preserves the regional transportation system 11. Improves pedestrian safety & access	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore City	12-2009-13	Howard Street over I-83, CSX, Amtrak, and Jones Falls	1. Preserves the regional transportation system 11. Improves pedestrian safety & access	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore City	12-2010-11	Madison St. Rehabilitation from N Milton Ave to Edison Highway	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition

Relating TIP Projects to Long-Range Plan Goals and Performance Measures					
Baltimore City	12-2011-11	Park Heights Ave from West Rogers Ave to Strathmore Ave	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition
Baltimore City	12-2012-11	Patapsco Ave from Magnolia Ave to the Patapsco River Bridge	1. Preserves the regional transportation system 2. Implements emission reduction measures 5. Implements Transportation Alternatives activities 6. Provides accessibility and/or intermodal connectivity among major destinations	Conserve and Enhance the Environment Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety	Highway Safety Pavement Condition System Performance – Congestion System Performance – Emissions
Baltimore City	12-2013-11	Pennington Ave Rehabilitation from Birch St to E Ordnance Rd	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access	Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety	Highway Safety Pavement Condition
Baltimore City	12-2015-13	Waterview Avenue over Ramp to 295	1. Preserves the regional transportation system 11. Improves pedestrian safety & access	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore City	12-1201-99	Baltimore City Locked Gate Interstate Access Point Approval (IAPA)	14. Enhances transportation safety	Improve System Safety	Highway Safety
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 City	12-2006-99	Citywide Transportation Plan	4. Consistent with applicable short- and long-term comprehensive plans	Promote Informed Decision Making	No performance measures specifically addressing transportation plans
Baltimore City	12-2014-99	Citywide Transportation Studies	4. Consistent with applicable short- and long-term comprehensive plans	Promote Informed Decision Making	No performance measures specifically addressing transportation studies
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	Bridge Condition

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	Highway Safety Bridge Condition
Baltimore County	13-1005-13	Gunpowder Road Bridge No. B-0409	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	Bridge Condition
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	Bridge Condition
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	Bridge Condition
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	Bridge Condition
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	Bridge Condition
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	Bridge Condition
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	Bridge Condition
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	Bridge Condition
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	Bridge Condition

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	Bridge Condition
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	Bridge Condition
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	Bridge Condition
Baltimore County	13-2001-13	Phoenix Road Bridge No. BC6507 over Gunpowder Falls & NCR Trail	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	Bridge Condition
Baltimore County	13-8901-14	Bridge Inspection Program	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure Promote Informed Decision Making	Bridge Condition
Carroll County	14-1101-13	Bixler Church Road Bridge over Big Pipe Creek	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	Bridge Condition
Carroll County	14-1102-13	Shepherds Mill Road Bridge over Little Pipe Creek	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	Bridge Condition
Carroll County	14-1103-13	Stone Chapel Road Bridge over Little Pipe Creek	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	Bridge Condition
Carroll County	14-1601-13	Babylon Road Bridge over Silver Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	Bridge Condition
Carroll County	14-1602-13	Gaither Road Bridge over South Branch Patapsco River	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	Bridge Condition

Relating TIP Projects to Long-Range Plan Goals and Performance Measures					
Carroll County	14-1603-13	McKinstry's Mill Road Bridge over Sam's Creek	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	Bridge Condition
Carroll County	14-1802-13	Hughes Shop Road Bridge over Bear Branch	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	Bridge Condition
Carroll County	14-9401-14	Bridge Inspection Program	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure Promote Informed Decision Making	Bridge Condition
Harford County	15-1402-42	Bata Boulevard Access Road	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety & access	Improve System Safety Increase Mobility Promote Prosperity and Economic Opportunity	Highway Safety System Performance – Congestion
Harford County	15-1001-13	Abingdon Road Bridge #169 over CSX Railroad	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	Bridge Condition
Harford County	15-1101-13	Chestnut Hill Bridge #40	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	Bridge Condition
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	Bridge Condition
Harford County	15-1501-13	Stafford Road Bridge #24 over Deer Creek	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	Bridge Condition
Harford County	15-1601-13	Glenville Road Bridge #30	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	Bridge Condition
Harford County	15-2001-13	Grier Nursery Road Bridge #43	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	Bridge Condition
Harford County	15-2002-13	Hookers Mill Road Bridge #13	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	Bridge Condition
Harford County	15-9411-14	Bridge Inspection Program	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure Promote Informed Decision Making	Bridge Condition

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	Highway Safety Pavement Condition System Performance – Congestion
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	Increase Mobility Improve Accessibility Promote Prosperity and Economic Opportunity	Highway Safety Pavement Condition System Performance – Congestion
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	Highway Safety Pavement Condition System Performance – Congestion
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	Highway Safety Pavement Condition System Performance – Congestion
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	Highway Safety Pavement Condition System Performance – Congestion
Howard County	16-0436-13	Bridge Repairs and Deck Replacement	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	Bridge Condition

Relating TIP Projects to Long-Range Plan Goals and Performance Measures					
Howard County	16-2001-67	Bus Rapid Transit	2. Implements emission reduction measures 3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 9. Facilitates alternatives to the single occupant vehicle	Conserve and Enhance the Environment Improve Accessibility Increase Mobility	System Performance – Congestion System Performance – Emissions
Maryland Transportation Authority	22-1601-41	I-95 Fort McHenry Tunnel – Moravia Road to Tunnel Improvements	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	Highway Safety Pavement Condition Bridge Condition System Performance – Congestion System Performance – Reliability System Performance – Freight
Maryland Transportation Authority	22-1901-45	I-95 Fort McHenry Tunnel – Port Covington Access	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region 13. Permits timely advancement and continuity of projects	Improve and Maintain Existing Infrastructure Increase Mobility Promote Prosperity and Economic Opportunity	Pavement Condition Bridge Condition System Performance – Congestion System Performance – Reliability
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	Highway Safety Pavement Condition Bridge Condition System Performance – Congestion System Performance – Reliability System Performance – Freight
Maryland Port Administration	32-2001-83	Seagirt Marine Terminal Modernization: Berth Improvements	7. Provides for connectivity of facilities within the region to facilities outside the region	Promote Prosperity and Economic Opportunity	System Performance – Freight

Relating TIP Projects to Long-Range Plan Goals and Performance Measures					
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 Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
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 Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
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 Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
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 – Congestion 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 – Congestion System Performance – Emissions Transit Safety

Relating TIP Projects to Long-Range Plan Goals and Performance Measures					
MTA - Transit	40-1203-65	Kirk Bus Facility Replacement - Phase 1 & 2	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 	<ul style="list-style-type: none"> Improve and Maintain Existing Infrastructure Conserve and Enhance the Environment 	<ul style="list-style-type: none"> System Performance – Congestion System Performance – Emissions Transit Asset Management
MTA - Transit	40-1204-64	Bus and Rail Preventive Maintenance	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 9. Facilitates transit and/or alternatives to the single-occupant vehicle 	<ul style="list-style-type: none"> Improve and Maintain Existing Infrastructure Improve System Safety Improve System Security 	<ul style="list-style-type: none"> System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Transit	40-1502-69	Seniors and Individuals with Disabilities	<ul style="list-style-type: none"> 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 	<ul style="list-style-type: none"> Improve Accessibility 	<ul style="list-style-type: none"> System Performance – Congestion System Performance – Emissions
MTA - Transit	40-1603-61	Urban Transit Systems – Operating Assistance	<ul style="list-style-type: none"> 2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 	<ul style="list-style-type: none"> Conserve and Enhance the Environment Improve Accessibility 	<ul style="list-style-type: none"> System Performance – Congestion System Performance – Emissions Transit Safety
MTA - Transit	40-1801-64	Agencywide System Preservation and Improvement	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 	<ul style="list-style-type: none"> Improve and Maintain Existing Infrastructure Improve System Safety 	<ul style="list-style-type: none"> System Performance – Congestion System Performance – Emissions Transit Asset Management
MTA - Transit	40-1803-64	Bus System Preservation and Improvement	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 	<ul style="list-style-type: none"> Improve and Maintain Existing Infrastructure Improve Accessibility 	<ul style="list-style-type: none"> System Performance – Congestion System Performance – Emissions Transit Asset Management

Relating TIP Projects to Long-Range Plan Goals and Performance Measures					
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 Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
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 Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
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 – Congestion System Performance – Emissions Transit Safety
MTA - Commuter Rail	70-1501-53	MARC Rolling Stock Overhauls and Replacement	1. Preserves the regional transportation system 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	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
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 Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety

Relating TIP Projects to Long-Range Plan Goals and Performance Measures					
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 Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
Office of the Secretary	90-1401-39	State Safety Oversight	14. Enhances transportation safety	Improve System Safety	Transit Safety
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 Improve System Safety Increase Mobility Promote Prosperity and Economic Opportunity	System Performance – Congestion System Performance – Emissions Transit Safety
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
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	Highway Safety Pavement Condition System Performance – Congestion System Performance – Emissions

Relating TIP Projects to Long-Range Plan Goals and Performance Measures					
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	Highway Safety System Performance – Congestion System Performance – Emissions
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 System Performance – Reliability System Performance – Freight
SHA: Areawide	60-9310-13	Areawide Bridge Replacement And Rehabilitation	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	Bridge Condition
SHA: Areawide	60-9501-11	Areawide Resurfacing And Rehabilitation	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	Pavement Condition
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	Highway Safety Pavement Condition Bridge Condition System Performance – Congestion System Performance – Emissions
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	Highway Safety Pavement Condition
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 ⁹ Promote Informed Decision Making	No performance measures specifically addressing transportation research programs

⁹ Enable all interested and affected parties to participate and cooperate to find workable solutions.

Relating TIP Projects to Long-Range Plan Goals and Performance Measures					
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 12. Improve bicycle safety and access	Improve and Maintain Existing Infrastructure Increase Mobility Promote Prosperity and Economic Opportunity	Highway Safety Pavement Condition System Performance – Congestion System Performance – Reliability
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 System Performance – Reliability
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 12. Improve bicycle safety and access	Improve and Maintain Existing Infrastructure Increase Mobility Promote Prosperity and Economic Opportunity	Highway Safety Pavement Condition System Performance – Congestion System Performance – Reliability
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 12. Improve bicycle safety and access	Improve and Maintain Existing Infrastructure Increase Mobility Promote Prosperity and Economic Opportunity	Highway Safety Pavement Condition System Performance – Congestion System Performance – Reliability
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	Pavement Condition
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 11. Improves pedestrian safety and access	Increase Mobility Improve Accessibility	Highway Safety Pavement Condition System Performance – Congestion System Performance – Reliability
SHA: Baltimore County	63-0803-46	I-795: Dolfield Boulevard Interchange	3. Reduces congestion and prevents congestion in new areas	Increase Mobility	Pavement Condition System Performance – Congestion System Performance – Reliability
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	Increase Mobility Improve Accessibility	Highway Safety Pavement Condition System Performance – Congestion System Performance – Reliability

Relating TIP Projects to Long-Range Plan Goals and Performance Measures					
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	Highway Safety Pavement Condition System Performance – Congestion System Performance – Reliability System Performance – Freight
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	Highway Safety Bridge Condition Pavement Condition System Performance – Congestion System Performance – Reliability System Performance – Freight
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	Highway Safety Bridge Condition Pavement Condition System Performance – Congestion System Performance – Reliability System Performance – Freight
SHA: Baltimore County	63-1701-13	I-83: Bridge Replacement over Padonia Road	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	Bridge Condition
SHA: Baltimore County	63-1703-13	MD 137: Bridge Replacement over I-83	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	Bridge Condition
SHA: Baltimore County	63-1704-13	US 1: Bridge Replacement over CSX	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	Bridge Condition
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	Bridge Condition
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 System Safety	Highway Safety Pavement Condition

Relating TIP Projects to Long-Range Plan Goals and Performance Measures					
SHA: Baltimore County	63-2001-13	MD 151/MD 151B: Bridge Replacements	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure Promote Prosperity and Economic Opportunity	Bridge Condition
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	Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety	Highway Safety Pavement Condition
SHA: Carroll County	64-1701-13	MD 86: Bridge Replacement over Gunpowder Falls	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	Bridge Condition
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	Bridge Condition
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	Highway Safety Pavement Condition System Performance – Congestion System Performance – Reliability
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	Highway Safety Pavement Condition
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	Highway Safety Pavement Condition System Performance – Congestion System Performance – Reliability
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	Highway Safety Pavement Condition System Performance – Congestion System Performance – Reliability

Relating TIP Projects to Long-Range Plan Goals and Performance Measures					
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	Highway Safety Pavement Condition Bridge Condition System Performance – Congestion System Performance – Reliability
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	Highway Safety System Performance – Congestion System Performance – Reliability System Performance – Freight

Long-Range Plan Performance Measures and Targets	
Highway Safety	<ul style="list-style-type: none"> • Number of fatalities • Rate of fatalities per 100 million vehicle miles traveled (VMT) • Number of serious injuries • Rate of serious injuries per 100 million VMT • Number of non-motorized fatalities + non-motorized serious injuries – pedestrian and bicycle
Pavement Condition	<ul style="list-style-type: none"> • % of pavement on the interstate system in good condition • % of pavement on the interstate system in poor condition • % of pavement on the National Highway System (NHS) (excluding the interstate system) in good condition • % of pavement on the NHS (excluding the interstate system) in poor condition
Bridge Condition	<ul style="list-style-type: none"> • % of NHS bridges by deck area classified as in good condition • % of NHS bridges by deck area classified as in poor condition
System Performance – Congestion	<ul style="list-style-type: none"> • Annual hours of peak-hour excessive delay (PHED) per capita • % of non-SOV (single-occupancy vehicle) travel
System Performance – Emissions	<ul style="list-style-type: none"> • Total emissions reductions: 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 [<i>Note: the BRTB region is in nonattainment only with respect to ozone</i>]
System Performance – Travel Time Reliability	<ul style="list-style-type: none"> • % of person-miles traveled on the interstate system that are reliable • % of person-miles traveled on the non-interstate NHS that are reliable
System Performance – Freight	<ul style="list-style-type: none"> • % of interstate system mileage providing for reliable truck travel times (Truck Travel Time Reliability Index – TTTR)

Long-Range Plan Performance Measures and Targets	
Transit Asset Management	<ul style="list-style-type: none"> • % of non-revenue service vehicles that have either met or exceeded their Useful Life Benchmarks (ULBs) • % of revenue vehicles within an asset class that have either met or exceeded their ULBs • Infrastructure (rail fixed-guideway, track, signals, systems): % of track segments with performance restrictions • % of facilities within an asset class rated below condition 3 on the Transit Economic Requirements Model (TERM) scale. Condition 3 on the TERM scale is Adequate.
Transit Safety	<ul style="list-style-type: none"> • Number of reportable fatalities and rate per total vehicle revenue miles • Number of reportable injuries and rate per total vehicle revenue miles • Number of reportable safety events and rate per total vehicle revenue miles • Mean distance between major mechanical failures



Larry Hogan
Governor
Boyd K. Rutherford
Lt. Governor
Pete K. Rahn
Secretary

April 16, 2019

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 2020-2023 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

MARYLAND DEPARTMENT OF TRANSPORTATION

Submission of Projects for Inclusion in the Baltimore Region Transportation Improvement Program FY 2020-2023 April 2019

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 2020-2023 Transportation Improvement Program (TIP) come from the current legislatively approved MDOT Consolidated Transportation Program (CTP). The accompanying table demonstrates that the MDOT CTP 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>2019</u>	BUDGET YEAR <u>2020</u>	Planning Years				SIX - YEAR TOTAL
			<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	
<u>CAPITAL PROGRAM</u>							
The Secretary's Office ^{AD}	118.2	57.0	27.7	13.6	12.7	15.2	244.4
Motor Vehicle Administration	32.4	43.9	22.7	14.5	14.9	15.0	143.4
Maryland Aviation Administration ^D	165.3	212.4	97.4	67.0	39.6	62.8	644.5
Maryland Port Administration	117.6	153.4	219.6	157.7	103.3	90.9	842.5
Maryland Transit Administration ^D	679.8	713.4	632.6	619.7	337.9	326.6	3,310.0
Washington Metropolitan Area Transit ^{ACD}	255.8	450.0	459.9	464.7	469.7	474.8	2,574.9
State Highway Administration ^B	1,494.1	1,688.7	1,514.6	1,388.7	1,311.6	1,280.8	8,678.5
TOTAL CAPITAL	2,863.2	3,318.8	2,974.5	2,725.9	2,289.7	2,266.1	16,438.2
Special Funds	1,572.2	1,681.8	1,454.7	1,418.2	1,248.8	1,260.9	8,636.6
Federal Funds	1,049.4	1,210.1	1,165.0	923.5	759.9	737.4	5,845.3
Other Funds ^F	241.5	426.9	354.8	384.4	281.1	267.7	1,956.4
<u>OPERATING PROGRAM</u>							
The Secretary's Office ^A	93.1	100.9	101.0	106.0	109.0	112.0	622.0
Motor Vehicle Administration	204.7	207.2	210.0	220.0	227.0	234.0	1,302.9
Maryland Aviation Administration	201.3	205.1	208.0	218.0	225.0	232.0	1,289.4
Maryland Port Administration	50.3	50.8	52.0	54.0	56.0	57.0	320.1
Maryland Transit Administration	849.4	886.4	925.0	966.0	1,079.0	1,142.0	5,847.8
Washington Metropolitan Area Transit	388.9	392.9	405.0	417.0	430.0	443.0	2,476.8
State Highway Administration	293.8	307.8	313.0	329.0	338.0	347.0	1,928.6
TOTAL OPERATING	2,081.5	2,151.1	2,214.0	2,310.0	2,464.0	2,567.0	13,787.6
Special Funds	1,983.1	2,043.1	2,109.0	2,205.0	2,359.0	2,462.0	13,161.2
Federal Funds	98.4	108.0	105.0	105.0	105.0	105.0	626.4
Other Funds	-	-	-	-	-	-	-

	CURRENT YEAR <u>2019</u>	BUDGET YEAR <u>2020</u>	Planning Years				SIX - YEAR TOTAL
			<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	
<u>DISTRIBUTION OF SHARED REVENUES</u>							
County and Municipal Program	178.1	-	-	-	-	-	178.1
County and Municipal Capital	71.8	71.8	71.8	71.8	71.8	77.8	436.8
TOTAL DISTRIBUTION OF SHARED REVENUES	249.9	71.8	71.8	71.8	71.8	77.8	614.9
Special Funds	184.1	6.0	5.9	5.9	5.9	5.3	213.1
Federal Funds	65.8	65.8	65.9	65.9	65.9	72.5	401.8
<u>DEBT SERVICE REQUIREMENTS</u>							
	-	-	-	-	-	-	-
Special Funds	333.8	354.8	421.0	469.0	515.0	486.0	2,579.6
<u>DEPARTMENT TOTAL</u>	<u>5,194.6</u>	<u>5,541.7</u>	<u>5,260.3</u>	<u>5,107.7</u>	<u>4,825.5</u>	<u>4,910.9</u>	<u>30,840.7</u>
Special Funds	4,073.2	4,085.7	3,990.6	4,098.1	4,128.7	4,214.2	24,590.5
Federal Funds	1,213.6	1,383.9	1,335.9	1,094.4	930.8	914.9	6,873.5
Other Funds	241.5	426.9	354.8	384.4	281.1	267.7	1,956.4

^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 21-24.

^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 2017 to 2045 Update
For The
Baltimore Metropolitan Area

Prepared by
Maryland Department of Transportation

August 2017

DOCUMENTATION OF ASSUMPTIONS

Date: August 2017

Subject: Methodology and Assumptions used to derive the
2017 – 2045 Constrained Long-range Transportation Plan

Total Program Revenues/Expenditures (operating and capital):

- FY 1981 to FY 2016 figures are actual expenditures from historical records, FY 2017 to FY 2022 are from the FY 2017 Transportation Trust Fund Financial Plan and Consolidated Transportation Plan (CTP).
- The federal funds received directly by WMATA are not included in this exercise.
- FY 2023 to FY 2045 projections of state funds use a historical annual average growth rate of 5.3%. Federal fund projections for the same period are based on an average growth rate of 3.0% for Highway and Transit program funds.

Operating Expenditures:

- FY 1981 to FY 2016 figures are actual expenditures from historical records. Expenditures for FY 2017 to FY 2022 are the operating budget projections contained in the current Trust Fund Forecast.
- FY 2023 to FY 2045 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 economic forecasting firms. Two percent (2%) is added to the forecasted rate to account for the additional operating costs associated with new capital expansions.

Capital - Systems Preservation:

- Department records were used to determine the split between systems preservation and expansion for FY 1981 to FY 2016. Amounts for FY 2017 to FY 2022 represent the current version of the capital program.
- For the period FY 2023 – FY 2045, an annual growth rate of 2.0% is assumed for systems preservation projects, not to exceed 70% of the total program.

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, and WMATA) costs. Non-surface included the Maryland Port, Aviation, and Motor Vehicle Administrations and 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 and as a percent of Total Maryland Expansion.

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

(Millions of Dollars)

Fiscal Year	Operating	Systems Preservation	Operating & Systems Pres.	Expansion	Statewide Total
1991	266	141	376	247	623
1992	267	136	423	236	659
1993	322	164	466	264	770
1994	352	167	519	246	765
1995	365	204	569	310	908
1996	426	234	662	403	1,065
1997	441	264	705	506	1,211
1998	478	260	738	616	1,353
1999	508	227	735	677	1,412
2000	551	270	821	760	1,601
2001	591	266	859	773	1,632
2002	677	167	764	642	1,306
2003	636	254	692	416	1,110
2004	689	279	906	393	1,301
2005	709	400	1,109	407	1,606
2006	784	391	1,176	466	1,640
2007	770	417	1,187	493	1,680
2008	808	461	1,269	411	1,670
2009	886	516	1,383	490	1,803
2010	913	476	1,369	456	1,644
2011	979	676	1,657	632	2,189
2012	1,045	612	1,657	772	2,429
2013	1,166	620	1,776	772	2,550
2014	1,176	619	1,797	762	2,559
2015	1,237	714	1,951	760	2,731
2016	1,303	720	2,032	763	2,826
2017	1,366	724	2,120	701	2,821
2018	1,486	760	2,264	680	2,934
2019	1,527	974	2,501	366	2,869
2020	1,693	967	2,640	276	2,916
2021	1,646	906	2,466	326	2,791
2022	1,672	1,006	2,666	366	3,034
2023	1,636	1,164	2,792	416	3,208
2024	1,643	1,324	3,167	477	3,644
2025	1,659	1,436	3,297	603	3,900
2026	1,817	1,369	3,306	606	4,112
2027	1,947	1,660	3,507	1,123	4,630
2028	2,030	1,660	3,610	1,071	4,681
2029	2,080	1,667	3,637	1,066	4,642
2030	2,131	1,476	3,606	687	4,293
2031	2,161	1,391	3,672	463	4,066
2032	2,264	1,449	3,713	400	4,113
2033	2,464	1,284	3,738	560	4,288
2034	2,692	1,269	3,661	640	4,301
2035	2,866	1,332	4,026	671	4,699
2036	2,811	1,406	4,219	603	4,822
2037	2,924	1,490	4,414	639	5,063
2038	3,043	1,676	4,619	676	5,296
2039	3,176	1,661	4,637	712	5,349
2040	3,313	1,866	6,011	606	6,616
2041	3,451	1,732	5,183	914	6,097
2042	3,697	1,766	5,363	1,030	6,393
2043	3,764	1,862	5,666	1,146	6,702
2044	3,911	1,836	5,749	1,270	7,020
2045	4,079	1,874	5,953	1,416	7,369
2046	4,267	1,912	6,169	1,669	7,726
2047	4,433	1,950	6,383	1,721	8,104
2048	4,633	1,969	6,622	1,679	8,301
2049	4,837	2,029	6,866	2,062	8,918
2050	5,049	2,070	7,112	2,242	9,354
2051	5,266	2,111	7,369	2,444	9,813
2052	5,476	2,163	7,626	2,667	10,293
2053	5,717	2,166	7,813	2,869	10,682
2054	5,963	2,240	8,203	3,131	11,334
2055	6,226	2,265	8,413	3,383	11,808

MDOT - Office of Finance
16 Aug 17

BALTIMORE METROPOLITAN AREA Percentage of Capital Expansion

Surface Enhancement % of Maryland Enhancement:	
1981 - 2016	86.4%

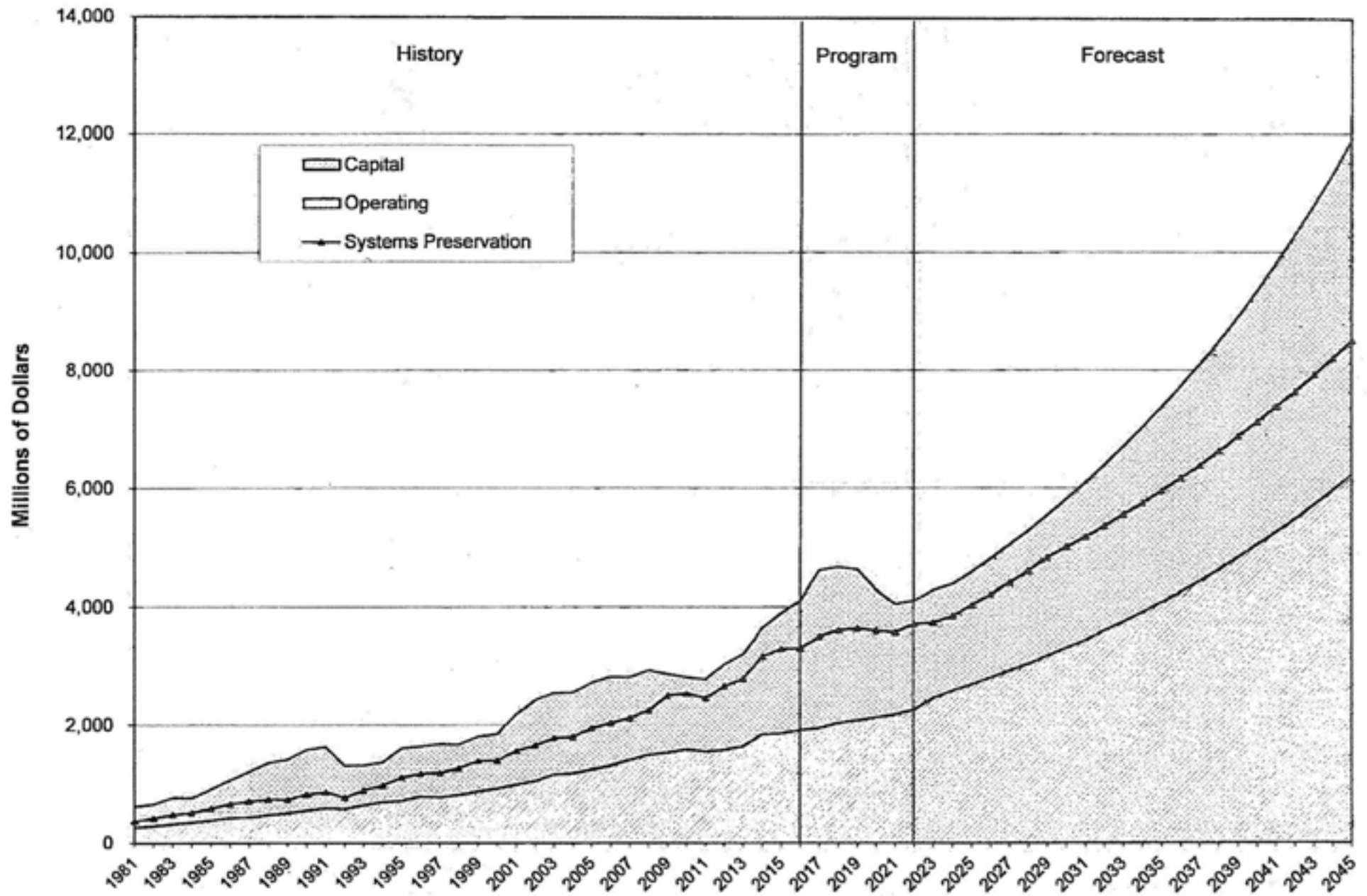
Baltimore Enhancement % of Surface Enhancement:	
1981 - 2016	40.3%



Fiscal Year	Statewide Expansion Funds	Surface Percentage	Private Funds	Total Surface Available	Baltimore Percentage	Total Ballo. Expansion Funds
2014	477					155
2015	603					192
2016	806					282
2017	1,123					90
2018	1,071					90
2019	1,005					107
2020	687					80
2021	483					83
2022	400					69
2023	550	475	23	498	201	201
2024	540	467	23	490	197	197
2025	571	493	23	516	208	208
2026	603	521	23	544	219	219
2027	639	552	23	575	232	232
2028	676	584	24	608	245	245
2029	712	615	24	639	258	258
2030	805	696	24	720	290	290
2031	914	790	24	814	328	328
2032	1,030	890	24	914	368	368
2033	1,148	990	25	1,015	409	409
2034	1,279	1,105	25	1,130	455	455
2035	1,416	1,224	25	1,249	503	503
2036	1,559	1,347	25	1,372	553	553
2037	1,721	1,487	25	1,512	609	609
2038	1,879	1,624	26	1,650	665	665
2039	2,062	1,773	26	1,799	725	725
2040	2,242	1,938	26	1,964	791	791
2041	2,444	2,112	26	2,138	861	861
2042	2,667	2,305	26	2,331	939	939
2043	2,889	2,497	27	2,524	1,017	1,017
2044	3,131	2,706	27	2,733	1,101	1,101
2045	3,383	2,924	27	2,951	1,189	1,189
Total '23-'46	34,848	30,116	571	30,687	12,363	12,363
Total '14-'45	41,503					13,511

MDOT - Office of Finance
18-Aug-17

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





M A R Y L A N D
County Executive Stewart L. Pittman

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 16, 2019

Mr. Todd Lang
Baltimore Regional Transportation Planning Director
1500 Whetstone Way, Suite 300
Baltimore, MD 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 2020-2023 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 sources 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 2020-2023 TIP projects are financially reasonable.

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

Sincerely,


Ramond Robinson, Director

Cc: Pete Baron, Director, Government Relations
Brian Ulrich, Planning Administrator
Crystal McGill-Belk, Transportation Administrator



CITY OF BALTIMORE
Bernard C. "Jack" Young, Ex Officio, Mayor
100 N. Holliday Street, Room 250
Baltimore, Maryland 21202



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

April 11, 2019

Mr. Todd R. Lang, Director
Transportation Planning Director
Baltimore Metropolitan Council
1500 Wheelstone 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 2020 to FY 2023.

The FY 2020-2025 Six year Capital Improvement Program was approved by the Baltimore City Planning Commission in March, 2019, and by the Baltimore City Board of Finance on April 2, 2019. The capital budget for FY 2020 – 2025 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 2020 – 2023 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, Deputy Director/Chief Engineer, BCDOT
Mr. Theo Ngongang, Deputy Director/Chief of Policy and Planning, BCDOT
Mr. Bimal Devkota, Chief of Transportation Engineering & Construction, BCDOT
Mr. Dharendra Sinha, Chief of Fiscal Services, BCDOT



JOHN A. OLSZEWSKI, JR.
County Executive

STEVEN A. WALSH, Director
Department of Public Works

March 22, 2019

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

Re: 2020-2023 Transportation Improvement Program
Baltimore County Financial Commitment

Dear Mr. Lang:

Baltimore County's portion of the 2020-2023 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/temp_archive/budget-message/budgetmessageFY19/BudgetDetailsfy19.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,

A handwritten signature in blue ink, appearing to read "A. Walsh".

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

SAW: TK:JP:KJS

cc: Greg Carski-Balt. Co. Traffic

5:00 PM Eastern Standard Time: Design Services/Federal Aid TIP County Financial Commitment_FY2020.docx

111 West Chesapeake Avenue, Room 219 | Towson, Maryland 21204 | Phone 410-887-3788
www.baltimorecountymd.gov

Lynda D. Eisenberg
Director
Department of Planning

410-386-5145, fax 410-386-2836
Toll-free 1-888-302-8978
MD Relay service 7-1-1/800-735-2258



Carroll County Government
225 North Center Street
Westminster, Maryland 21157
email: ccplanning@carrollcountymd.gov

April 11, 2019

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 2020-2023 Transportation
Improvement Program (TIP)

Dear Mr. Lang,

Carroll County's list of projects for the FY 2020-2023 TIP comprises eight (8) 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 included as capital projects in both the current FY 2019-2024 CIP and the proposed FY 2020-2025 CIP. Four (4) bridge projects are included as capital projects in the proposed CIP. Finally, all eight (8) TIP projects are identified in the current CIP as "Active Capital Projects with Prior Appropriations".

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@carrollcountymd.gov).

Sincerely,

Lynda D. Eisenberg

Lynda D. Eisenberg, Director
Department of Planning

cc: Jeff Castonguay, Director, Department of Public Works
Doug Brown, Deputy Director, Department of Public Works
Debbie Butler, Chief, Bureau, Bureau of Engineering
Bobbi Moser, Planner, Department of 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 8, 2019

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

RE: Harford County's 2020-2023 Transportation Improvement Program

Dear Mr. Lang:

This letter provides documentation to satisfy the "Statement of Financial Reasonableness" requirement of the FY 2020-2023 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 and 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 projects involve modifying single-lane bridges to allow for two-way traffic. Allowing vehicles to travel across these bridges from either side without waiting 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 ranking will be 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.

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220 South Main Street, Bel Air, Maryland 21014

THIS DOCUMENT IS AVAILABLE IN ALTERNATIVE FORMAT UPON REQUEST

Todd Lang
Baltimore Metropolitan Council
April 8, 2019
Page 2

Financial Reasonableness

All projects in the Transportation Improvement Program require a match from Harford County. The match for the projects comes from funds already approved in the Fiscal Year 2019 Harford County Capital Budget under Highway Capital Projects. Other traditional funding sources for land acquisition, engineering and construction of Bridge Replacement and Restoration projects in the Harford County Capital Budget includes the Highway General Fund Revenue and 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
Gary Blazinsky, Administrator, Harford LINK
Jenny B. King, Deputy Director, Department of Planning and Zoning
Joel A. Gallihue, Long-Range 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

Chris Eatough, Acting Administrator

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

April 3, 2019

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 2020-2023 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
- Bus Rapid Transit Study from Ellicott City to Burtonsville (Montgomery County) along US 29

The County has committed adequate matching funds in the form of bonds and local revenues to match state and federal funding commitments, including 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 2020
- Draft Howard County Fiscal Year 2020 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 contact David Cookson 410-313-3842.

Sincerely,


Chris Eatough
Acting Administrator

Cc: Lonnie Robbins, Chief Administrative Officer
Sameer Sidh, Chief of Staff
James Irvin, Director, Howard County Department of Public Works
Val Lazdins, Planning Director Howard County Department of Planning and Zoning

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APPENDIX C

SELF-CERTIFICATION

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #20-4**

**APPROVING 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; and representatives of the Maryland Departments of Transportation, the Environment, Planning, the Maryland Transit Administration, Harford Transit; 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.

WE HEREBY CERTIFY that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the aforementioned resolution at its July 23, 2019 meeting.

7/23/2019

Date



Lynda Eisenberg, Chair
Baltimore Regional Transportation Board

7-11-19

Date



Pete K. Rahn, Secretary
Maryland Department of Transportation

BALTIMORE REGIONAL TRANSPORTATION BOARD 2019 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,
- conducting 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) Maryland Division Office, the Federal Transit Administration (FTA) Region 3 Office, the Maryland Department of Transportation (MDOT), 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 develops the regional transportation plans and programs for the BRTB. The staff also supports transportation planning for the region by providing demographic and economic analyses, travel demand modeling, air quality modeling, environmental coordination, and GIS services. Another BMC staff responsibility is maintaining 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:

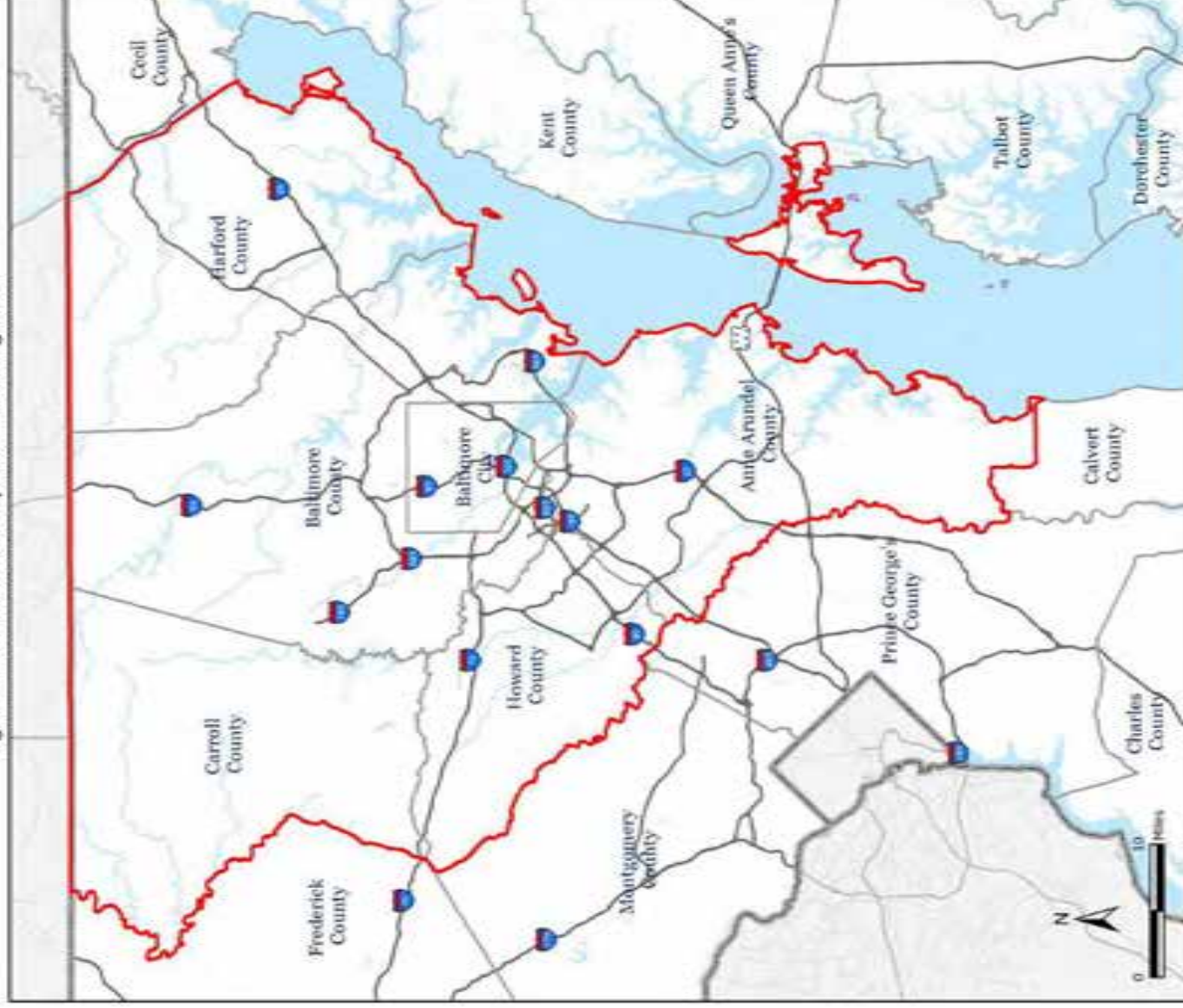
- Executive Committee
- Bicycle and Pedestrian Advisory Group
- Budget Subcommittee
- Public Advisory Committee
- Cooperative Forecasting Group
- Freight Movement Task Force
- Interagency Consultation Group
- Safety Committee
- Technical Committee
- Traffic Incident Management for the Baltimore Region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

Figure 1- Baltimore Metropolitan Planning Area



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.

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 is 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 sub-recipients 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, the BRTB coordinated with MDOT SHA and MDOT MTA to develop performance measures and targets. These will 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

BMC will continue to work with MDOT SHA and MDOT MTA to update performance targets in accordance with federal requirements and to refine the processes for gathering data for 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 "nonattainment" area for the 2008 and 2015 8-hour ozone NAAQS.

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 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.

BMC staff made several changes in the 2018 Public Participation Plan to reflect changes in law and regulations as well as comments from the Public Advisory Committee and the public at large. These changes are summarized below:

Change #1: Updated list of interested parties to meet current regulations

Recent updates to federal metropolitan transportation planning regulations expanded the list of interested parties that an MPO must engage:

- Public ports
- Private providers of transportation, including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program
- Travel and tourism agencies
- Officials responsible for natural disaster risk reduction

BMC staff has added these interested parties to the PPP. Throughout the past several years, representatives of these interested parties have presented information to the Technical Committee and to the BRTB on topics related to regional transportation issues.

Change #2: Updated process for making amendments to the TIP and long-range transportation plan

- Any project proposed for inclusion in the TIP or Plan that requires a conformity assessment will automatically trigger a 30-day public review and public meeting.
- All amendments, regardless of 30-day review, will go to the Technical Committee and BRTB for consideration and approval. A resolution with project information will be available online for the public to view 6 weeks prior to a BRTB vote.
- The Executive Committee will continue to review and approve Administrative Modifications (minor amendments).

Change #3: Minor updates – For example, adding Queen Anne's County.

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 coordinate monthly meetings of the PAC and its two subcommittees: Policy & Legislation and Public Involvement. Recent presentations to the PAC have been on topics such as Environmental Justice and transportation equity, BMC's travel demand model, BaltimoreLINK, MDOT MTA's mobility program, the Baltimore Bike Share program, final rules for performance measures (covering system condition and system performance), *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 and programs
- notification of new comment periods and events posted on BMC website (over 5,500 followers on social media; emails to over 600 interested parties)
- organizing the "What's on Tap?" event series 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
- translation of the PPP and a summary of the LRTP and TIP into Spanish
- publication of *B'more Involved* in a COG Quarterly e-newsletters, distributed to over 2,600 subscribers each and cross posted on Facebook and Twitter.
- cross posting of e-newsletters and press releases on social media and on the BMC website at www.baltometro.org.

TITLE VI / ENVIRONMENTAL JUSTICE / LIMITED ENGLISH PROFICIENCY

As an MPO, the BRTB is required to convene its members and provide opportunities for engagement for stakeholder organizations, interested parties and citizens in order to conduct a cooperative, comprehensive and continuing (3C) transportation planning process. Moreover, as a sub-recipient of federal financial assistance via MDOT, 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 May 28, 2019, the Baltimore Regional Transportation Board approved, via BRTB Resolution #19-22, 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. 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 #19-23, the 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.

Environmental Justice

Environmental Justice seeks to ensure that the benefits and burdens of transportation investments are shared as equitably as possible among all affected communities.

Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority and Low Income Populations," addresses this issue. This Executive Order and its accompanying memorandum reinforce the requirements of Title VI that focus federal attention on environmental and human health conditions in minority and low-income communities.

BMC staff members attended an FHWA workshop on Environmental Justice in September 2018. This workshop presented information on federal requirements and best practices relative to EJ from state DOTs and MPOs around the country. As noted in subsequent sections, staff incorporated some of these best practices in analyzing the potential EJ effects of projects in the long-range transportation plan and the Transportation Improvement Program.

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 May 2019, the BRTB approved the 2019 Limited English Proficiency Plan for the Baltimore region (Resolution #19-23).

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 program

Unified Planning Work Program – UPWP

The UPWP is the basis for the Baltimore region 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 program year. 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 2020 transportation planning activities for the Baltimore region is \$7,898,500, and the estimated budget for FY 2021 is \$6,286,750.

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.

The BRTB has been timely in its submittal of the draft and final report for approval. However, the Federal Review Team recommended during the 2016 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.

Long-Range Transportation Plan

The BRTB will adopt the next LRTP, titled *Maximize2045: A Performance-Based Transportation Plan*, in July 2019. Federal agency approval is expected to follow later in the summer of 2019.

Regional Goals, Strategies, and Performance Measures/Targets

As part of the development of "*Maximize2045: 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.

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.

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, MDOT SHA, MDOT MTA, and the jurisdictions provided 2019 cost estimates for these projects. BMC staff applied an inflation factor, consistent with 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, *Maximize2045* was demonstrated to be fiscally constrained, in accordance with federal requirements.

Maximize2045 Environmental Justice Analysis

Based on information received at the September 2018 Environmental Justice workshop, BMC staff looked at additional performance measures related to accessibility and mobility as part of the EJ analysis for *Maximize2045*. Staff analyzed these performance measures under two scenarios: (1) 2045 Existing and Committed Scenario, which included all projects that are already in progress or that have committed funds and schedules in the 2020-2023 time frame and (2) 2045 Preferred Alternative Scenario, which included all projects from the Existing and Committed Scenario as well as projects in the *Maximize2045* Preferred Alternative. Staff analyzed the impacts on EJ and non-EJ Transportation Analysis Zones (TAZs) for the following measures:

- average number of jobs accessible
- average number of shopping opportunities accessible
- average commute time
- average travel time for shopping purposes
- average travel time to closest hospital
- percent of population close to a supermarket
- percent of population close to a hospital
- percent of population close to a college or university

The EJ analysis of *Maximize2045* showed that the surface transportation investments in the Preferred Alternative should not have disproportionate effects on EJ TAZs.

Maximize2045 Public Outreach and Engagement

Throughout the 2-year process to develop *Maximize2045*, 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 *Maximize2045* 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 *Maximize2045* available to the public for review and comment for a 45-day period from May 9 through June 18, 2019. Staff held public open house meetings in each jurisdiction and an online virtual meeting to present information and accept input/comments. The BRTB also posted the draft *Maximize2045* online along with a map of projects and advertised in 14 newspapers and online sites. The BRTB addressed public comments in preparing the final version of *Maximize2045*.

FY 2020-2023 TIP

The BRTB and its Technical Committee reviewed the projects proposed for the 2020-2023 TIP. This included review by BMC staff for consistency with *Maximize2045*, 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 2020-2023 TIP is \$3.66 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 2020-2023 TIP Financial Considerations

As noted, the 2020-2023 TIP uses current and available revenue sources listed in the 2019-2024 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 2020-2023 TIP and Performance-Based Planning and Programming

As required by the FAST Act, the 2020-2023 TIP includes a summary of the 25 federally mandated performance measures and targets as well as a discussion of the anticipated impact of investments in the TIP towards their achievement.

FY 2020-2023 TIP Public Outreach and Engagement

The public review period for the draft FY 2020-2023 TIP and the associated draft Air Quality Conformity Determination took place from May 9 through June 18, 2019. Staff held public open house meetings in each jurisdiction and an online virtual meeting. The BRTB also posted the draft TIP online along with an interactive map of TIP projects and advertised in 14 newspapers and online sites.

Air Quality Conformity – Maximize2045 and FY 2020-2023 TIP

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 2020-2023 TIP is the RFP SIP for 8-hour ozone (determined to be adequate in 2016).

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, 2040, and 2045. Therefore, the BRTB, in its capacity as the Metropolitan Planning Organization for the Baltimore region, has concluded that Maximize2045 and the FY 2020-2023 TIP 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 2020 is 31.7% (approved through Resolution #19-19). Specifically, the BRTB is using the goal of MDOT 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, a subcommittee of the BMC. The most recent Expo took place in October 2018. More than 400 attendees and 300 exhibitors participated. The event featured individual introductory sessions between prime contractors and minority- and women-owned subcontractors. The next event is scheduled for October 16, 2019.

Additionally, all cooperative contracting led by participating entities in the Baltimore Regional Cooperative Purchasing Committee complies with the lead entity's minority business enterprise procedures and goals while still allowing 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 MDTA 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 LRTP and TIP projects for pedestrian accommodations. 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.baltonmetro.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 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 MDOT MTA 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 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. BMC staff is currently working with MDOT MTA to update the 2015 Plan to reflect current stakeholder input.

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.

MDOT 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
Ride With Us is a non-profit formed in 2016 to provide demand-response transportation to meet the needs of seniors, people with disabilities, and the transportation disadvantaged of Carroll County.

Harford County
Harford Transit LINK 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.

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 for 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 detectable 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 D

AREAWIDE PROJECTS

KNOWN FY 2020 AREAWIDE PROJECTS AT TIME OF SUBMITTAL – BASED ON THE 2019-2024 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 and pedestrian trail construction
Anne Arundel County		Cowhide Branch	Stream Restoration
Baltimore City		Downtown Baltimore Bike Network	Bicycle access improvements
Baltimore City		Baltimore Waterfront Promenade at the Inner Harbor	Bike and pedestrian improvements
Carroll County		Sykesville Middle School	Safe Routes to School (SRTS) sidewalk improvements
Carroll County		Langdon, near Westminster Avenue	Stormwater management facility construction
Harford County		Aberdeen MARC Station	Bike and pedestrian improvements
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 2020	
Regional	Various	CHART operating budget FY 2020	
Regional	Various	CHART device maintenance FY 2020	
Areawide Safety and Spot Improvement (60-9508-19)			
Anne Arundel County	MD 174	Severn Road	Intersection Improvements
Carroll County	MD 140	Mayberry Road	Intersection Improvements
Carroll County	MD 27	Gillis Falls Rd/Harrisville Rd	Intersection Improvements
Howard County	MD 103	US 29 to Long Gate Shopping Center	Geometric Improvements

Areawide Bridge Replacement and Rehabilitation Projects (60-9310-13)			
Baltimore County	Putty Hill Ave.	Bridge over I-695	Bridge rehabilitation
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	Various locations in Carroll County	Resurfacing
Howard County	US 40	US 29 to Baltimore County line	Resurfacing
Howard County	I-70 WB	Baltimore County line to Marriottsville Rd	Resurfacing

APPENDIX E

PROJECTS BETWEEN FUNDING STAGES OR ON HOLD AND INFORMATIONAL PROJECTS

Projects Between Funding Stages or On Hold

Project Id	Project Title	Jurisdiction	Year of Operation	Project Category	Project Type
11-1802-19	Mountain Road Corridor Revitalization – Phase I	Anne Arundel County	TBD	Highway Preservation	Other
12-0002-99	Transportation Career Development Innovation Program	Baltimore City	2019	Miscellaneous	Miscellaneous
12-0207-11	Citywide Road Resurfacing – Federal Aid Program	Baltimore City	Ongoing	Highway Preservation	Road resurfacing/rehabilitation
12-1206-99	Pavement Management System	Baltimore City	2020	Miscellaneous	Miscellaneous
12-1222-19	Citywide Guide Sign Replacement	Baltimore City	Ongoing	Highway Preservation	Other
12-1413-56	Bayview MARC Intermodal Station	Baltimore City	2018	Commuter Rail	New rail facilities
12-1416-11	Concrete Roadway Slab Repairs	Baltimore City	Ongoing	Highway Preservation	Road resurfacing/rehabilitation
12-1606-12	Reconnecting Charles Street – Mt. Royal to Lanvale Street	Baltimore City	2018	Highway Preservation	Road reconstruction
12-1607-12	Citywide Road Reconstruction	Baltimore City	Ongoing	Highway Preservation	Road reconstruction
12-1704-11	Curtis Avenue Corridor Improvements (Phase I and II)	Baltimore City	2025	Highway Preservation	Road resurfacing/rehabilitation
12-1705-13	Hanover Street Bridge Deck Repair over Middle Branch	Baltimore City	2025	Highway Preservation	Bridge repair/deck replacement
12-1801-13	Monroe Street Ramp over CSX and Russell Street over CSX	Baltimore City	2027	Highway Preservation	Bridge repair/deck replacement
13-1406-42	Security Boulevard Extension	Baltimore County	2018	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
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

Baltimore City Projects that had been on hold and are no longer being pursued

Project Id	Project Title	Jurisdiction	Year of Operation	Project Category	Project Type
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

APPENDIX F

FY 2019-2022 TIP AMENDMENT AND ADMINISTRATIVE MODIFICATION LOG

Summary of 2019 – 2022 TIP Amendments and Administrative Modifications

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
22-1901-45	I-95 Access Improvements: Construction & Right-of-Way	Maryland Transportation Authority	This amendment adds a new project to the FY 2019-2022 TIP to support redevelopment of the Port Covington peninsula. The total cost of the project is \$495 million, with \$27.75 million in funding added to the 2019-2022 TIP.	<p>The Maryland Transportation Authority (MDTA) and Baltimore City Department of Transportation (BCDOT) have developed a suite of improvements to Interstate 95 (I-95) ramps and other nearby transportation facilities to support ongoing and planned redevelopment of the Port Covington peninsula in South Baltimore and to address traffic needs in the Port Covington area. The study limits for these improvements are Caton Avenue to the Fort McHenry Tunnel, involving approximately seven miles of I-95 and sections of Hanover Street, McComas Street and Key Highway.</p> <p>The total project cost is \$450 million to \$495 million and will have phased construction, with completion anticipated in 2029. The project will be funded with MDTA funds, grant monies and developer sources.</p> <p>Conformity Status: Not Exempt</p>	Resolution 19-5: 9/25/2018
25-1801-41	I-95 Express Toll Lanes Northbound Extension	Maryland Transportation Authority	This amendment updates funds for the project to include the first phase of implementation of I-95 Section 200 that was announced by the Hogan Administration on June 15, 2018. Funding in the 2019-2022 TIP increases by \$622 million and the year of operation changes to 2026. The total cost of the project increases from \$210 million to \$1.1 billion. The project is funded with MDTA toll revenues.	<p>The I-95 Express Toll Lanes (ETL) Northbound Extension project is the first phase of implementation of I-95 Section 200. The project will be funded by MDTA toll revenues and includes the provision of two additional ETLs for more than 10 miles on I-95 from north of MD 43 in Baltimore County to north of MD 24 in Harford County. This section includes reconstruction of the I-95 interchanges at MD 152 and MD 24 to provide access from the northbound ETL. The project involves significant bridge improvements, including reconstruction of the overpasses at Raphael Road, Bradshaw Road, Old Joppa Road, and Clayton Road to accommodate the larger area needed for the ETLs. Additionally, the I-95 northbound bridges over the Big Gunpowder Falls, Little Gunpowder Falls and Winters Run will be widened and improved. The project will also include the installation of five new noise walls along the corridor on both sides of I-95.</p> <p>Conformity Status: Not Exempt</p>	Resolution 19-5: 9/25/2018

40-1901-69	Beyond the Bus Stop	Maryland Transit Administration	This amendment adds a new project to the 2019-2022 TIP using a federal Bus and Bus Facilities discretionary grant in the amount of \$2.6 million along with \$650,000 in matching funds. MTA will use the funds to improve amenities for riders and operators at bus stops. The amendment adds \$3.25 million to the 2019-2022 TIP.	<p>The Beyond the Bus Stop program aims to improve amenities for both riders and operators at bus stops around the network. The Beyond the Bus Stop program will improve the customer experience by adding real-time information signage and shelter improvements to bus stops, including some multi-modal transfers. The program also includes constructing comfort stations at Cedonia Loop and Patapsco Light Rail Station for use by MTA operators. Blue Light phones will also be added at these locations.</p> <p>In addition to the matching funds listed, MTA has committed \$2.35 million in state dollars.</p> <p>Conformity Status: Exempt</p>	Resolution 19-6: 9/25/2018
60-9504-04	Areawide Congestion Management	State Highway Administration	This administrative modification shifts and adds state and federal funds for the "other" project phase to more effectively track areawide projects that do not include construction, such as CHART vehicle purchases. Construction phase funds in the TIP decrease by \$26.4 million while other phase funds increase by \$34 million, for a total increase of \$7.6 million in the TIP.	<p>This is an ongoing program to provide traffic control, management, and monitoring on State highways. These improvements may include but are not limited to the employment of variable message signs, video for traffic management (CCTV), traffic management detectors, signal systemization and remote timing, permanent congestion monitoring systems employed by the CHART program, deployment of local jurisdiction intelligent transportation system (ITS) projects, and the development of park-and-ride facilities. This project also includes a program that replaces older drayage trucks serving the Port of Baltimore with newer trucks that meet or exceed 2007 EPA emissions certified engine standards.</p> <p>Conformity Status: Exempt</p>	Admin Mod: 9/25/2018
40-0104-61	Small Urban Transit Systems – Operating Assistance	Maryland Transit Administration	This administrative modification updates FTA Section 5307 funds in FY 2019 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.	<p>Operating assistance to small urban transit systems throughout the Baltimore region. Transit agencies eligible for funding include Carroll Transit System.</p> <p>Costs generally associated with operating assistance can include utilities, miscellaneous equipment, fuel/oil, and driver, maintenance staff, and administrative salaries.</p> <p>Conformity Status: Exempt</p>	Admin Mod: 10/5/2018
40-1602-05	Urban Transit Systems – Capital Assistance	Maryland Transit Administration	This administrative modification updates FTA Section 5307 and 5339 funds in FY 2019. Section 5307 funds increase in the amount of \$352,000 along with an increase of \$88,000 in matching funds. Section 5339 funds increase in the amount of \$115,000 along with an increase of \$29,000 in matching funds. These funds will be used to provide continued preventive maintenance, two medium duty bus replacements, and a support vehicle with a plow. Total funding in the TIP increases from \$2.364 million to \$2.948 million.	<p>Capital assistance for the purchase of vehicles, equipment, and facilities for Harford County (Harford County Transportation Services).</p> <p>Conformity Status: Exempt</p>	Admin Mod: 10/5/2018

15-1401-13	Robinson Mill Road Bridge #154 over Broad Creek	Harford County	This amendment updates Surface Transportation Block Grant funds for the construction phase in FY 2019. The increase reflects the total cost for construction now that the project is ready for advertisement. Funds had been budgeted for construction in previous TIPs but the project was delayed due to difficulties with land acquisition. STBG funds in FY 2019 are now \$1.185 million along with \$380,000 in matching funds. The estimated total cost remains unchanged at \$1.815 million. The year of operation shifts from 2018 to 2019.	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. Three foot shoulders planned on both sides of the road. PE funds were in a previous TIP. Conformity Status: Exempt	Resolution 19-12: 10/23/2018
60-9310-13	Areawide Bridge Replacement and Rehabilitation	State Highway Administration	This administrative modification shifts and adds federal and state funds for the construction phase. The admin mod shifts \$4 million (\$3.2 million federal/\$800,000 matching) from STBG to NHPP in FY 2019-2022. An additional \$10 million (\$8 million federal/\$2 million matching) in NHPP funds is added to FY 2019. Total funding in the TIP increases from \$125.4 million to \$135.4 million. These funding changes are necessary to accommodate differences between committed and estimated funding flows in the TIP. Specifically, these changes accommodate the number of bridge rehabilitation projects funded with NHPP instead of STBG.	This is an ongoing program to provide major upgrade and maintenance of structures on State highways. These are non-capacity improvements, which may include but are not limited to, structural replacements, deck rehabilitation, superstructure replacements, parapet reconstruction, cleaning and painting, and general maintenance on various state-owned bridges. Conformity Status: Exempt	Admin Mod: 11/9/2018
60-9506-38	Areawide Environmental Projects	State Highway Administration	This administrative modification shifts federal HSIP, NHPP, and STBG funds for the preliminary engineering and construction phases in FY 2019-2022. The admin mod shifts \$100,000 (\$80,000 federal/\$20,000 matching) in PE funds from both HSIP and NHPP to STBG in all fiscal years. It also shifts \$1 million (\$800,000 federal/\$200,000 matching) in construction funds from NHPP to STBG in FY 2020 and FY 2021. Finally, it shifts \$5 million (\$4 million federal/\$1 million matching) in STBG construction funds from FY 2022 to FY 2019. Funding in the TIP is unchanged. These funding changes are necessary to accommodate differences between committed and estimated funding flows in the TIP. Specifically, these changes accommodate the number of committed projects funded with STBG funds instead of HSIP and NHPP.	This is an ongoing program to provide environmental and aesthetic improvements on State highways. These are non-capacity improvements, which may include but are not limited to, projects dealing with noise abatement, wetlands, reforestation, landscape planting, scenic beautification, and pedestrian or bicycle facilities. This program also includes National Recreational Trails projects. Conformity Status: Exempt	Admin Mod: 11/9/2018

60-9501-11	Areawide Resurfacing and Rehabilitation	State Highway Administration	<p>This administrative modification shifts and adds federal and state funds for the construction phase. The admin mod shifts NHPP funds in the following amounts: \$20 million (\$16 million federal/\$4 million matching) from FY22 to FY19 and \$5 million (\$4 million federal/\$1 million matching) from FY21 to FY20. STBG funds are shifted in the amount of \$10 million (\$8 million federal/\$2 million matching) from FY22 to FY20. In addition, \$10 million (\$8 million federal/\$2 million matching) in STBG funds is added to FY 2019. Total funding in the TIP increases from \$386 million to \$396 million. These funding changes are necessary to accommodate differences between committed and estimated funding flows in the TIP. Specifically, these changes accommodate the large number of projects committed in FY19 and FY20, which exceeded estimates.</p>	<p>This is an ongoing program to provide periodic resurfacing and upgrading of auxiliary features on State highways. These are non-capacity improvements, which may include but are not limited to, milling, patching, sealing, and resurfacing of existing deteriorated state roadways. Other improvements such as ADA or guardrail may be included incidental to other resurfacing and rehabilitation improvements.</p> <p>Conformity Status: Exempt</p>	Admin Mod: 11/9/2018
60-9508-19	Areawide Safety and Spot Improvements	State Highway Administration	<p>This administrative modification shifts and adds federal and state funds for the right-of-way phase. The admin mod shifts NHPP funds in the amount of \$100,000 (\$80,000 federal/\$20,000 matching) from FY21 to FY20. In addition, STBG funds in the amount of \$100,000 (\$80,000 federal/\$20,000 matching) are added to FY 19-22. Total funding in the TIP increases from \$234.06 million to \$234.46 million. These funding changes are necessary to accommodate differences between committed and estimated funding flows in the TIP. Specifically, these changes accommodate the slightly higher number of committed ROW projects with NHPP and STBG funding.</p>	<p>This is an ongoing program to provide localized improvements to address safety and/or operational issues on State highways. These are highway improvements which may include but are not limited to projects dealing with bypass lanes, acceleration and deceleration lanes, turn lanes, rail crossings, intersection realignment, geometric improvements, safety improvements including bridge, bicycle, and pedestrian safety improvements, pavement markers, ADA improvements, guardrails, and roundabouts. Other improvements such as slope repairs, drainage improvements, and joint sealing may be included incidental to other safety improvements.</p> <p>Conformity Status: Exempt</p>	Admin Mod: 11/9/2018
40-9502-05	Small Urban Transit Systems – Capital Assistance	Maryland Transit Administration	<p>This amendment updates FTA Section 5339 funds in FY 2019. Section 5339 funds increase in the amount of \$806,000 along with an increase of \$302,000 in matching funds. These funds will be used for one small cutaway replacement bus in Carroll County, two medium buses and mobile radios in Anne Arundel County, and two heavy duty replacement buses in Howard County. Total funding in the TIP increases from \$1.6 million to \$2.708 million.</p>	<p>Capital assistance to small urban transit systems throughout the region to purchase vehicles, equipment, and facilities. The Baltimore region's small urban transit systems include Carroll Transit System, Anne Arundel County, and Howard County.</p> <p>Conformity Status: Exempt</p>	Resolution 19-13: 11/27/2018

60-9508-19	Areawide Safety and Spot Improvements	State Highway Administration	This administrative modification adds federal STBG and state funds for the right-of-way phase. STBG funds in the amount of \$2,100,000 (\$1,680,000 federal/\$420,000 matching) are added to FY19 and FY20. In addition, STBG funds in the amount of \$300,000 (\$240,000 federal/\$60,000 matching) are added to FY21. Total funding in the TIP increases from \$234.46 million to \$238.96 million. These funding changes accommodate a switch to federal funding from state only funding for the right-of-way phase for geometric improvements at the intersection of MD 147 (Harford Road) and Joppa Road.	This is an ongoing program to provide localized improvements to address safety and/or operational issues on State highways. These are highway improvements which may include but are not limited to projects dealing with bypass lanes, acceleration and deceleration lanes, turn lanes, rail crossings, intersection realignment, geometric improvements, safety improvements including bridge, bicycle, and pedestrian safety improvements, pavement markers, ADA improvements, guardrails, and roundabouts. Other improvements such as slope repairs, drainage improvements, and joint sealing may be included incidental to other safety improvements. Conformity Status: Exempt	Admin Mod: 11/27/2018
40-1802-05	Bus and Paratransit Vehicle Overhaul and Replacement	Maryland Transit Administration	This admin mod adds previously unobligated FTA Section 5307, 5307 Flex, and CMAQ funds from FY 2017 and FY 2018 to FY 2019. It also removes Section 5339 funds in FY 2019. These funds will be used to procure buses and mobility vehicles and to purchase key vehicle components. Federal funding increases by \$17.105 million along with an increase of \$4.278 million in matching funds. Total funding in the TIP increases from \$198.626 million to \$220.009 million.	This project provides for the routine replacement of buses past their useful service life. Planned purchases include 301 forty-foot clean diesel buses. MDOT MTA will also proactively repair and replace bus components at key points in the vehicle's life, including the vehicle engine, battery, brakes, suspension, body, paint, and wheelchair/ADA, electrical, and pneumatic systems. Batteries in hybrid electric buses near the end of their useful life will be replaced. This project also covers the purchase of paratransit vehicles under MTA's Mobility program. Mobility is a specialized door-to-door service for people with disabilities who are not able to ride fixed route public transportation, including lift equipped buses. In addition to the matching funds listed, MTA has committed \$97.5 million in state dollars. Conformity Status: Exempt	Admin Mod: 7/1/2019
40-1203-65	Kirk Bus Facility Replacement - Phase 1 & 2	Maryland Transit Administration	This administrative modification updates FTA Section 5307 funds in FY 2019. Section 5307 funds decrease in the amount of \$4.55 million along with a decrease of \$1.138 million in matching funds. Total funding in the TIP decreases from \$33.84 million to \$28.152 million. These changes do not impact the project schedule or scope.	Approximately 163 buses are stored, operated and maintained at the Kirk Division Bus Facility. Operations include preventive bus maintenance, inspections, heavy repairs, fueling, washing, administration, operator support facilities and dispatching. Phase I is the construction of a 100,000 square foot state-of-the-art, sustainable design, energy-efficient/green technology building that will house maintenance work to be performed in an enclosed environment, thereby enabling MTA to better control noise, exhaust fumes and visibility of the buses to the surrounding community. Phase II is the construction of a similar building to store buses overnight. Note: In addition to the matching funds listed, MTA has committed \$52.4 million in state dollars. Conformity Status: Exempt	Admin Mod: 7/1/2019

70-1503-55	MARC Facilities	Maryland Transit Administration	This administrative modification removes FTA Section 5337 funds in FY 2019. Section 5337 funds decrease in the amount of \$5.53 million along with a decrease of \$1.383 million in matching funds. Total funding in the TIP decreases from \$38.344 million to \$31.431 million. These changes do not impact the project schedule or scope.	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 Garage - 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) MARC Martin State Airport – Purchase private property & construct 2 additional storage tracks. 4) BWI Station Improvements - Renovation of BWI Station Conformity Status: Exempt	Admin Mod: 7/1/2019
40-1804-63	Metro and Light Rail Rolling Stock Overhauls and Replacement	Maryland Transit Administration	This administrative modification adds previously unobligated FTA Section 5307, 5307 Flex, and CMAQ funds from FY 2017 and FY 2018 to FY 2019. These funds will be used to assist in efforts to overhaul the metro and light rail vehicle fleets. Federal funding increases by \$3.686 million along with an increase of \$922,000 in matching funds. Total funding in the TIP increases from \$225.791 million to \$230.399 million.	The Metro Railcar fleet consists of 90 cars that have surpassed the 30-year design life. Replacement of the railcar fleet will provide passengers with enhanced comfort, conveniences, and ensure improved reliability. The Light Rail vehicle fleet will require the plan and design of maintenance objectives to perform a 15-year inspection of the major and sub-assemblies of the original 35-vehicle fleet. The inspections will identify and remedy all obsolete parts issues in order to overhaul the major and sub-assemblies according to manufacturer recommendations and facilitate any modifications deemed necessary by engineering or OEM for 15-year maintenance. The first vehicles were placed back in service in 2015, and the last vehicle will be placed back in service in 2020. In addition to the matching funds listed, MTA has committed \$147.2 million in state dollars. Conformity Status: Exempt	Admin Mod: 7/1/2019
40-9901-01	Ridesharing	Maryland Transit Administration	This administrative modification adds federal CMAQ funds to FY 2019. The increase is attributable to differences in planned funding versus actual need throughout the region. CMAQ funds increase in the amount of \$43,000. Total funding in the TIP increases from \$2.672 million to \$2.715 million.	The ridesharing project covers the activities of the ridesharing program in all jurisdictions in the Baltimore region, including the Guaranteed Ride Home (GRH) Program. Entities eligible to receive funding include Baltimore City, Baltimore Metropolitan Council, and Anne Arundel, Howard, and Harford counties. Conformity Status: Exempt	Admin Mod: 7/1/2019
40-1502-69	Seniors and Individuals with Disabilities	Maryland Transit Administration	This administrative modification adds Section 5310 funds to FY 2019. These funds will be used to add and replace minivans and small cutaway buses throughout the region as well as for mobility management, operating assistance, and preventive maintenance. Section 5310 funds increase in the amount of \$621,000 along with an increase of \$498,000 in matching funds. Total funding in the TIP increases from \$9.36 million to \$10.479 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: 7/1/2019

40-1801-64	Agencywide System Preservation and Improvement	Maryland Transit Administration	This amendment adds previously unobligated Section 5307 funds from FY 2017 and FY 2018 to the 2019-2022 TIP. MTA intends to obligate these funds prior to the end of FY 2019. These funds will be used for improvements including elevator and escalator upgrades throughout the Metro system, roofing repairs, drainage corrections, transit asset management, and fare collection system software upgrades. Section 5307 funds increase in the amount of \$5.986 million along with an increase of \$1.497 million in matching funds. Total funding in the TIP increases from \$20.245 million to \$27.728 million.	This is an ongoing project to rehabilitate agency-wide facilities, systems, and infrastructure, including elevator and escalator upgrades, roofing, park-and-ride lots, concrete bus loops, drainage corrections, bridge and subway inspections, signage improvements, a treasury fare collection system, and a transit asset management system. In addition to the matching funds listed, MTA has committed \$80.4 million in state dollars. Conformity Status: Exempt	Resolution 20-1: 7/23/2019
40-1803-64	Bus System Preservation and Improvement	Maryland Transit Administration	This amendment adds previously unobligated Section 5307 flex funds from FY 2017 and FY 2018 to the 2019-2022 TIP. MTA intends to obligate these funds prior to the end of FY 2019. These funds will be used to rehabilitate historic gable windows at the Bush Division and to install a paint booth at the Washington Boulevard facility. Section 5307 flex funds increase in the amount of \$834,000 along with an increase of \$208,000 in matching funds. Total funding in the TIP increases from \$3.227 million to \$4.269 million.	This is an ongoing project to rehabilitate bus facilities and infrastructure, including operating division and MTA offices. This ongoing project also includes funding for the BaltimoreLink project to include Bus Link Transit Hubs and Bus Link Transit Signal Priority. In addition to the matching funds listed, MTA has committed \$10.6 million in state dollars. Conformity Status: Exempt	Resolution 20-1: 7/23/2019
70-1502-54	MARC Improvements	Maryland Transit Administration	This amendment adds previously unobligated Section 5337 funds from FY 2017 and FY 2018 to the 2019-2022 TIP. MTA intends to obligate these funds prior to the end of FY 2019. These funds will be used to enhance accessibility and safety for riders including installation of an ADA compliant public address system, positive train control, and an audio/visual warning system for approaching MARC trains. Section 5337 funds increase in the amount of \$20.12 million along with an increase of \$5.03 million in matching funds. Total funding in the TIP increases from \$40.895 million to \$66.045 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, implementation of an 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 \$15.4 million in state dollars. Conformity Status: Exempt	Resolution 20-1: 7/23/2019
70-1501-53	MARC Rolling Stock Overhaul and Replacement	Maryland Transit Administration	This amendment adds previously unobligated Section 5337 funds from FY 2017 and FY 2018 to the 2019-2022 TIP. MTA intends to obligate these funds prior to the end of FY 2019. These funds will be used for the ongoing overhaul and replacement of MARC rolling stock in accordance with the manufacturer's 10-year minor and 20-year midlife schedules. Section 5337 funds increase in the amount of \$6.651 million along with an increase of \$1.663 million in matching funds. Total funding in the TIP increases from \$38.885 million to \$47.199 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 \$13.2 million in state dollars. Conformity Status: Exempt	Resolution 20-1: 7/23/2019

40-1805-64	Metro and Light Rail System Preservation and Improvement	Maryland Transit Administration	This amendment adds previously unobligated Section 5307 funds from FY 2017 and FY 2018 to the 2019-2022 TIP. MTA intends to obligate these funds prior to the end of FY 2019. These funds will be used to rehabilitate infrastructure, track, equipment, and facilities along the metro and light rail systems. Section 5307 funds increase in the amount of \$9.762 million along with an increase of \$2.44 million in matching funds. Total funding in the TIP increases from \$32.359 million to \$44.561 million.	<p>This is an ongoing project to rehabilitate Light Rail and Metro facilities, infrastructure, track, and equipment. In addition to the matching funds listed, MTA has committed \$209.3 million in state dollars.</p> <p>Conformity Status: Exempt</p>	Resolution 20-1: 7/23/2019
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APPENDIX G

PUBLIC PARTICIPATION COMPONENT



The graphic is a blue rectangular poster with white and light blue text and icons. At the top, the headline 'TRANSPORTATION MATTERS; SO DOES YOUR OPINION.' is in large white capital letters. Below this, on the left, is a paragraph: 'Over 200 transportation projects worth \$15 billion are planned for the region over the next 25 years.' To the right of this paragraph are four circular icons: a car, a person walking, a bus, and a person on a bicycle. Below these icons is a light blue button with the text 'CHECK OUT OUR PLAN'. Further down, another paragraph reads: 'Let us know what you think about our plans to invest in the future of transportation.' Below this is a section titled 'JOIN US AT A MEETING' in white capital letters. This section contains a list of dates and locations, organized into two columns. At the bottom left is the BRTB logo, which includes a stylized gear icon and the text 'BRTB Baltimore Regional Transportation Board'. At the bottom right is the text 'MAXIMIZE2045.com' with a small tagline 'A PERFORMANCE-BASED TRANSPORTATION PLAN' underneath.

TRANSPORTATION MATTERS; SO DOES YOUR OPINION.

Over 200 transportation projects worth \$15 billion are planned for the region over the next 25 years.

Let us know what you think about our plans to invest in the future of transportation.

JOIN US AT A MEETING

May 20 – Bel Air	June 5 – CCBC Essex
May 21 – Baltimore City	June 6 – Westminster
May 30 – Stevensville	June 10 – Online Mtg
June 4 – Arundel Mills Mall	June 11 – Elkridge

BRTB
Baltimore Regional Transportation Board

MAXIMIZE2045.com
A PERFORMANCE-BASED TRANSPORTATION PLAN

PRESS RELEASE



FOR IMMEDIATE RELEASE
CONTACT: Clara Blaw
Communications Associate
(410) 732-9564

TRANSPORTATION MATTERS; SO DOES YOUR OPINION BRTB seeks public comments on regional transportation plans totaling over \$15 billion in projects.

BALTIMORE, MD (Wednesday, May 9th, 2019) - The Baltimore Regional Transportation Board (BRTB), as the federally recognized metropolitan planning organization for the region, is asking the public to weigh in on \$15.66 billion in key transportation projects planned for the region over the next 25 years. The Baltimore Metropolitan Council (BMC) provides staff support to the BRTB in its regional transportation planning efforts.

Over 290 projects are outlined in two regional transportation investment plans - [Maximize2045: A Performance-based Transportation Plan](#) and [the 2020-2023 Transportation Improvement Program \(TIP\)](#), both open for public comment from **Thursday, May 9 through Tuesday, June 18**. The BRTB is scheduled to vote on these plans at their meeting on Tuesday, July 23.

"Transportation matters; so does your opinion," said Michael B. Kelly, BMC's Executive Director. "We are seeking public feedback on these two major plans over the next 45 days as we work to deliver a strong, accessible and connected transportation system that helps all people lead regional lives."

Maximize2045 contains a list of major capital transportation projects totaling \$12 billion, which the region expects to implement from 2024 to 2045. Maximize2045 includes \$65 billion in planned investment overall, with \$53 billion allocated for operations and preservation of transportation systems in the region. The plan also establishes the region's broad transportation goals and performance measures, which serve as guiding principles as the region plans and carries out projects. Developed over a two-year period, Maximize2045 takes into account anticipated funding levels through 2045, and future trends and demographics.

The 2020-2023 Transportation Improvement Program details more than \$3.66 billion in proposed federal, state and local money for maintaining, operating and expanding highway, transit, bicycle and pedestrian networks during the next four years.

As part of the development of these plans, the BRTB conducted a comprehensive analysis, published in an Air Quality Conformity Determination. The analysis shows that implementation of the project

1500 Whetstone Way | Suite 300 | Baltimore, MD 21230-4767 | T (410) 732-0909 F (410) 732-6240 W www.baltimoremc.org

ADAMS COUNTY | ANNE ARUNDEL COUNTY | BALTIMORE CITY | BALTIMORE COUNTY | CARROLL COUNTY | CECIL COUNTY | HARFORD COUNTY | HOWARD COUNTY | MONTGOMERY COUNTY



In Maximize2045 and 2020-2023 TIP will not worsen the region's air quality or delay the timely attainment of national air quality standards.

[Learn more and download plans at \[maximize2045.com\]\(http://maximize2045.com\)](#)

Get Involved in Our Region's Transportation Planning

The BRTB will host a series of public meetings about Maximize2045, the TIP, and the Air Quality Report. Details are as follows:

- **Monday, May 20 from 6 to 8:30 p.m.**
Harford County Government Center, Room 157 (220 S Main St, Bel Air, MD 21014)
- **Tuesday, May 21 from 5 to 7:30 p.m.**
Enoch Pratt Free Library - Pennsylvania Ave Branch (1521 W North Ave, Baltimore, MD 21217)
- **Thursday, May 30 from 5 to 7:30 p.m.**
Keet Island Senior Center (891 Love Point Rd, Stevensville, MD 21666)
- **Tuesday, June 4 from 6 to 8:30 p.m.**
Anundel Mills Mall, Harmon Community Room (7000 Anundel Mills Circle, Hanover, MD 21076)
- **Wednesday, June 5 from 6 to 8:30 p.m.**
CCBC Essex - Administrative Building (7201 Rossville Blvd, Baltimore, MD 21237)
- **Thursday, June 6 from 6 to 8:30 p.m.**
Carroll County Government Center, Reagan Room #3 (225 N. Center St, Westminster, MD 21157)
- **Monday, June 10 from noon to 1 p.m.**
Online Meeting via computer, tablet or smartphone. [Register to participate](#)
- **Tuesday, June 11 from 5 to 7:30 p.m.**
Elkridge Public Library, Belmont/Mockley Room (6540 Washington Blvd, Elkridge, MD 21075)

In addition, public comments will be accepted by email at comments@baltimoremc.org, or Twitter [@BaltimoreMC](https://twitter.com/BaltimoreMC) and [@BaltimoreMC](https://twitter.com/BaltimoreMC) using the hashtag #BRTBlistens, via our online comment form at bit.ly/BRTBlistens, or by mail at:

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

The BRTB operates its programs and services without regard to race, color, or national origin in accordance with Title VI of the Civil Rights Act of 1964, and other applicable laws. Appropriate services

ADAMS COUNTY | BALTIMORE CITY | BALTIMORE COUNTY | CARROLL COUNTY | CECIL COUNTY | HARFORD COUNTY | HOWARD COUNTY | MONTGOMERY COUNTY

EVENT FLYER

MAXIMIZE2045

A PERFORMANCE-BASED TRANSPORTATION PLAN

TRANSPORTATION MATTERS; SO DOES YOUR OPINION.

You have the chance to help shape the future by sharing your thoughts on \$15 billion in key transportation projects planned for the region over the next 25 years.

Over 200 projects are part of two transportation plans open for public comment through June 18.

Let us know what you think about our plans to invest in the future of transportation.

Learn more at maximize2045.com.

The BRTB operates its programs and services without regard to race, color, or national origin in accordance with Title VI of the Civil Rights Act of 1964, and other applicable laws. Appropriate services can be provided to qualified individuals with disabilities or those in need of language assistance who submit a request at least seven days prior to a meeting. Call 410-732-0500.

PUBLIC MEETING DATES

MONDAY, MAY 20, 2019
Harford County Government Center, Room 157
220 S. Main Street, Bel Air, MD 21014
6:00 - 8:30 PM

TUESDAY, MAY 21, 2019
Enoch Pratt Free Library, Pennsylvania Avenue Branch
1531 W. North Avenue, Baltimore, MD 21217
5:00 - 7:30 PM

THURSDAY, MAY 23, 2019
Kent Island Senior Center
891 Love Point Road, Stevensville, MD 21156
5:00 - 7:30 PM

TUESDAY, JUNE 4, 2019
Arundel Mills Mall, Harmons Community Room
7000 Arundel Mills Circle, Hanover, MD 21075
6:00 - 8:30 PM

WEDNESDAY, JUNE 5, 2019
CCBC Essex, Administrative Building
7201 Rossville Boulevard, Baltimore, MD 21237
6:00 - 8:30 PM

THURSDAY, JUNE 6, 2019
Carroll County Government Center, Reagan Room #3
225 N. Center Street, Westminster, MD 21157
6:00 - 8:30 PM

MONDAY, JUNE 10, 2019
Online Meeting - Register at <https://bit.ly/26vCzpQ>
Noon - 1:00 PM

TUESDAY, JUNE 11, 2019
Elkridge Public Library, Belmont/Hockley Room
6540 Washington Boulevard, Elkridge, MD 21075
5:00 - 7:30 PM

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TRANSPORTATION MATTERS; SO DOES YOUR OPINION.

Over 200 transportation projects worth \$15 billion are planned for the region over the next 25 years.



CHECK OUT OUR PLAN

Let us know what you think about our plans to invest in the future of transportation.

JOIN US AT A MEETING

May 20 – Bel Air	June 5 – CCBC Essex
May 21 – Baltimore City	June 6 – Westminster
May 30 – Stevensville	June 10 – Online Mtg
June 4 – Arundel Mills Mall	June 11 – Elkridge



EL TRANSPORTE ES IMPORTANTE; SU OPINION TAMBIEN LO ES

Más de 200 proyectos de transporte con un valor de \$15 billones se están planificando en la región para los próximos 25 años.



**ECHÉ UN VISTAZO
A NUESTRO PLAN**




TRANSPORTATION MATTERS; SO DOES YOUR OPINION.

Over 200 transportation projects worth \$15 billion are planned for the region over the next 25 years.

Are we on the right track?

CHECK OUT OUR PLAN

Let us know what you think about our plans to invest in the future of transportation.



EXAMPLES OF MATERIALS USED AT EVENTS

ABOUT THE TIP

The Transportation Improvement Program (TIP) is a short range transportation plan.

- \$3.66 billion in funding for:
 - Operating the system (\$0.15 billion)
 - Maintaining the system (\$1.7 billion)
 - Building / Expanding (\$1.8 billion)
- Projects – Committed funds and schedules
 - Highway
 - Transit
 - Bicycle and pedestrian
- Updated every year – this TIP covers 2020-2023



AIR QUALITY ANALYSIS

The Baltimore region has been designated as not meeting the National Ambient Air Quality Standards and so must review its current transportation plans and programs to ensure conformity with the State Air Quality Implementation Plan (SIP).

- The Baltimore region does not meet national air quality standards for ozone.
- Analysis looks at the possible effects of transportation projects on the region's air quality
- Report shows projects will not make air quality worse.



EXAMPLE OF EMAIL TO INTERESTED PARTIES

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Over 200 transportation projects worth \$15 billion are planned for the region over the next 25 years. Let us know what you think about our plans to invest in the future of transportation.




MAXIMIZE2045.com

You have the chance to help shape the future by sharing your thoughts on over \$15 billion in key transportation projects planned for the region over the next 25 years.

Over 200 projects are part of two regional transportation investment plans covering the next 25 years: *Maximize2045: A Performance-Based Transportation Plan* and the 2020-2023 Transportation Improvement Program (TIP). The transportation plans **open for public comment through Tuesday, June 18**. Also available for review is the associated Air Quality Conformity Determination.

Visit maximize2045.com to learn more and to let the Baltimore Regional Transportation Board (BRTB) know what you think about its plans to invest in the future of transportation.



PROPOSED PROJECTS

Over 200 projects are included in *Maximize2045* and the 2020-2023 Transportation Improvement Program

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- Bridge Preservation: Replace the Howard Street Bridge over I-83, rail lines, Falls Road, and the Jones Falls
- Transit related: Add Bus Rapid Transit along U.S. 29 from Ellicott City / Downtown Columbia Transit Center to MD 198

[Visit Maximize2045.com to see a full list of projects.](#)

[View the draft 2020-2023 TIP through BRTB's interactive project map.](#)

SHARE YOUR THOUGHTS

To share your thoughts and ideas, submit all comments **by Tuesday, June 18** to:

Online: Via the [BRTB Comment Force](#)

Email: comments@baltimore2045.org

Twitter: [@Baltimore2045](#) and [@Baltimore2045](#) using the hashtag #BRTBplans

Mail: The Baltimore Regional Transportation Board
Attn: Public Involvement Coordinator
1500 Whitestone Way, Suite 300
Baltimore, MD 21220

Fax: 410-737-8248

Comments are also welcome during the public comment opportunity at the BRTB meeting at 9 a.m. on Tuesday, July 23 (scheduled vote). Please check the BMC website for meeting location.

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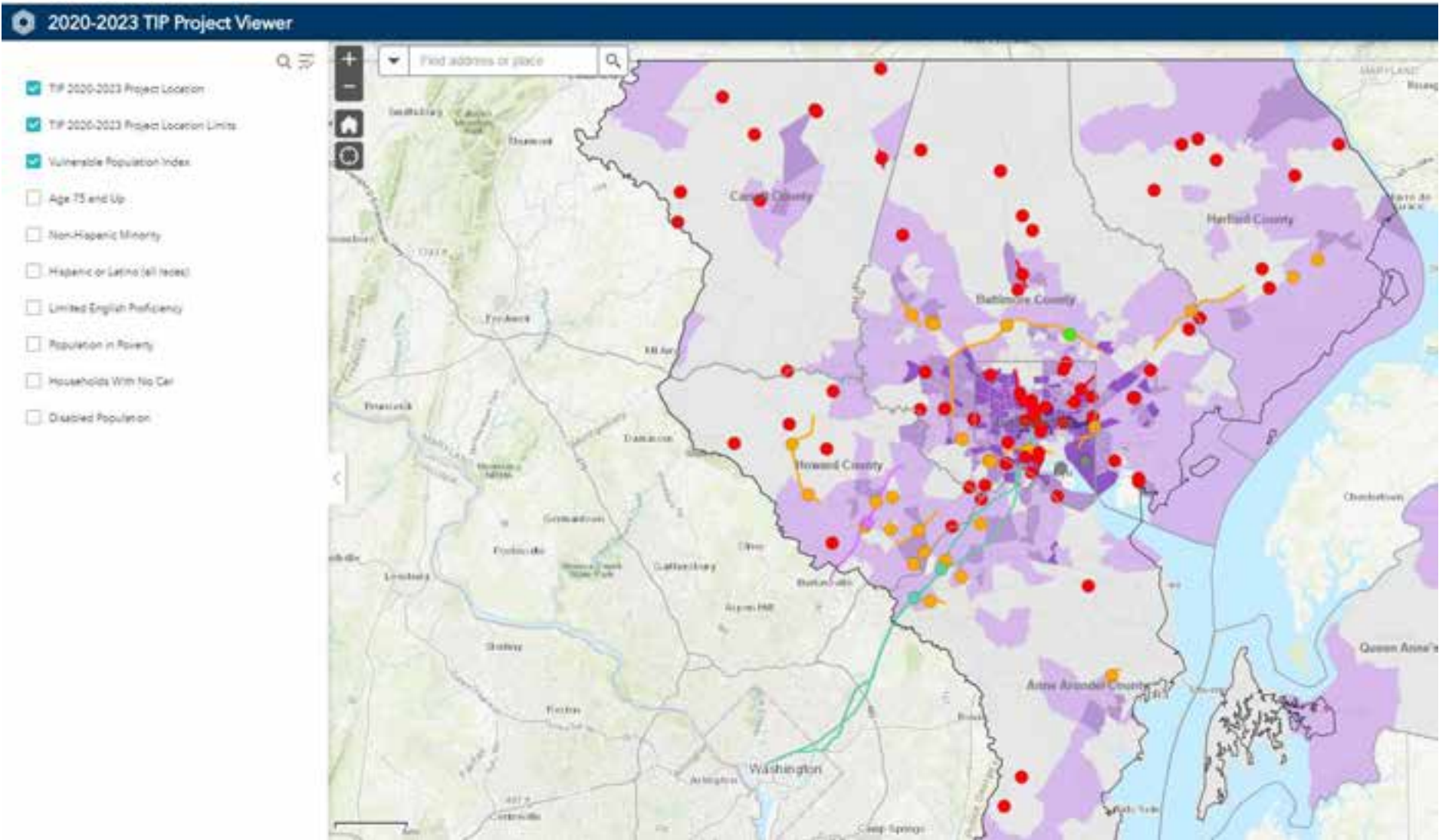



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INTERACTIVE MAP OF TIP PROJECTS ON VULNERABLE POPULATIONS INDEX (VPI) MAPPING TOOL



RESPONSES TO PUBLIC COMMENTS ON *MAXIMIZE2045*, FY 2020-2023 TIP, AND AIR QUALITY CONFORMITY DETERMINATION (A FULL RECORD OF COMMENTS IS AVAILABLE ONLINE)

Comment	BRTB Response
Commenter: Steve Sprecher	
... bring back a Red Line of some sort, even if is not the same as the one envisioned. Baltimore needs an east-west rail route. The new infrastructure bill would be a great choice.	The State and regional partners are evaluating the transit needs in central Maryland through the Regional Transit Plan (rtp.mta.maryland.gov). We look to provide a vision for the next 25 years with this plan.
I do love the 310 Commuter Bus service from Columbia to my job in downtown Baltimore! Keep up the good work in advocating for these routes.	Good to hear from a rider when a service is working out.
Commenter: Stuart Stainman	
Does long range 2045 transport plan include study of alt east-west red line for canceled light rail line?	The draft plan does not include a replacement for an east-west transit connection other than the BaltimoreLink improvements that were previously enacted. The State has initiated the Regional Transit Plan (rtp.mta.maryland.gov) which will look to provide a vision for Transit over the next 25 years. Projects identified could be added to the next BRTB long-range plan.
Commenter: David and Constance Highfield	
Carroll County needs to have the Metro extended to Finksburg to provide a timely connection to Owings Mill and points south to Johns Hopkins. We also need a more direct connection to BWI air and Amtrak.	The policy of Carroll County, through our adopted plans and Board of County Commissioners' resolutions, has always been to provide transit services only within the County. There are currently no plans to expand this type of service outside of the County. The County is however in the process of updating our Transit Development Plan (TDP), which will provide a plan for public transportation improvements in the County over the next five years. Please contact Stacey Nash at 410 386-2301 to provide input into the TDP process.

Commenter: Baltimore-Washington Rapid Rail (BWRR)	
Update the description of SCMaglev in Chapter 2 of the Plan.	<p><i>Maximize2045</i>, the regional long-range transportation plan, includes a brief description of the SCMaglev project in a section called “mega-regional projects.” This intent of this section is to keep regional planners and decision makers informed about potential major projects that, while not directly under the BRTB’s influence, could affect regional travel patterns in the future.</p> <p>The BRTB will include some of the information you have suggested in an enhanced project description to provide planners and decision makers with additional context. However, even the projects in the plan’s Preferred Alternative do not have detailed descriptions since their scopes for the most part are conceptual. The regional long-range transportation plan is updated every four years, so the development of the next plan will afford another opportunity to revisit where projects may be in the development process.</p>
Suggested changes to SCMaglev content in the TIP.	Most of the changes suggested were incorporated into the TIP, particularly the revised funding update.
Support of and coordination with four projects in the Plan. (MD 198 widening, Hanover St Bridge over Middle River, MD 32 widening in AA Co, and I-95 Port Covington Access Improvements.)	<p>Thank you for your support of the projects in the plan and for noting their relationship to a possible SCMaglev project in the immediate vicinity.</p> <p>Regarding I-95 Port Covington Access Improvements, there are no changes proposed that would affect or eliminate this turn onto Annapolis Road.</p> <p>From a more general perspective, three of these projects are not at a level of design to enable anything beyond speculative comments. The BRTB expects the MD 198 and Hanover Street Bridge projects to be implemented before the MD 32 project, assuming current conditions and future expectations hold steady. This could change over time as conditions evolve and future funding sources become clearer. Project sponsors will continue to consider the potential interactions among these projects.</p>
Support of and coordination with four projects located in Baltimore City included in the TIP. (Hanover St Bridge Study, Hanover St Bridge over CSX, Reconstruct Patapsco Avenue, and Waterview Avenue Bridge over MD 295.)	<p>The Hanover Street Bridge is moving forward in the investigation as to whether to rebuild or rehab the structure. At this time the State of Maryland is taking steps to bank funds for the bridge’s rehabilitation/rebuild. It is unknown at this time whether the building of a Maglev station and stop in Cherry Hill would affect the LOS of the Hanover Street Bridge, that would have to be investigated. The study did determine that the increase of traffic due to Port Covington would not necessarily affected the LOS for the Hanover Bridge once reconstructed; except during peak hours. The structural condition of the Hanover Bridge St. over the CSX has been rated fair to poor. BCDOT is working to improve the condition of the bridge, however the load rating has not been affected by this structure condition rating.</p> <p>Patapsco Avenue and Waterview Avenue Bridge roadway and bridge improvements have begun and these improvements would benefit SCMaglev.</p>

Commenter: Despacito Nibbva	
Well you see I used the transportation once, all I gotta say is clean up.	Without knowing more, your comment about conditions should be addressed to the particular agency, whether highway or transit. They would appreciate hearing about your experience as a way to improve the customer experience.
Commenter: Frederick Leong	
No consideration to extending WMATA's DC Metro from Greenbelt to BWI via Columbia, with connectivity to Fort Meade.	<p>In the Washington area where WMATA operates, there have been studies looking at expanding WMATA's service north, however at this time WMATA is not in an expansion phase.</p> <p>In the Baltimore region, both Anne Arundel and Howard counties have initiatives or projects:</p> <p>Included in <i>Maximize2045</i> however is a Bus Rapid Transit (BRT) project submitted by Howard County that is studying the use of BRT in the U.S. 29 corridor that would provide a connection from Columbia into Prince George's County.</p> <p>In Anne Arundel County's 2018 Transit Development Plan, the communicated a desire to connect Anne Arundel County to the Greenbelt Metro Station. The proposal would extend existing bus route 502, which is a regional route operated by Regional Transit Agency of Central Maryland(RTA). The goal is to bring service on MD 198 to the Baltimore-Washington Parkway, into Fort Meade, and continuing past Arundel Mills to BWI Airport as proposed. Service into Fort Meade will be contingent on the transit bus being able to access the base with general public riders onboard.</p>
...plans for connecting Howard County to Fort Meade and National Business Park appear both inadequate and are often deferred.	The U.S. 1 corridor, MD 175, and access to Columbia Gateway are all being looked at or are in various stages of study. Howard County has many needs and the County and State are looking at most if not all of them.
MD 200 is vastly underused....need is for a connection to the Dulles Corridor	<p>MD 200 is outside of the Baltimore region. However, improvements to MD 295 are being considered, just not at a point to be included in this plan.</p> <p>While at this time the MDTA has no plans in its six-year Consolidated Transportation Program to extend the ICC (MD 200) beyond where it is located today, we appreciate your suggestion to extend the ICC westward towards Virginia and eastward towards MD 295.</p>
Commenter: Ben Martorana – Director of Planning City of Havre de Grace	
...improvements to the very complex and highly stressed U.S. 40/Otsego St/Ohio St intersection which is very near the Hatem Bridge...	Harford County is aware of the importance of this project to the City of Havre de Grace and to the region. The County will continue to work with MDOT and the BRTB to pursue this project. However, this MDOT SHA roadway competes statewide for limited funding. Should funding become available in the future, this project will be one of many considered by BRTB and its partners.

Commenter: Columbia Town Center Community Association	
...as more options such as the North South Connector are designed, please adhere to the Howard Co Complete Streets plan.	<p>Your comments regarding Projects 16-1901-42, 16-2001-67 as well as encouragement to conform with air quality standards, adopt complete streets policies to make biking and walking safer and a more viable option are all in line with County Executive Ball's transportation priorities. Howard County is in the process of finalizing a complete streets policy and will be working with developers to ensure that transportation improvements completed in support of increased development do not compromise and could potentially improve our ability to expand walking and biking as alternatives in Columbia.</p> <p>We hope this helps, and if you have any questions, please feel free to reach out to the Howard County Office of Transportation with any other concerns.</p>
Support for BRT on U.S. 29, this and other BRT projects are important alternatives to single-occupant car use.	With respect to Bus Rapid Transit (BRT), Howard County is continuing its evaluation of BRT options along the U.S. 29 corridor by identifying choke points and modifications to the corridor that will make enhanced transit service competitive to vehicle travel in the corridor. As part of the Central Maryland Regional Transit Plan Commission, Howard County is also requesting MDOT MTA increase their investment in both short-term service improvements and longer-term studies and plans to increase Bus and MARC service along congested corridors such as I-95 that help provide Howard County residents increased access to employment opportunities and reduce the negative impacts of congestion on the environment and livability of the Central Maryland Region.
Several proposed widenings (U.S. 29, MD 32, I-70, and U.S. 1 should consider impacts to landscapes, drainage, and sufficient wildlife crossings incorporated.	MDOT SHA takes all of these impacts into consideration through the National Environmental Policy Act (NEPA) process. Your concerns have been noted and forwarded to MDOT SHA.
Commenter: William Cowan	
Since the LOOP Tunnel project is included in the TIP as a viable project, MD should assume this means that tunneling costs would decrease in the future – and thus making transit tunnels cost effective.	<p>At the request of the FHWA, the Loop project has been removed from the final version of the TIP. Instead, the final version of <i>Maximize2045</i> will include a general description of the technologies an underground transport system might use. This section will be in Chapter 3: "Emerging Technologies."</p> <p>Over the next several years, the BRTB and its state partners will make every effort to stay informed about tunneling techniques and costs.</p>

For Map ID 43, does this infer that the widening will use ROW for the previously studied yellow line?	The project, MD 100: Howard County line to I-97, may use right-of-way considered as part of the Yellow Line light rail project. At this time, this project is not expected to be implemented until possibly after 2035. The situation could change in the meantime, depending on future traffic conditions, future funding availability, and future regional and/or local priorities. The regional long-range transportation plan is updated every four years, so the development of the next plan will afford another opportunity to revisit where projects may be in the development process.
LOS measures should be change to VMT and density based on persons (person trips). Utilizing standards LOS as a 2045 measure does not take into account decreased headways for autonomous vehicles and is soon becoming an outdated measure.	<p>Agree that LOS is an older measure and several other measures have been developed/adopted using observed real time data. The region's current aggregate trip based model and static highway assignment has limited capabilities. The region is developing/implementing disaggregate travel behavior (Activity Based Model) and traffic simulation (Dynamic Traffic Assignment) tools that will provide horizon year simulated data to calculate additional performance measures.</p> <p>Too early in autonomous vehicle development to fully understand their impact on travel behavior, traffic, and location choice decisions. National and other metropolitan area autonomous vehicle simulation studies have relied on scenario planning using "what if" assumptions in estimating the range of possible outcomes.</p>
Include previous rapid transit plans. Baltimore and suburban communities will not thrive without a modern transportation network built around walking, biking, and transit.	By Federal regulation neither the TIP nor Plan are "wish lists", meaning only projects included in reasonably available funding are considered. However, the State and regional partners are currently evaluating transit needs in central Maryland through the Regional Transit Plan . This activity looks to provide a transit vision for the next 25 years.
Previously the City was committed to studying removal of the lower portion of the JFX. As part of the TIP, this alternative should be studied in order to foster economic development east of the current elevated JFX.	Currently Baltimore City is not looking at removing the lower part of the Jones Falls Expressway (I-83).
Commenter: Gloria Moon	
<p>... widening highways is a stop-gap measure at best. Congestion will continue when widened lanes lead to more development where none was readily accessible.</p> <p>Transit needs to be increase and made east in the Baltimore-DC area.</p> <p>The use of ETs is not financially viable as it will not pay its way. Instead it destroys more valuable land instead of just increasing the interstate lanes. There is no real justification for ET lanes. Use HOV instead.</p>	<p>Please see mdta.maryland.gov/I95section200/home.html for a description of these projects. ETL's have a revenue source attached to them to pay for their construction, while HOV does not. ETL's are an economical approach to providing additional capacity. The State is not able to afford building more lanes and maintain them without some additional revenue source.</p> <p>The current ETLs within Section 100 have been utilized at greater numbers than anticipated and are considered to be very successful in reducing congestion, improving safety, and allowing routine maintenance to occur safely and efficiently. It is anticipated that the extension of the ETLs into Section 200 will have similar results.</p>

	<p>The MDTA has coordinated with MDOT MTA for the corridor in regards to transit improvements. MDOT MTA's priority is on rail transit with improvements directed at the MARC service. The I-95 ETL NB Extension improvements are being designed to accommodate MDOT MTA bus service.</p> <p>Congestion – The I-95 ETL NB Extension is being designed to address these current and forecasted needs. Congestion is forecasted to continue to grow worse based upon approved land use and regional trends.</p> <p>MDTA has evaluated HOV-ETL options in the past and will continue to explore these solutions in the future to address congestion need. The original I-95 Master Plan considered several options including HOV lanes. It was determined during the planning process with the federal and state agencies that the ETL alternative was the preferred solution.</p> <p>Other – MDTA is working with Baltimore City to ensure that the 108" waterline is protected or replaced when conditions merit that work. The revenue from toll dollars can not be shifted to other public needs.</p>
<p>The Park & Ride at MD 152 is a major concern for those living in the area. It MUST be confined to the designated Development Envelope growth area and not placed in the wetland areas zoned Agricultural.</p>	<p>Both MDTA and Harford County disagree with this interpretation. Harford County has provided direction that the MD 152 Park-&-Ride is consistent with HarfordNEXT, their latest County Master Plan. MDTA is evaluating the potential to include the MD 24/MD 924 Park-&-Ride facility within the proposed Program.</p> <p>The current MD 152 Park-&-Ride will be impacted and cannot remain in the current location. The relocation is being finalized in conjunction with resource/permitting agencies and Harford County.</p>
Commenter: Judy Rose	
<p>I am still opposed to any highway expansion of I-95. I do not believe ET lanes are the answer to congestion and I am not convinced this state has the ability to maintain its existing roadways. Transit is what the people want and need for the future and our elected officials apparently do not have the political will or incentives to pursue it. Maybe because it just makes sense.</p>	<p>The MDTA has coordinated with MDOT MTA for the corridor in regards to transit improvements. MDOT MTA's priority on rail transit improvements is to the MARC service and does not see the value in another rail transit line within the I-95 right-of-way. The I-95 ETL NB Extension improvements are being designed to accommodate MDOT MTA bus service.</p>
<p>Our air quality in Harford County is not the best thanks to vehicular emissions and we have a high rate of cancer, COPD, and heart issues which could be attributed to the close proximity of such highways. We are losing vegetative growth, forestation, and wetland areas which we cannot afford to lose.</p>	<p>The reduction in congestion with the ETL improvements will improve overall air quality. As part of the evaluation a detailed air quality analysis was completed.</p>
Commenter: James Rice	
<p>From Woodlawn to Bayview it takes 4 buses when previously it took 1 bus. Why? Fix it please.</p>	<p>MDOT MTA will consider these comments in our next service change evaluation. Service changes are made three times per year.</p>

	Current changes for September 2019 are nearing completion so this comment will be considered in the next round. A minor service change, if implemented, could occur in February 2020. If this is a major service change and implemented, it will require public meetings and if implemented it would change in September 2020.
Need bus stop at Liberty Rd. and Northwest Hospital. Was previously but they canceled. It's 3 blocks to catch a bus going east into town. It wasn't like that at first and should be a bus stop at or by the corner of Liberty Rd. and Old Court Rd.	MDOT MTA will consider these comments during a service change evaluation. Service changes are made three times per year.
Lime Bus Please.	By "Lime Bus," we assume you mean the CityLink bus running from Northwest Hospital to Harbor East. It would be helpful if you would let MDOT MTA know any specific concerns you have about this particular service.
Commenter: John Pawlus	
<p>Please provide Manchester Bypass. I live on Hanover Pike. Traffic is brutal.</p> <p>Option to Manchester Bypass: Widen Bachman Valley Road, direct traffic to Bachman Valley Road then to 97 where your expansion is. Have weight limit for trucks going through Hanover Pike.</p>	<p>Carroll County submitted the MD 30 (Manchester Bypass) project for consideration as part of the development of the 2015 regional long-range transportation plan. The BRTB did not select this project to be included in the 2015 plan. This decision was based on a combination of factors, including the relative merits of the project compared to other projects under consideration and the amount of revenues expected to be available to pay for future projects. That is, there would not be enough money in the future to pay for everything that the local jurisdictions and state agencies would like to build. By federal law, the region must show fiscal constraint in its regional transportation plans (i.e., estimated future project costs cannot exceed the revenues forecasted to be available in the future). Given this fiscal reality, projects determined to have more potential regional benefits moved forward while projects determined to have fewer potential regional benefits did not.</p> <p>Carroll County chose not to submit the Manchester Bypass project for consideration for <i>Maximize2045</i> because the county is currently working on a Countywide Transportation Master Plan. This plan will evaluate MD 30 for these issues. The County, Town and MDOT SHA are working together on MD 30 efforts.</p>
Commenter: Walt Seymour	
... suggest a traffic light at Mayfield Ave. and Meadowridge Rd. Bad blind spot due to the hill and people not adhering to speed limit.	<p>The challenges at this intersection have also been raised by other members of the community. This intersection is on a state road, therefore Howard County reached out to MDOT SHA for information.</p> <p>MDOT SHA informed us that they have evaluated this intersection many times in the past. The last study was conducted in 2017. MDOT SHA uses, as required by Maryland vehicle law, the Manual on Uniform Traffic Control Devices (MUTCD) to guide traffic signal studies and installations.</p>

	<p>The analysis performed at this location included:</p> <ul style="list-style-type: none"> • 13-hour traffic count on a typical weekday to capture the traffic volume on each leg of the intersection • an analysis of crash data • on-site observations of traffic operations during peak travel periods <p>Based on the results of the study, MDOT SHA did not recommend installation of a traffic signal at this intersection.</p> <p>We hope this clarifies how decisions to install new traffic signals are made. If you have any questions or need additional information, please do not hesitate to contact the Howard County Office of Transportation.</p>
Commenter: Anonymous	
Eliminate Beltway active shoulder projects. Convert to peak hour transit. This undermines much of the TDML work currently under construction.	<p>Using the shoulders on I-695 during peak travel hours is an example of how MDOT SHA has begun to emphasize operational approaches to addressing traffic congestion, as opposed to the traditional approach of adding lanes.</p> <p>The State and regional partners are evaluating the transit needs in central Maryland through the Regional Transit Plan (rtp.mta.maryland.gov). As for ETLs please see mdta.maryland.gov/I95section200/home.html for a description of these projects.</p>
Eliminate MDTA Section 100 completion and Section 200 through Harford County.	<p>The current ETLs within Section 100 have been utilized at greater numbers than anticipated and are considered to be very successful in reducing congestion, improving safety, and allowing routine maintenance to occur safely and efficiently. It is anticipated that the extension of the ETLs into Section 200 will have similar results.</p>
Promote U.S. 50 BRT project.	<p>Anne Arundel County's Transportation Master Plan, promotes the development of options along major corridors, with U.S. 50 being one. The strategies include operation of an all-day weekday high-quality transit service (four routes) along this corridor with stops in Annapolis, Navy Stadium Park-&-Ride lot, Parole Town Center, Davidsonville, Bowie and continued service to key destinations in downtown Washington, D.C. The transit service would be permitted to run in the carpool lanes at all times. Another benefit is "Enhancing Active and Event Traffic Management" through the implementation of variable speed limits, dynamic lane marking, Variable Message Signs, and enhanced traveler information system this is a corridor identified at both the local and regional level.</p>

	<p>Specifically, U.S. 50 Bus Rapid Transit (BRT) project covering the distance from Parole in Anne Arundel County to New Carrollton in Prince George's County is included in <i>Maximize2045</i>.</p> <p>The State and regional partners are currently evaluating the transit needs in central Maryland through the Regional Transit Plan.</p>
<p>Commenter: Anonymous</p>	
<p>Bike infrastructure badly needed in Elkridge.</p> <p>3 choke points: CXS and U.S. 1, Montgomery Road over I-95, Lawyers Hill to Marshall.</p> <p>Connect Meadowridge to Ducketts and Loudon Ave. over 100.</p> <p>Elkridge kids should be able to ride bikes to our parks too. Access to Rockburn and Troy should be comparable to the existing access to Centennial and Blandair.</p> <p>Elkridge commuters should be able to bike and walk to the Dorsey MARC too!</p>	<p>Thank you for your comments regarding cycling and walking access in the Elkridge community. We understand your frustration and concerns.</p> <p>BikeHoward's goal is to create a connected network of bicycle facilities countywide, including in Elkridge, which are accessible to all ages, especially to children. Specifically, BikeHoward calls for the following improvements in the mid- to long-term, which correspond to your suggestions:</p> <ul style="list-style-type: none"> • Refurbishment and reopening of the tunnel under the CSX tracks in Elkridge to reconnect the two sides of Main Street • Addition of shoulders and bike lanes along Montgomery Road to facilitate access between Elkridge, Rockburn Park, and areas west • Building of protected bike lanes or shared-use path along U.S. 1 to access Troy Hill Drive • Construction of a bridge from Santa Barbara Court to a new pathway on the east side of the CSX tracks, which will provide access under MD 100, to Oxford Square, and to the Dorsey MARC station. <p>We hope this helps, and if you have any questions, please feel free to reach out to the Howard County Office of Transportation with any other concerns.</p> <p>And while early in the process, Howard County, Baltimore County and the Baltimore Metropolitan Council are currently writing a Request for Proposals to conduct a feasibility study for a segment of the Patapsco Regional Greenway from Guinness Brewery to Elkridge that should provide bike infrastructure in the Elkridge community.</p>

Commenter: James Himel – Elkridge Rotary Club

De-construct 1.5 miles of I-895 from I-95 north to I-195. This is a low-traffic/obsolete stretch of I-895 that should be served by existing I-95 and I-195. Benefits redevelopment of historic U.S. 1 Elkridge and returns open space to Patapsco State Park for needed parking and recreation. Eliminates multiple bridges from future MDOT maintenance with new construction limited to 2 ramps at I-95 and I-895 existing overpass.

MDOT does not agree with your assessment, the connection to I-95 is an essential component of the roadway.

While at this time the MDTA has no plans in its six-year Consolidated Transportation Program to eliminate I-895 between the I-95 southern interchange and I-195, we appreciate your suggestion. Your comment has been forwarded to MDTA Planning and Program Development Director Melissa Williams, so that she is aware.

RESPONSES TO PUBLIC ADVISORY COMMITTEE COMMENTS ON *MAXIMIZE2045*, FY 2020-2023 TIP, AND AIR QUALITY CONFORMITY DETERMINATION

Comment	BRTB Response
BRTB RESPONSE TO PUBLIC ADVISORY COMMITTEE COMMENTS	
<p>... with respect to the rapidly transforming transportation environment, it is important that the plan focus on creating choice, reliability and both mitigate and adapt to the impacts of climate change because these are the factors that are driving trends and they will comprise the future that we are planning for.</p>	<p>The BRTB acknowledges that the transportation environment is rapidly transforming and that creating safe and reliable travel options for users of the system is important for both travelers and for the environment. The BRTB will shortly issue a solicitation that will help BRTB members identify which choices and travel options work for people (“Practices for changing mobility”) and new guidelines for how development will impact the transportation network (“Regional traffic impact study guidelines”). Better data and practices can help us identify which of these choices and options provide the best environmental benefits and how we might achieve these benefits.</p>
<p>Chapters 2 and 3 of the Plan present an overview of a number of trends in the Baltimore region. However, the policies, analysis and investments contained in the fiscally constrained plan do not directly address a number of trends and advancements in communication and transportation technologies, including but not limited to, the integration of connected and automated vehicles (both automation of passenger and freight vehicles) into the transportation network. Other trends in transportation that are not accounted for in the <i>Maximize2045</i> analysis and investments include mobility as a service, scooters and bike share programs.</p>	<p>The BRTB recognizes the need to have information on future trends and conditions inform the decision making related to selection of projects. This is a key reason for including these types of discussions in the plan.</p> <p>During the development of the 2015 long-range regional transportation plan, the BRTB held a workshop to conduct some initial exploratory scenario planning. One of the topics considered was the potential effects of autonomous and connected vehicles. The intent of this workshop was to get decision makers thinking about trends that might have major effects in the future.</p> <p>This is part of a continual process of hearing periodically from transportation service providers in order to stay informed about developments in these trends, including mobility as a service and scooter and bike share programs, and how they might affect travel behavior and patterns in the future.</p>
<p>Performance Measures: Quality of performance in terms of transit should be tracked and presented, particularly to inform decisions related to project prioritization and selection. Access to a transit stop or station is not valuable to riders if the service does not provide access to destinations, frequencies, or travel times. The same goes for a measure that states number of jobs accessible by a bus stop or rail transit station. If the option is not reliable to provide good quality access in a reasonable amount of time, it doesn’t matter how close the station is. This is also very important for meeting the transportation needs of underserved and</p>	<p>Some general points about performance measures: Over the past three plans, the BRTB has recognized the importance of—and attempted to be proactive in establishing—relevant performance measures. This plan is the first one to incorporate fully all of the federally required performance measures and targets, owing to the fact that not all of the federal regulations were in place during the development of previous plans.</p>

<p>vulnerable populations. Recommendations for measures to consider include assessing the number of jobs accessible by premium public transportation (bus transfer center, rail transit station, major bus route) within 30, 45 and 60 minutes. Additionally or in place of that measure, there could be a measure of the percentage of jobs in the region accessible by walking, transit, and other non SOV/non-driving method of travel.</p>	<p>The BRTB will continue to try to remain proactive in following a performance-based approach to planning and programming projects. At the same time, the region must carefully consider which performance measures (for example, to address accessibility issues) should be added to the measures already required by federal law and regulations. With the number of federally required measures reaching 25, the FHWA and other MPOs caution against adopting an amount of measures that would make data gathering and monitoring too difficult in terms of time, staff availability, and data availability. The BRTB will attempt to find the correct balance between these concerns and the desire to be responsive to the needs of the traveling public.</p> <p>The environmental justice (EJ) analysis in <i>Maximize2045</i> addresses transit accessibility, travel times, and proximity to key destinations. Specifically, it assesses the impact of the preferred alternative on EJ and non-EJ transportation analysis zones (TAZs) in the context of a number of accessibility and mobility measures. These include: average number of jobs accessible; average number of shopping opportunities accessible; average commute time; average travel time for shopping purposes; average travel time to the closest hospital; and the percentage of the population close to a supermarket, hospital, and college/university. Each of these were evaluated individually for both auto and transit.</p> <p>This analysis represents a significant expansion of the EJ analysis conducted for previous plans. However, there are certainly opportunities to improve. The job accessibility measure used a transit travel time of 60 minutes. While a variety of time thresholds (15, 30, 45, 60 minutes) were analyzed for proximity to supermarkets, hospitals, and colleges/universities, as a recommendation of BMC staff, BRTB members agree that it would be useful to expand the job accessibility analysis to include multiple time thresholds. The chosen modes for the EJ analysis (auto and transit) could also be expanded in the future to include walking accessibility.</p>
<p>Performance Measures: Congestion on highways should not be measured as a LOS or volume/capacity ratio, but in terms of travel times and delay which better reflect user experience and perspective. Adding capacity to highways is known to induce additional demand and is therefore an unsustainable long term strategy for addressing highway capacity and congestions.</p> <p>These measures focus attention on building capacity for vehicles rather than serving trips and travel purposes. There is a variety of published literature and research available to support the adoption of measures that help evaluate transportation performance from the perspective of transportation system users, from personal travelers and commuters to goods distributors and consumers.</p>	<p>The performance measures in <i>Maximize2045</i> (described in Chapter 5) address delay and travel time reliability. Level of service (LOS) is one of the factors in the project evaluation criteria (described in Appendix B of <i>Maximize2045</i>) and is not included in any of the performance measures. As part of the development of the next regional long-range transportation plan, the BRTB will continue to refine the methodologies used in selecting the most effective set of projects to carry forward.</p>

	<p>BMC staff is aware of the published literature and research on performance measures and is currently using INRIX probe data to monitor user's experience of existing conditions. The region's aggregate trip base model and static highway assignment has limited capabilities. The region is developing and is moving towards adoption of a micro-simulation - disaggregate activity based model (travel behavior) and dynamic traffic simulation (traffic). Disaggregate micro-simulation of individual user's travel behavior and vehicle trajectories provides horizon year simulated data needed to calculate performance measures from a user's perspective.</p>
<p>Performance measures and analysis should help identify and target highway and system investments to address barriers to efficient travel across the network, such as conflicts between freight and commuter travel.</p>	<p>See discussion above about the need to carefully consider which performance measures should be added to the measures already required.</p>
<p>Performance Measures: More attention should be paid to the performance of networks and systems over individual units within them (such as individual highways or transit routes) within the networks. In many cases, systems are served by multiple modes, services and facilities. For example, the network of highways, railways and water based services and facilities serving freight travel should be analyzed for its performance in delivering goods locally and serving the national and international freight distribution taking place via the Port of Baltimore, rail and highway transportation networks.</p>	<p>The travel demand model that BMC staff uses to predict the potential effects of projects in the TIP and the regional long-range transportation plan considers these potential effects across the multimodal transportation network. This includes considering the effects of travel in areas contiguous to the Baltimore metropolitan area (for example, the Washington, DC area; the Wilmington, Delaware area; and so on).</p> <p>It is a good point about attempting to measure how effectively the freight network moves goods within and throughout the region. At this point, the sole freight-related measure involves the reliability of truck travel times. This is a federally required measure. The BRTB will continue to consider additional measures, beyond those that federal laws and regulations require, to address other regional concerns.</p>
<p>Funding: Transportation needs far outstrip the dollars available to fund them. The PAC encourages the BRTB to fully investigate and analyze methods of supplementing state and federal funding with regionally collected revenues, which may require a change in State law to implement.</p>	<p>It is true across the country that needs outstrip available dollars. The BRTB will ask BMC staff to explore available information on regional transportation funded processes and possibly undertake broader efforts to explore this in a future UPWP.</p>
<p>Funding: the BRTB should encourage MDOT and the State of Maryland to consider alternatives to the motor fuel tax as the primary source of revenue in light of well documented research that the gas tax is not a sustainable source of revenues. Opportunities for capturing revenues should at a minimum be considered for electric vehicles (currently under paying to the Transportation Trust Fund due to their lack of gasoline consumption).</p>	<p>In response to a similar comment from the PAC on the UPWP, the BRTB provided a response that is applicable here.</p> <p>The BRTB is aware of MDOT's efforts to actively monitor and participate in national discussions on this complex topic. That said, MDOT further advised the BRTB:</p> <p>"Through participation in regional and national organizations and committees, such as the American Association of State Highway and Transportation Officials (AASHTO) and the I-95 Corridor Coalition, the Maryland Department of Transportation (MDOT) is monitoring the potential impacts of increased corporate average fuel economy (CAFE), including the economic impacts of alternative fuel vehicles such as electric vehicles. The current and projected population of electric</p>

	vehicles is a very small percentage of the fleet population. In fact, electric vehicles will comprise less than one percent of the light-duty vehicle fleet population in 2020.”
The plan appears to favor areas other than Carroll County. The items in Carroll County planned to start sooner are relatively inexpensive streetscape projects, while major improvements, such as the MD RT140 and MD RT91 intersection/corridor improvements are pushed again, out to 2035 or later.	All projects submitted by Carroll County, and in consultation with MDOT SHA, have been included in <i>Maximize2045</i> . The reason these projects appear in the first phase of the plan are because they are further along in the overall process (i.e., they have a percent of design complete and some funding is committed as well as having a reasonable cost that can be funded). These are major considerations in the timing of projects.
Project prioritization and selection needs to be less focused on individual jurisdictions and more focused on how to reach regional transportation goals and objectives. How do these investments improve the performance of full systems of transportation services and facilities?	Projects in the TIP and <i>Maximize2045</i> are grouped by jurisdiction simply to allow for easier review by stakeholders. In terms of project selection, the criteria with the most weight – technical criteria – do not consider jurisdiction outright (more on specific location or corridor) and are calculated by BMC staff. Policy scores are determined by the project sponsors and reflect their role as the decision-makers on the BRTB.
Central Maryland Regional Transit Plan: Included in the Central Maryland Regional Transit Plan should be an analysis of funding and finance options for public transportation. We hope that included in this plan will be consideration of methods for seamless payment of transportation service alternatives such as public transportation, bike share, parking and other mobility services.	The BRTB encourages you to participate in MDOT MTA’s process to develop a Regional Transit Plan for Central Maryland . We have forwarded your suggestion to MDOT MTA for consideration in this plan process.
Central Maryland Regional Transit Plan: the regional transportation forum, BRTB could partner with MTA to provide modeling analysis and impact assessment of different scenarios and conduct studies to demonstrate the impact and implications of new shared mobility services and transportation options on road congestion, safety, transit ridership, revenues, etc. For example, BRTB could identify and test a variety of scenarios that include a range of potential outcomes caused by the growth of MaaS (mobility as a service), OnDemand services by Ubers and Lyfts alike and the possible design of networks that include high capacity and/or on-demand bus services. The transit plan could seek to identify a model in which more people can have access to the full range of modes in a newly designed system, which is competitive in travel time and cost to car.	MDOT MTA’s Regional Transportation Plan (RTP) process, while run on a completely separate mandate and timeline from BRTB’s <i>Maximize2045</i> , will overlap in so far as there is BMC and several BRTB members participating in the MDOT MTA run RTP. The BRTB is in the process of issuing a solicitation to identify which choices and travel options work for people (“Practices for changing mobility”) and new guidelines for how development will impact the transportation network (“Regional traffic impact study guidelines”). However it is not clear that the MTA will be able to use results from these efforts as they are mandated to have a draft Plan by April 2020.
TIP: The PAC recommends that the TIP be presented as a regional program of projects rather than by individual jurisdiction. There should be efforts to show the connectivity of the individual projects within the context of a regional transportation system and	Projects in the TIP and <i>Maximize2045</i> are grouped by jurisdiction simply to allow for easier review by stakeholders.

network of services and infrastructure with the purpose of meeting regional transportation goals and needs.	While the BRTB and BMC staff have utilized various methods to show what is being asked here (to show connectivity within a regional context and the connection to regional goals and needs), the BRTB will explore better ways to accomplish that suggestion.
TIP: BRTB members are encouraged to use the MPO forum to analyze locally defined transportation projects and needs within the regional context. Land use modeling could also be woven into these analyses and should be done using a regional model so that all the same basic factors and assumptions are woven into the model. The BRTB staff and the forum are there to facilitate this analysis and develop such a blueprint.	<p>Similar to the response above, the process used to analyze projects is done on a regional basis. The travel demand model looks at trips by individuals to and from specific locations and not at a high level such as a jurisdiction. Land use via cooperative forecasts are included as a basic building block of the model.</p> <p>There is a Cooperative Forecasting Group (committee) that meets every two months to discuss issues and occasionally the Planning Directors in the region meet to discuss significant issues. Several years ago this Directors group met extensively to understand the densities needed to support major transit projects and therefore make informed decisions during the comprehensive zoning process. BRTB members have also engaged in several scenario planning exercises to better understand impacts on travel in the region.</p> <p>The BRTB encourages the PAC to outline additional steps they feel would be useful to pursue.</p>

BRTB RESPONSE TO COMMENTS FROM INDIVIDUAL PAC MEMBERS	
Project prioritization and selection should be looking to measuring the quality of improving transportation issues on individual jurisdictions while showing how these projects improve regional transportation goals and objectives. Continuously supporting and improving Smart growth strategies in our transportation systems. This initiative will better serve more people while fostering economic vitality for both businesses and communities.	<p>The BRTB does not disagree with such an approach. The 2-year process has entailed numerous types of analyses and evaluations to result in projects that support the goals the BRTB identified and support. There is a great deal of interaction and at times it is difficult to tell what specifically impacted a particular result.</p> <p>Through interaction with other MPOs and national organizations, and through local experiences, the BRTB strives to improve the process it pursues when making decisions with considerable impact and cost.</p>
I support the PAC comments, and add that no funds should be spent on projects that do not immediately begin to eradicate inequity, reduce carbon emissions, or shift mode away from personal automobiles. We are in a global climate crisis and the survival of billions of people relies on a coordinated effort to radically change our transportation and land use planning. This TIP and <i>Maximize2045</i> hardly begin to address this reality.	The BRTB collaborates with all members for workable solutions to address what you are suggesting. MDOT supports a wide range of climate-related programs and initiatives to reduce greenhouse gas emissions, as does the Maryland Department of the Environment . MDOT has also reinvigorated a program called Commuter Choice to assist people in choices other than SOV travel and promotes equity in its plans and programs.

<p>It's hard to give a yes or no answer to a broad statement for a large metropolitan area. There is emphasis on transportation resources changing (bikeshare, scooters, Lyft, Uber....) but no mention of the fact that in the largest city in our consideration, there is a large fraction of the population totally reliant on public transportation.</p>	<p>The metropolitan area the BRTB covers has a diverse set of transportation needs and concerns. The challenge is to come up with a mix of projects that balance these needs and concerns while remaining fiscally responsible and while remaining mindful of the need to find equitable ways of helping people reach the places they need to go. As a regional agency, the BRTB affords opportunities for proponents of varying approaches to have conversations about the best ways to move forward.</p>
<p>Carroll County is seeing its rural nature erode, but the only projects mentioned there are for more highways, something which is out of what seems to me the general thrust of the board.</p>	<p>No new highway projects are being proposed in <i>Maximize2045</i> by the county. The county is proposing capacity enhancement projects to account for existing and future demand on Carroll County roads. Streetscape projects are also included and are some of the higher ranked projects. These projects are intended to enhance the main streets of the towns they are in as well as address much needed infrastructure upgrades at the same time.</p>
<p>The issue of lessening congestion in the region is not directly addressed.</p>	<p>The BRTB will work with a consultant to improve the regional Congestion Management Process (CMP). Work on this contract is expected to begin shortly after the adoption of the final <i>Maximize2045</i>.</p> <p>Appendix D of the plan discusses the CMP and specific strategies to manage congestion in the region. This includes a table with descriptions of congestion management approaches the jurisdictions and agencies propose as part of the scopes of both highway and transit projects (see the table starting on Page 11 of Appendix D).</p> <p>MDOT SHA and the local jurisdictions are placing greater emphasis on multimodal and operational approaches to addressing traffic congestion, as opposed to the traditional approach of adding lanes. Some examples:</p> <ul style="list-style-type: none"> • MDOT SHA proposes to use the shoulders on I-695 during peak travel hours to relieve congestion (see Page 9 of Chapter 7, Map ID 12) • To encourage modes other than single-occupancy vehicle (SOV), Harford County proposes to add a high-occupancy vehicle (HOV) lane as part of its MD 22 project serving Aberdeen Proving Ground (see Page 11 of Chapter 7) • Anne Arundel and Howard counties propose to establish Bus Rapid Transit (BRT) service along major corridors as a means of decreasing reliance on auto travel.

APPENDIX H

ASSOCIATED BRTB RESOLUTIONS

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

BALTIMORE REGIONAL TRANSPORTATION BOARD RESOLUTION #20-2

APPROVAL OF THE BALTIMORE REGION 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM AND THE CONFORMITY DETERMINATION OF THE 2020-2023 TIP

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 2020-2023 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 2020-2023 TIP have been developed in relationship to the regionally adopted *Maximize2045: A Performance-Based Transportation Plan*; and

WHEREAS, the FY 2020-2023 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, the conformity analysis as reported in the "Conformity Determination of *Maximize2045* and the FY 2020-2023 Transportation Improvement Program," dated July 2019, provides the basis for a finding of conformity to the 8-hour ozone national ambient air quality standard (NAAQS) SIP for the Baltimore region, which includes meeting the 2012 Reasonable Further Progress motor vehicle emissions budgets, as determined adequate by U.S. EPA. This addresses three ozone NAAQS: 1997, 2008, and 2015. (Attachment 1: Tables 1 through 2); and

WHEREAS, a range of outreach strategies were employed to share information about the FY 2020-2023 Baltimore Region Transportation Improvement Program including a public review from May 9 to June 18, 2019. The public review included seven public meetings throughout the region as well as an online webinar. The draft FY 2020-2023 TIP document was also supported by an online interactive map. There were a range of comments submitted and considered by the BRTB; and

WHEREAS, the FY 2020-2023 Baltimore Region Transportation Improvement Program uses federal and matching funds for the following project categories: 32.1 percent highway preservation, 30.0 percent highway capacity, 16.0 percent transit

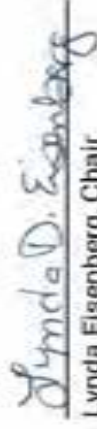
preservation, 9.6 percent emission reduction strategies, 4.9 percent environmental and/or safety, 4.3 percent commuter rail preservation, 1.2 percent ports, 1.1 percent enhancement program, 0.7 percent miscellaneous, 0.1 percent transit capacity, and 0.0 percent commuter rail capacity.

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board approves the FY 2020-2023 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 23, 2019 meeting.

7/23/2019

Date



Lynda Eisenberg, Chair
Baltimore Regional Transportation Board

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

	2020	2030	2040	2045
Total Emissions Modeled	21.6	12.3	9.7	9.6
2012 Conformity Budget¹	40.2	40.2	40.2	40.2
Conformity Result	Pass	Pass	Pass	Pass

¹ 8-hour ozone Reasonable Further Progress (RFP) SIP Budget for Baltimore region (motor vehicle emissions budgets determined to be "adequate" by U.S. EPA on February 22, 2016)

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

	2020	2030	2040	2045
Total Emissions Modeled	47.0	20.1	17.4	17.9
2012 Conformity Budget¹	93.5	93.5	93.5	93.5
Conformity Result	Pass	Pass	Pass	Pass

¹ 8-hour ozone Reasonable Further Progress (RFP) SIP Budget for Baltimore region (motor vehicle emissions budgets determined to be "adequate" by U.S. EPA on February 22, 2016)

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #20-3**

**APPROVAL OF MAXIMIZE 2045: A PERFORMANCE-BASED TRANSPORTATION PLAN
AND THE CONFORMITY DETERMINATION OF MAXIMIZE2045**

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; and representatives of the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, and the Maryland Transit Administration; and

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, is required under the Fixing America's Surface Transportation (FAST) Act to complete a long-range transportation plan at least every four years for the Baltimore region; and

WHEREAS, the Baltimore Regional Transportation Board has coordinated with Baltimore Metropolitan Council staff to ensure its compliance with FAST act requirements as documented in the Metropolitan Transportation Planning regulations (May 27, 2016 *Federal Register*); and

WHEREAS, development of the long-range transportation plan results from a continuous, cooperative, and comprehensive planning process and considers and integrates as appropriate the federal planning factors documented in the Metropolitan Transportation Planning regulations (May 27, 2016 *Federal Register*); and

WHEREAS, the Baltimore Regional Transportation Board, in accordance with the FAST Act, developed a list of highway and transit projects, referred to as the Preferred Alternative; 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 the State Implementation Plan (SIP); and

WHEREAS, the conformity analysis as reported in the "Conformity Determination of *Maximize2045* and the FY 2020-2023 Transportation Improvement Program," dated July 2019, provides the basis for a finding of conformity to the 8-hour ozone national ambient air quality standard (NAAQS) SIP for the Baltimore region, which includes meeting the 2012 Reasonable Further Progress motor vehicle emissions budgets, as determined adequate

by U.S. EPA. This addresses three ozone NAAQS: 1997, 2008, and 2015. (Attachment I: Tables 1 through 2); and

WHEREAS, opportunities for public comment were provided—including a 45-day public comment period, outreach at community and transportation-related events, seven public open-house meetings (one held in each jurisdiction), an online virtual meeting, and regularly scheduled meetings of the Baltimore Regional Transportation Board, Interagency Consultation Group, and Public Advisory Committee—with respect to the draft *Maximize2045* and the methodology and results of the conformity analysis; and these comments were duly considered by the Metropolitan Planning Organization in this deliberation process; and

WHEREAS, the BRTB employed a range of outreach strategies to share information about *Maximize 2045* and the Conformity Determination, supported by opportunities for public comment (e.g., seven public open-house meetings and one online virtual meeting), and a 45-day review was offered and numerous public comments were considered by the BRTB.

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board approves *Maximize2045: A Performance-Based Transportation Plan* and the *Conformity Determination of Maximize 2045 and the FY 2020-2023 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 23, 2019 meeting.

7/23/2019

Date



Lynda Eisenberg, Chair
Baltimore Regional Transportation Board

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

	2020	2030	2040	2045
Total Emissions Modeled	21.6	12.3	9.7	9.6
2012 Conformity Budget ¹	40.2	40.2	40.2	40.2
Conformity Result	Pass	Pass	Pass	Pass

¹ 8-hour ozone Reasonable Further Progress (RFP) SIP Budget for Baltimore region (motor vehicle emissions budgets determined to be "adequate" by U.S. EPA on February 22, 2016)

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

	2020	2030	2040	2045
Total Emissions Modeled	47.0	20.1	17.4	17.9
2012 Conformity Budget ¹	93.5	93.5	93.5	93.5
Conformity Result	Pass	Pass	Pass	Pass

¹ 8-hour ozone Reasonable Further Progress (RFP) SIP Budget for Baltimore region (motor vehicle emissions budgets determined to be "adequate" by U.S. EPA on February 22, 2016)

APPENDIX I

GLOSSARY OF TERMS

GLOSSARY OF TERMS

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