

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**

**Keith Kucharek
TIP Project Manager**

CONTRIBUTORS OF INFORMATION

AGENCY	CONTACT PERSON
ANNAPOLIS	Kwaku Duah, Deputy Director, Department of Transportation
ANNE ARUNDEL COUNTY	Sam Snead, Director of Transportation
BALTIMORE CITY	Graham Young, Complete Streets Manager
BALTIMORE COUNTY	Angelica Daniel, Chief, Bureau of Transportation
CARROLL COUNTY	Chris Letnaunchyn, Chief, Bureau of Engineering
HARFORD COUNTY	Alex Rawls, Senior Transportation Planner
HOWARD COUNTY	David Cookson, Planning Manager
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)	Erika Falk, Capital Program Analyst, Capital Programming Kisha Joiner, Acting Manager of Capital Programming
State Highway Administration	Tara Penders, Assistant Division Chief, Regional and Intermodal Planning Division (RIPD) Lisa Sirota, Regional Planner, RIPD Pete Regan, Regional Planner, RIPD
Maryland Transportation Authority	Carl Chamberlin, Planning & Community Relations Manager

BALTIMORE REGIONAL TRANSPORTATION BOARD

AGENCY	MEMBER	EMPOWERED REPRESENTATIVE
CITY OF ANNAPOLIS	Hon. Gavin Buckley Mayor	Eric Leshinsky, Chief Comprehensive Planning
ANNE ARUNDEL COUNTY	Hon. Steuart Pittman (Vice-Chair) County Executive	Sam Snead, Transportation Officer Office of Transportation Planning
CITY OF BALTIMORE	Hon. Brandon Scott Mayor	Theo Ngongang, Deputy Director, Chief of Policy Department of Transportation
BALTIMORE COUNTY	Hon. John Olszewski, Jr. County Executive	D'Andrea Walker, Acting Deputy Director Department of Public Works and Transportation
CARROLL COUNTY	Hon. Stephen Wantz County Commissioner	Lynda Eisenberg, Director Department of Planning
HARFORD COUNTY	Hon. Barry Glassman (Chair) County Executive	Alex Rawls, Senior Transportation Planner Department of Planning & Zoning
HOWARD COUNTY	Hon. Calvin Ball (Vice Chair) 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. James F. Ports, Jr. Acting Secretary	Heather Murphy, Director Office of Planning and Capital Programming
REPRESENTATIVE FOR ELIGIBLE PUBLIC TRANSIT OPERATORS	Kwaku Duah Acting Director, Annapolis DOT	
MARYLAND DEPARTMENT OF THE ENVIRONMENT (non-voting)	Hon. Horatio Tablada Secretary	Roger Thunell, Director Air & Radiation Management Administration
MARYLAND DEPARTMENT OF PLANNING (non-voting)	Hon. Rob McCord Secretary	Bihui Xu, Manager Transportation Planning
MARYLAND TRANSIT ADMINISTRATION (non-voting)	Ms. Holly Arnold Administrator	Elizabeth Gordon, Director Planning, Programming and Programming

TECHNICAL COMMITTEE

AGENCY	CONTACT PERSON
ANNE ARUNDEL COUNTY	Brian Ulrich, Transportation Planner
BALTIMORE CITY	Graham Young, Complete Streets Manager
BALTIMORE COUNTY	Angelica Daniel, Bureau Chief of Transportation
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, Deputy Director, Department of Transportation
MARYLAND DEPARTMENT OF TRANSPORTATION	
Office of Planning and Capital Programming	Dan Janousek, Regional Planner
Maryland Transit Administration	Jade Clayton, Manager of Project Development
State Highway Administration	Lisa Minnick Sirota, Regional Planner, RIPD Peter Regan, Regional Planner, RIPD
Maryland Transportation Authority	Carl Chamberlin, Planning & Community Relations Manager
MARYLAND DEPARTMENT OF THE ENVIRONMENT	Catherine Salarano, Natural Resources Planner
MARYLAND DEPARTMENT OF PLANNING	Ken Choi, Manager of Geospatial & Data Analysis

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 FAST Act 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 2023 – 2026 Transportation Improvement Program Prioritization

TIP project name	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Criteria for prioritizing projects in the TIP														
Anne Arundel County Projects														
Hanover Road Corridor Improvement			X	X										X
Furnace Avenue Bridge over Deep Run	X			X										X
Harwood Road Bridge over Stocketts Run	X			X										X
Magothy Bridge Road Bridge over Magothy River	X			X										X
O'Connor Road Bridge over Deep Run	X			X										X
McKendree Road Culvert over Lyons Creek	X			X										X
Polling House Road Bridge over Rock Branch	X			X										X
Hanover Road Bridge over Deep Run	X			X										X
Conway Road Bridge over Little Patuxent River	X			X										X
Jacobs Road Bridge over Severn Run	X			X										X
Parole Transportation Center	X	X		X	X	X	X	X	X					
Baltimore City Projects														
Northern Parkway at Falls Road Traffic Safety and Bike Facility Improvements	X			X				X				X		X
Frederick Avenue ADA Upgrades (Brunswick to S. Pulaski)	X			X				X		X	X			X
Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	X	X	X	X				X		X				X
Transportation Management Center Upgrade	X			X				X		X				
1. Preserves the regional transportation system 2. Implements emission reduction measures 3. Reduces congestion and prevents congestion in new areas 4. Consistent with applicable short- and long-term comprehensive plans 5. Implements Transportation Alternatives activities 6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region							8. Enhances social, energy and environmental efforts 9. Facilitates transit and/or alternatives to the single occupant vehicle 10. Implements transportation system management strategies 11. Improves pedestrian safety and access 12. Improves bicycle safety and access 13. Permits timely advancement and continuity of projects 14. Enhances transportation safety							

TIP project name	Criteria for prioritizing projects in the TIP													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Communications Upgrade - Wireless	X									X				
Greenway Middle Branch Phase 2	X	X		X	X	X		X	X		X	X		X
Perring Parkway Ramp over Herring Run	X			X										X
Sisson Street Bridge over CSX Railroad	X			X							X			X
Belair Road Complete Streets	X	X		X	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			X
Radecke Avenue and Sinclair Lane over Moore's Run	X			X							X			X
I-83 Concrete Deck Mill and Resurface	X			X										X
Moravia Road Ramp Bridge over Pulaski Highway	X			X										X
Monroe Street Ramp over CSX and Russell Street over CSX	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				
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

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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
Waterview Avenue over Ramp to 295	X			X							X			X
Harford Road Bridge over CSX	X			X							X			X
Russell Street Pavement Rehabilitation from Russell Street Viaduct to City Line	X			X	X						X			X
East-West Bus Corridor	X	X	X	X	X	X		X	X	X	X			X
Pavement Management System	X			X						X				X
Capital Project Delivery Services				X									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
Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	X			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
Golden Ring Road Bridge No. B-0110 over Stemmers Run	X			X										X
Rossville Blvd. Bridge No. B-0132 over Amtrak & Orems Rd.	X			X							X			X
Baltimore County Bridge Inspection Program	X			X										X
Carroll County Projects														

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Stone Chapel Road over Little Pipe Creek	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
Old Kays Mill Road Culvert over Beaver Run	X			X										X
Brown Road Culvert over Roaring Run	X			X										X
McKinstry's Mill Road over Little Pipe Creek	X			X										X
Patapsco Road Bridge over East Branch Patapsco River	X			X										X
Upper Beckleysville Road Bridge over Murphy Run	X			X										X
Carroll County Bridge Inspection Program	X			X										X
Harford County Projects														
Abingdon Road Bridge #169 over CSX Railroad	X			X							X			X
Glenville Road Bridge #30 over Mill Brook	X			X										X
Grier Nursery Road Bridge #43 over Deer Creek	X			X										X
Hookers Mill Road Bridge #13 over Bynum Run	X			X							X			X
Madonna Road Bridge #113 over Deer Creek	X			X										X
St. Clair Bridge Road Bridge #100 over Deer Creek	X			X										X
Stafford Road Bridge #162 over Buck Branch	X			X										X
Trappe Church Road Bridge #161 over Hollands Branch	X			X										X

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Moore's Road Bridge #78 over a tributary to Gunpowder Falls	X			X										X
Hess Road Bridge #81 over Yellow Branch	X			X										X
Harford County Bridge Inspection Program	X			X										X
Howard County Projects														
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
Howard County Bridge Repairs and Deck Replacement	X			X										X
Replacement of Bridge No. HO-040 on Union Chapel Road over Cattail Creek	X			X										X
Maryland Transportation Authority Projects														
I-95 Fort McHenry Tunnel: Port Covington Access	X		X	X		X	X							X
I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvements	X	X	X	X						X				X
I-95 Express Toll Lane Northbound Extension	X		X	X			X			X				X
I-95 Southbound Part-Time Shoulder Usage	X		X	X			X			X				X
Maryland Port Administration Projects														
Dundalk Marine Terminal Resiliency and Flood Mitigation Improvements				X				X						
Howard Street Tunnel	X			X		X	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
Rural Transit Systems – Capital Assistance	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					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
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
Eastern Bus Facility	X	X		X				X	X					X
Zero Emission Infrastructure and Rolling Stock	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					X
MARC Improvements	X	X		X	X	X	X	X	X					X
MARC Facilities	X			X		X	X	X	X					X

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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
SHA Projects – Regional														
Areawide Transportation Alternatives Projects	X	X	X	X	X	X	X	X	X		X	X		X
Areawide Environmental Projects	X	X		X	X			X			X	X		
Areawide Congestion Management	X	X	X	X				X		X				X
Areawide Bridge Replacement and Rehabilitation	X			X										X
Areawide Resurfacing and Rehabilitation	X			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 175: Sellner Road/Race Road to McCarron Court	X		X	X	X	X					X	X		X
MD 2: US 50 to Arnold Road	X		X	X	X	X					X	X		X
MD 3: Waugh Chapel Road/Riedel Road to MD 32/I-97	X		X	X	X	X					X	X		X
MD 214: MD 468 to Camp Letts Road	X		X	X	X	X					X	X		X
MD 170: Norcross Lane to Wieker Road	X		X	X	X	X					X	X		X
MD 173: Bridge Replacement over Rock Creek	X			X								X		X

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SHA Projects – Baltimore County														
I-795: Dolfield Boulevard Interchange	X		X	X										X
I-695: US 40 to MD 144	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
US 1: Bridge Replacement over CSX	X			X							X			X
US 40: Bridge Replacements over Little & Big Gunpowder Falls	X			X										X
MD 151/MD 151B: Bridge Replacements	X			X										X
I-695: Bridge Replacement on Putty Hill Avenue	X			X							X	X		X
I-695: Reconstruction of Interchange at I-70	X		X	X										X
I-95/I-695 Interchange Bridge Deck Replacement	X			X										X
SHA Projects – Carroll County														
MD 91: Bridge Replacements over North Branch of Patapsco River and MD Midland Railroad	X			X								X		X
SHA Projects – Harford County														
MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G	X			X										X
US 1: Bridge Replacement at Tollgate Road and Winters Run	X			X								X		X
SHA Projects – Howard County														
MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	X		X	X										X

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Relating TIP Projects to Long-Range Transportation Plan (LRTP) 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."	LRTP Goals	LRTP 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	Increase Mobility ¹ Promote Prosperity and Economic Opportunity ²	System Performance – Congestion
Anne Arundel County	11-1103-13	Furnace Avenue Bridge over Deep Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	11-1208-13	Harwood Road Bridge over Stocketts Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	11-1402-13	Magothy Bridge Road Bridge over Magothy River	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	11-1403-13	O'Connor Road Bridge over Deep Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	11-1601-19	McKendree Road Culvert over Lyons Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	11-1602-13	Polling House Road Bridge over Rock Branch	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	11-2105-13	Hanover Road Bridge over Deep Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	11-2106-13	Conway Road Bridge over Little Patuxent River	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition

¹ Increase Mobility: Help people and freight to move reliably and efficiently.

² Promote Prosperity and Economic Opportunity: Support the revitalization of communities, the development of activity centers, and the movement of goods and services.

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Anne Arundel County	11-2107-13	Jacobs Road Bridge over Severn Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	11-2101-66	Parole Transportation Center	2. Implements emission reduction measures 6. Provides accessibility and/or intermodal connectivity among major destinations 8. Enhances social, energy and environmental efforts 9. Facilitates transit and/or alternatives to the single occupant vehicle	Conserve and Enhance the Environment ³ Improve Accessibility ⁴ Improve and Maintain Existing Infrastructure Promote Prosperity and Economic Opportunity	System Performance – Congestion System Performance – Emissions Transit Asset Management
Baltimore City	12-2301-39	Northern Parkway at Falls Road Traffic Safety and Bike Facility Improvements	1. Preserves the regional transportation system 4. Consistent with applicable short- and long-term comprehensive plans 8. Enhances social, energy and environmental efforts 12. Improves bicycle safety & access 14. Enhances transportation safety	Improve System Safety Improve Accessibility Increase Mobility	Highway Safety System Performance – Congestion System Performance – Emissions
Baltimore City	12-2303-25	Frederick Avenue ADA Upgrades (Brunswick to S. Pulaski)	1. Preserves the regional transportation system 4. Consistent with applicable short- and long-term comprehensive plans 8. Enhances social, energy and environmental efforts 10. Implements transportation system management strategies 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve System Safety Improve Accessibility Increase Mobility	Highway Safety System Performance – Congestion System Performance – Emissions

³ Conserve and Enhance the Environment: Pass on to future generations the healthiest natural and human environments possible.

⁴ Improve Accessibility: Help people of all ages and abilities to access specific destinations.

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
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 8. Enhances social, energy and environmental efforts 10. Implements transportation system management strategies 14. Enhances transportation safety	Conserve and Enhance the Environment Improve and Maintain Existing Infrastructure Improve System Safety Increase Mobility	Highway Safety Transit Safety System Performance – Congestion System Performance – Emissions System Performance – Reliability
Baltimore City	12-1701-04	Transportation Management Center Upgrade	1. Preserves the regional transportation system 8. Enhances social, energy, or environmental efforts 10. Implements transportation system management strategies	Increase Mobility Improve System Security ⁵	System Performance – Congestion System Performance – Reliability
Baltimore City	12-2102-03	Greenway Middle Branch Phase 2	2. Implements emission reduction measures 6. Provides accessibility and/or intermodal connectivity among major destinations 8. Enhances social, energy and environmental efforts 11. Improves pedestrian safety & access 12. Improves bicycle safety & access	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety System Performance – Congestion System Performance – Emissions
Baltimore City	12-2304-07	Communications Upgrades – Wireless	1. Preserves the regional transportation system 8. Enhances social, energy, or environmental efforts 10. Implements transportation system management strategies	Increase Mobility Improve System Security	System Performance – Congestion System Performance – Reliability
Baltimore City	12-1215-13	Perring Parkway Ramp over Herring Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Baltimore City	12-1216-13	Sisson Street Bridge over CSX Railroad	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition

⁵ Improve System Security: 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 Transportation Plan (LRTP) Goals and Performance Measures					
Baltimore City	12-1404-11	Belair Road Complete Streets	2. Implements emission reduction measures 8. Enhances social, energy and environmental efforts 9. Facilitates transit and/or alternatives to the single occupant vehicle 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
Baltimore City	12-1601-13	Orleans Street Bridge over I-83 and City Streets	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore City	12-1602-13	Remington Avenue Bridge over Stony Run	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore City	12-1603-13	Radecke Avenue and Sinclair Lane over Moores Run	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore City	12-1604-13	I-83 Concrete Deck Mill and Resurface	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Baltimore City	12-1605-13	Moravia Road Ramp Bridge over Pulaski Highway	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Baltimore City	12-1801-13	Monroe Street Ramp over CSX and Russell Street over CSX	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Baltimore City	12-2001-11	25 th Street Rehabilitation from Greenmount Avenue to Kirk Avenue	1. Preserves the regional transportation system 2. Implements emission reduction measures 8. Enhances social, energy and environmental efforts 11. Improves pedestrian safety & access 12. Improves bicycle safety & access	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition System Performance – Congestion System Performance – Emissions
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 14. Enhances transportation safety	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 ⁶	No performance measures specifically addressing implementation of a performance-based management program
Baltimore City	12-2005-13	Brehms Lane over Herring Run	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore City	12-2007-11	Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access 14. Enhances transportation safety	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 14. Enhances transportation safety	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 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition

⁶ Promote Informed Decision Making: Ensure that adopted transportation policies and performance measures guide the regional decision making process.

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Baltimore City	12-2010-11	Madison Street Rehabilitation from North Milton Avenue to Edison Highway	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition
Baltimore City	12-2011-11	Park Heights Avenue from West Rogers Avenue to Strathmore Avenue	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition
Baltimore City	12-2012-11	Patapsco Avenue from Magnolia Avenue to the Patapsco River Bridge	2. Implements emission reduction measures 6. Provides accessibility and/or intermodal connectivity among major destinations 8. Enhances social, energy and environmental efforts 11. Improves pedestrian safety & access 12. Improves bicycle safety & access	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition System Performance – Congestion System Performance – Emissions
Baltimore City	12-2013-11	Pennington Avenue Rehabilitation from Birch Street to East Ordnance Road	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve Accessibility Improve and Maintain Existing Infrastructure 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 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore City	12-2106-13	Harford Road Bridge over CSX	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Baltimore City	12-2302-11	Russell Street Pavement Rehabilitation from Russell Street Viaduct to City Line	1. Preserves the regional transportation system 4. Consistent with applicable short- and long-term comprehensive plans 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition
Baltimore City	12-2201-64	East-West Bus Corridor	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 14. Enhances transportation safety	Improve Accessibility Improve System Safety Increase Mobility Promote Prosperity and Economic Activity	System Performance – Congestion System Performance – Emissions Transit Safety
Baltimore City	12-1206-99	Pavement Management System	1. Preserves the regional transportation system 4. Consistent with applicable short- and long-term comprehensive plans 10. Implements transportation system management strategies 14. Enhances transportation safety	Improve System Safety Improve and Maintain Existing Infrastructure	Highway Safety Pavement Condition
Baltimore City	12-1901-99	Capital Project Delivery Services	13. Permits timely advancement and continuity of projects	Promote Informed Decision making	No performance measures specifically addressing project delivery
Baltimore County	13-0001-13	Dogwood Road Bridge No. B-0072 Over Dogwood Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Baltimore County	13-0803-13	Mohrs Lane Bridge No. B-0143 over CSX Railroad	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Baltimore County	13-1012-13	Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore County	13-1107-13	Piney Grove Road Bridge No. B-0140 over CSX Railroad	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Baltimore County	13-1108-13	Peninsula Expressway Bridge No. B-0119 over CSX Railroad	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Baltimore County	13-1208-13	Golden Ring Road Bridge No. B-0110 over Stemmers Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Baltimore County	13-1701-13	Rossville Boulevard Bridge No. B-0132 over Amtrak & Orems Road	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore County	13-8901-14	Bridge Inspection Program	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety Promote Informed Decision Making	Bridge Condition
Carroll County	14-1103-13	Stone Chapel Road Bridge over Little Pipe Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-1602-13	Gaither Road Bridge over South Branch Patapsco River	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-1603-13	McKinstry's Mill Road Bridge over Sam's Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-1802-13	Hughes Shop Road Bridge over Bear Branch	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Carroll County	14-2101-13	Old Kays Mill Road Culvert over Beaver Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-2102-13	Brown Road Culvert over Roaring Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-2103-13	McKinstry's Mill Road over Little Pipe Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-2201-13	Patapsco Road Bridge over East Branch Patapsco River	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-2202-13	Upper Beckleysville Road Bridge over Murphy Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-9401-14	Bridge Inspection Program	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety Promote Informed Decision Making	Bridge Condition
Harford County	15-1001-13	Abingdon Road Bridge #169 over CSX Railroad	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Harford County	15-1601-13	Glenville Road Bridge #30 over Mill Brook	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-2001-13	Grier Nursery Road Bridge #43 over Deer Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-2002-13	Hookers Mill Road Bridge #13 over Bynum Run	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Harford County	15-2101-13	Madonna Road Bridge #113 over Deer Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-2102-13	St. Clair Bridge Road Bridge #100 over Deer Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-2103-13	Stafford Road Bridge #162 over Buck Branch	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-2104-13	Trappe Church Road Bridge #161 over Hollands Branch	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-2201-13	Moore's Road Bridge #78 over Tributary to Gunpowder Falls	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-2202-13	Hess Road Bridge #81 over Yellow Branch	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-9411-14	Bridge Inspection Program	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety Promote Informed Decision Making	Bridge Condition
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 & access 12. Improves bicycle safety & access	Improve Accessibility Improve and Maintain Existing Infrastructure Increase Mobility Improve System Safety Promote Prosperity and Economic Opportunity	Highway Safety Pavement Condition System Performance – Congestion

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
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 & access 14. Enhances transportation safety	Improve Accessibility Improve and Maintain Existing Infrastructure Increase Mobility Improve System Safety 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 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Howard County	16-2201-13	Replacement of Bridge No. HO-040 on Union Chapel Road over Cattail Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
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	Improve Accessibility 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	22-2201-19	I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvement	1. Preserves the regional transportation system 2. Implements emission reduction measures 3. Reduces congestion and prevents congestion in new areas 10. Implements transportation system management strategies 14. Enhances transportation safety	Improve System Safety Improve and Maintain Existing Infrastructure Conserve and Enhance the Environment	Highway Safety System Performance – Congestion System Performance – Emissions System Performance – Reliability System Performance – Freight

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Maryland Transportation Authority	25-1801-41	I-95 Express Toll Lanes 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 10. Implements transportation system management strategies 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	25-2101-41	I-95 Southbound Part-Time Shoulder Usage	3. Reduces congestion and prevents congestion in new areas 7. Provides for connectivity of facilities within the region to facilities outside the region 10. Implements transportation system management strategies 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	30-2101-82	Dundalk Marine Terminal Resiliency and Flood Mitigation Improvements	4. Consistent with applicable short- and long-term comprehensive plans 8. Enhances social, energy, and environmental efforts	Conserve and Enhance the Environment Improve System Security	System Performance – Freight
Maryland Port Administration	32-2101-83	Howard Street Tunnel	1. Preserves the regional transportation infrastructure 6. Provides accessibility and/or intermodal connectivity among major destination 7. Provides for connectivity of facilities within the region to facilities outside the region 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Promote Prosperity and Economic Opportunity	System Performance – Congestion System Performance – Freight
Maryland Port Administration	30-2301-83	Port of Baltimore Rail Capacity Modernization Project	2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts	Improve and Maintain Existing Infrastructure Conserve and Enhance the Environment	System Performance – Freight

Relating TIP Projects to Long-Range Transportation Plan (LRTP) 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	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	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	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Transit	40-9501-05	Rural 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	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	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	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
MTA - Transit	40-9901-01	Ridesharing – Baltimore Region	2. Implements emission reduction measures 3. Reduces congestion and prevents congestion in new areas 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
MTA - Transit	40-1203-65	Kirk Bus Facility Replacement - Phase 1 & 2	1. Preserves the regional transportation system 2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single occupant vehicle	Conserve and Enhance the Environment Improve and Maintain Existing Infrastructure	System Performance – Congestion System Performance – Emissions Transit Asset Management
MTA - Transit	40-1204-64	Bus and Rail Preventive Maintenance	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	Conserve and Enhance the Environment Improve and Maintain Existing Infrastructure Improve System Safety Improve System Security	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Transit	40-1502-69	Seniors and Individuals with Disabilities	6. Provides accessibility and/or intermodal connectivity among major destinations 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Improve Accessibility	System Performance – Congestion System Performance – Emissions

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
MTA - Transit	40-1603-61	Urban Transit Systems – Operating Assistance	2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility	System Performance – Congestion System Performance – Emissions Transit Safety
MTA - Transit	40-1801-64	Agencywide System Preservation and Improvement	1. Preserves the regional transportation system 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Transit	40-1803-64	Bus System Preservation and Improvement	1. Preserves the regional transportation system 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Transit	40-1804-63	Metro and Light Rail Rolling Stock Overhauls 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	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety Improve System Security	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 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
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 - Transit	40-2301-65	Eastern Bus Facility	1. Preserves the regional transportation system 2. Implements emission reduction measures 4. Consistent with applicable short- and long-term comprehensive plans 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Conserve and Enhance the Environment	System Performance – Emissions Transit Asset Management
MTA - Transit	40-2302-63	Zero Emission Infrastructure and Rolling Stock	1. Preserves the regional transportation system 2. Implements emission reduction measures 4. Consistent with applicable short- and long-term comprehensive plans 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 14. Enhances transportation safety	Conserve and Enhance the Environment	System Performance – Emissions Transit Asset Management
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 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 and Maintain Existing Infrastructure Improve System Safety Improve System Security	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
MTA - Commuter Rail	70-1502-54	MARC Improvements	1. Preserves the regional transportation system 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 and Maintain Existing Infrastructure Improve System Safety Improve System Security	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Commuter Rail	70-1503-55	MARC Facilities	1. Preserves the regional transportation system 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 and Maintain Existing Infrastructure 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
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 & access 12. Improves bicycle safety and access	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition System Performance – Congestion System Performance – Emissions

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
SHA: Areawide	60-9506-38	Areawide Environmental Projects	2. Implements emission reduction measures 5. Implements Transportation Alternatives activities 8. Enhances social, energy, and environmental efforts 11. Improves pedestrian safety & access 12. Improves bicycle safety & access	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	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 14. Enhances transportation safety	Conserve and Enhance the Environment Improve System Safety Increase Mobility Promote Informed Decision Making	Highway Safety 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 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
SHA: Areawide	60-9501-11	Areawide Resurfacing And Rehabilitation	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition
SHA: Areawide	60-9508-19	Areawide Safety And Spot Improvements	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 12. Improves bicycle safety & access 14. Enhances transportation safety	Improve Accessibility Improve and Maintain Existing Infrastructure 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 & access 12. Improves bicycle safety & access 14. Enhances transportation safety	Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition Bridge Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
SHA: Areawide	60-0702-99	Morgan State University Transportation Research Program	8. Enhances social, energy, and environmental efforts 13. Permits timely advancement and continuity of projects	Foster Participation and Cooperation Among Stakeholders ⁷ Promote Informed Decision Making	No performance measures specifically addressing transportation research programs
SHA: Anne Arundel County	61-1701-41	MD 175: Sellner Road/Race Road to McCarron Court	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety & access 12. Improves bicycle safety and access	Improve and Maintain Existing Infrastructure Improve System Safety Increase Mobility Promote Prosperity and Economic Opportunity	Highway Safety Pavement Condition System Performance – Congestion System Performance – Reliability
SHA: Anne Arundel County	61-2301-41	MD 2: US 50 to Arnold 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 12. Improves bicycle safety & access	Improve and Maintain Existing Infrastructure ⁸ Improve System Safety ⁹ Increase Mobility	Highway Safety Pavement Condition System Performance – Congestion
SHA: Anne Arundel County	61-2302-41	MD 3: Waugh Chapel Road/Riedel Road to MD 32/I-97	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety & access 12. Improves bicycle safety & access	Improve and Maintain Existing Infrastructure Improve System Safety Increase Mobility	Highway Safety Pavement Condition System Performance – Congestion
SHA: Anne Arundel County	61-2303-41	MD 170: Norcross Lane to Wieker 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 12. Improves bicycle safety & access	Improve and Maintain Existing Infrastructure Improve System Safety Increase Mobility	Highway Safety Pavement Condition System Performance – Congestion

⁷ Foster Participation and Cooperation Among Stakeholders: Enable all interested and affected parties to participate and cooperate to find workable solutions.

⁸ Improve and Maintain Existing Infrastructure: Improve the conditions of existing transportation facilities; systematically maintain and replace transportation assets as needed.

⁹ Improve System Safety: Make conditions safer for pedestrians, bicyclists, transit riders and operators, and motorists.

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
SHA: Anne Arundel County	61-2304-41	MD 214: MD 468 to east of Loch Haven 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 12. Improves bicycle safety & access	Improve and Maintain Existing Infrastructure Improve System Safety Increase Mobility	Highway Safety Pavement Condition System Performance – Congestion
SHA: Anne Arundel County	61-2101-13	MD 173: Bridge Replacement over Rock Creek	1. Preserves the regional transportation system 12. Improve bicycle safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
SHA: Baltimore County	63-0803-46	I-795: Dolfield Boulevard Interchange	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition System Performance – Congestion System Performance – Reliability
SHA: Baltimore County	63-1601-41	I-695: US 40 to MD 144	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety Increase Mobility	Highway Safety 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 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 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
SHA: Baltimore County	63-1704-13	US 1: Bridge Replacement over CSX	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
SHA: Baltimore County	63-1706-13	US 40: Bridge Replacements over Little & Big Gunpowder Falls	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
SHA: Baltimore County	63-2001-13	MD 151/MD 151B: Bridge Replacements	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety Promote Prosperity and Economic Opportunity	Bridge Condition
SHA: Baltimore County	63-2002-13	I-695: Bridge Replacement on Putty Hill Avenue	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
SHA: Baltimore County	63-2201-12	I-695: Reconstruction of Interchange at I-70	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety Increase Mobility	Highway Safety Bridge Condition Pavement Condition System Performance – Congestion System Performance – Reliability System Performance – Freight
SHA: Baltimore Count	63-2202-13	I-95/I-695 Interchange Bridge Deck Replacement	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
SHA: Carroll County	64-2301-13	MD 91: Bridge Replacements over North Branch of Patapsco River and MD Midland Railroad	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 12. Improves bicycle safety & access 14. Enhances transportation safety	Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
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 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition
SHA: Harford County	65-2101-13	US 1: Bridge Replacements at Tollgate Road and Winters Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
SHA: Howard County	66-1703-41	MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	1. Preserves the regional transportation system 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 Bridge Condition Pavement Condition System Performance – Congestion System Performance – Reliability

Long-Range Transportation 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 National Highway System (NHS) in good condition • % of pavement on the interstate NHS in poor condition • % of pavement on the non-interstate NHS in good condition • % of pavement on the non-interstate NHS 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 Transportation 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
Gregory Slater
Secretary

July 19, 2022

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 2023-2026 Transportation Improvement Program (TIP) contains all of the Maryland Department of Transportation (MDOT) projects that 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.

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 thyrne@mdot.maryland.gov.

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 2023-2026 July 2022

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 2023-2026 Transportation Improvement Program come from the legislatively approved MDOT Consolidated Transportation Program. The accompanying table demonstrates that the MDOT program is fiscally reasonable, since programmed outlays do not exceed projected available revenues for the program period.

Exercising Flexibility in the use of Federal Funds

The MDOT, in its submission to the Baltimore Region TIP, is exercising the funding flexibility provisions possible under the federal Bipartisan Infrastructure Law (Infrastructure Investment and Jobs 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)

	<u>CURRENT</u>	<u>BUDGET</u>	<u>Planning Years</u>				<u>SIX - YEAR</u>
	<u>YEAR</u>	<u>YEAR</u>					<u>TOTAL</u>
	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	
<u>CAPITAL PROGRAM</u>							
The Secretary's Office AD	54.6	48.1	25.7	16.1	11.3	11.1	166.9
Motor Vehicle Administration	37.8	34.0	21.8	9.7	9.6	8.9	121.7
Maryland Aviation Administration D	181.4	221.9	248.9	141.3	59.8	43.1	896.4
Maryland Port Administration	176.4	330.7	260.1	213.5	95.2	98.1	1,174.0
Maryland Transit Administration D	1,281.4	802.7	712.6	565.5	603.5	636.5	4,602.3
Washington Metropolitan Area Transit ACD	532.3	458.8	462.9	465.3	470.6	475.2	2,865.1
State Highway Administration B	1,319.8	1,352.6	1,265.5	1,246.4	1,338.2	1,346.7	7,869.3
TOTAL CAPITAL	3,583.7	3,248.8	2,997.6	2,657.7	2,588.3	2,619.6	17,895.7
Special Funds	1,677.9	1,349.6	1,420.8	1,318.6	1,336.5	1,398.2	8,501.7
Federal Funds	1,380.3	1,309.9	984.4	887.6	919.3	925.4	6,407.0
Other Funds F	525.5	589.3	592.4	451.5	332.5	295.9	2,787.0
<u>OPERATING PROGRAM</u>							
The Secretary's Office A	100.6	101.8	103.7	105.7	107.7	109.7	629.2
Motor Vehicle Administration	207.1	211.0	215.1	219.2	223.4	227.6	1,303.4
Maryland Aviation Administration	199.4	207.6	211.5	215.6	219.7	223.8	1,277.6
Maryland Port Administration	50.2	50.0	51.0	51.9	52.9	53.9	309.9
Maryland Transit Administration	945.9	971.3	989.8	1,008.6	1,067.8	1,097.3	6,080.7
Washington Metropolitan Area Transit	438.1	437.6	450.7	464.3	478.2	492.5	2,761.4
State Highway Administration	305.2	327.1	333.4	339.7	346.2	352.8	2,004.4
TOTAL OPERATING	2,246.5	2,306.4	2,355.2	2,405.0	2,495.9	2,557.6	14,368.6
Special Funds	2,019.0	1,886.7	2,194.1	2,298.8	2,389.7	2,451.4	13,239.7
Federal Funds	227.5	419.7	161.1	106.2	106.2	106.2	1,126.9
Other Funds							

		<u>CURRENT</u>	<u>BUDGET</u>	<u>Planning Years</u>				<u>SIX - YEAR</u>
		<u>YEAR</u>	<u>YEAR</u>					<u>TOTAL</u>
		<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	
<u>DEBT SERVICE REQUIREMENTS</u>								
	Special Funds	451.3	480.5	435.9	450.7	444.5	478.8	2,741.7
	Federal Funds	-	-	-	-	-	-	-
	Other Funds	-	-	-	-	-	-	-
<u>DEPARTMENTAL TOTAL</u>		6,281.5	6,035.7	5,788.7	5,513.4	5,528.7	5,656.0	34,804.0
	Special Funds	4,148.2	3,716.8	4,050.8	4,068.1	4,170.7	4,328.4	24,483.1
	Federal Funds	1,607.8	1,729.6	1,145.5	993.8	1,025.5	1,031.6	7,533.9
	Other Funds	525.5	589.3	592.4	451.5	332.5	295.9	2,787.0

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 24-27.

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.

SUMMARY OF FEDERAL AID OBLIGATIONS
(\$ MILLIONS)

The following listing estimates the annual levels of funds anticipated from individual federal aid categories necessary to support the FY 2022 - FY 2027 CTP/STIP:

	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026 - 2027</u>	<u>TOTAL</u>
<u>Maryland Transit Administration</u>						
New Starts, Fixed Guideway, Modernization and Bus	280.4	258.4	169.7	173.1	356.7	1,238.5
Elderly and Persons with Disabilities	3.9	4.0	4.1	4.2	8.6	24.7
Rural Area Formula	7.2	7.4	7.5	7.7	15.8	45.6
Subtotal (MTA)	291.6	269.8	181.3	185.0	381.1	1,308.8
<u>State Highway Administration</u>						
Statewide Planning & Research	21.2	20.6	20.0	20.2	48.0	130.0
Surface Transportation Program	261.5	185.1	187.1	201.1	348.0	1,182.8
Transportation Alternative Program	11.0	11.4	11.4	11.5	22.8	68.1
Special Federal Appropriations	10.0	0.0	0.0	0.0	0.0	10.0
Highway Safety Improvement Program	59.0	39.5	39.2	24.9	72.0	234.6
National Highway Performance Program	310.7	392.6	388.8	332.7	616.6	2,041.4
NHPP Exempt Program	8.6	0.0	0.0	0.0	0.0	8.6
Congestion Mitigation/Air Quality	49.8	52.8	53.8	50.8	98.0	305.2
Subtotal (SHA)	731.8	702.0	700.3	641.2	1,205.4	3,980.7
Grand Total	1,023.4	971.8	881.6	826.2	1,586.5	5,289.5

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
1981	265	111	376	247	623
1982	287	136	423	236	659
1983	322	164	486	284	770
1984	352	187	519	246	765
1985	385	204	589	318	908
1986	428	234	682	403	1,085
1987	441	264	705	508	1,211
1988	478	260	738	615	1,353
1989	508	227	735	677	1,412
1990	551	270	821	760	1,581
1991	591	268	859	773	1,632
1992	577	187	764	542	1,306
1993	638	254	892	418	1,310
1994	689	279	968	393	1,361
1995	708	400	1,108	497	1,606
1996	784	391	1,175	485	1,640
1997	770	417	1,187	493	1,680
1998	808	451	1,259	411	1,670
1999	868	515	1,383	420	1,803
2000	913	476	1,389	455	1,844
2001	979	578	1,557	632	2,189
2002	1,045	612	1,657	772	2,429
2003	1,158	620	1,778	772	2,550
2004	1,178	619	1,797	762	2,559
2005	1,237	714	1,951	780	2,731
2006	1,303	729	2,032	793	2,825
2007	1,396	724	2,120	701	2,821
2008	1,488	766	2,254	680	2,934
2009	1,527	974	2,501	368	2,869
2010	1,663	957	2,540	275	2,815
2011	1,548	908	2,458	325	2,781
2012	1,572	1,086	2,688	366	3,034
2013	1,638	1,154	2,792	416	3,208
2014	1,843	1,324	3,167	477	3,644
2015	1,858	1,438	3,297	603	3,900
2016	1,917	1,389	3,306	806	4,112
2017	1,947	1,560	3,507	1,123	4,630
2018	2,030	1,580	3,610	1,071	4,681
2019	2,080	1,557	3,637	1,005	4,642
2020	2,131	1,475	3,606	687	4,293
2021	2,181	1,391	3,572	483	4,055
2022	2,264	1,449	3,713	400	4,113
2023	2,454	1,284	3,738	550	4,288
2024	2,592	1,259	3,851	540	4,391
2025	2,686	1,332	4,028	571	4,599
2026	2,811	1,408	4,219	603	4,822
2027	2,924	1,490	4,414	639	5,053
2028	3,043	1,576	4,619	676	5,295
2029	3,176	1,661	4,837	712	5,549
2030	3,313	1,688	5,011	805	5,816
2031	3,451	1,732	5,183	914	6,097
2032	3,597	1,766	5,363	1,030	6,393
2033	3,754	1,802	5,556	1,146	6,702
2034	3,911	1,838	5,749	1,279	7,028
2035	4,079	1,874	5,953	1,416	7,369
2036	4,257	1,912	6,169	1,559	7,728
2037	4,433	1,950	6,383	1,721	8,104
2038	4,633	1,989	6,622	1,879	8,501
2039	4,837	2,029	6,866	2,052	8,918
2040	5,042	2,070	7,112	2,242	9,354
2041	5,258	2,111	7,369	2,444	9,813
2042	5,475	2,153	7,628	2,667	10,295
2043	5,717	2,196	7,913	2,889	10,802
2044	5,963	2,240	8,203	3,131	11,334
2045	6,228	2,285	8,513	3,383	11,896

MBOT - Office of Finance
18-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%	

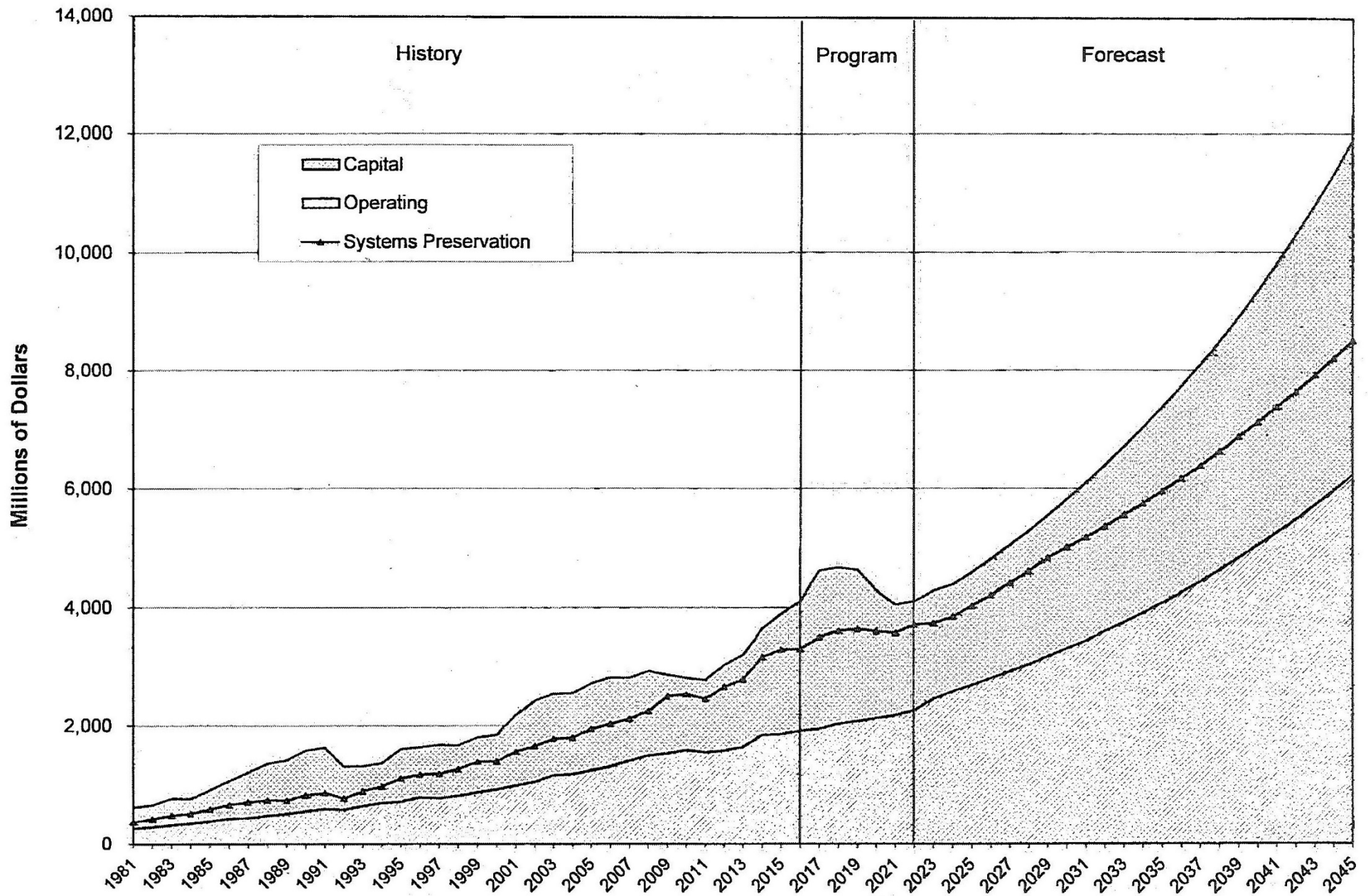


Fiscal Year	Statewide Expansion Funds	Surface Percentage	Private Funds	Total Surface Available	Baltimore Percentage	Total Ballo. Expansion Funds
2014	477					155
2015	603					192
2016	806					282
2017	1,123					90
2018	1,071					90
2019	1,005					107
2020	687					80
2021	483					83
2022	400					69
2023	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	1,146	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	2,052	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-'45	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 Stuart L. Pittman

Office of Transportation
Anne Arundel County Maryland
2664 Riva Road, 3rd Floor – MS-6600
Annapolis, MD 21401
410-222-7440

Samuel D. Sneed
Director of Transportation

March 21, 2022

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

Dear Mr. Lang:

Please accept this letter as documentation for the financial capacity and financial reasonableness indicated for funding by Anne Arundel County for the 2023-2026 Transportation Improvement Program (TIP).

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

Documentation and approval of the local funds are contained in Anne Arundel County's Operating and Capital Budgets. Matching funds are appropriated in anticipation of Federal and/or State funds provided through direct earmarks or allocations by mode of the Maryland Department of Transportation. Given these facts, it is our belief that the Anne Arundel County 2023-2026 TIP projects are financially reasonable at the current time of the letter. If you have any questions, please contact me at (410) 222-3294.

Sincerely,

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

Samuel Sneed, Director

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

CITY OF BALTIMORE

BRANDON SCOTT, Mayor



DEPARTMENT OF TRANSPORTATION

Steve Sharkey, Director
417 E. Fayette Street, 5th Floor
Baltimore, Maryland 21202

April 5, 2022

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

Dear Mr. Lang,

This letter provides the “Statement of Financial Reasonableness” for Baltimore City’s Transportation Program (TIP) funding request for FY 2023 to FY 2026.

The FY 2023-2028 Six-year Capital Improvement Program was approved by the Baltimore City Planning Commission on March 17, 2022. The Board of Finance review and approval is projected to occur on April 25, 2022. The capital budget for FY 2023-2028 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 2023-2026 Baltimore City TIP. Prior appropriations combined with projected Highway User Revenue, MDOT County Transportation Revenue Bond funds, and private or grant 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 Corren Johnson, Deputy Director, at Corren.Johnson@baltimorecity.gov should you have any questions or concerns regarding the information provided herein.

Respectfully,

Steve Sharkey

Steve Sharkey
Director

Cc: Corren Johnson, Deputy Director, BCDOT
Theo Ngongang, Deputy Director, BCDOT
Adrea Turner, Chief of Staff, BCDOT
Bimal Devkota, Chief of Transportation Engineering & Construction, BCDOT



JOHN A. OLSZEWSKI, JR.
County Executive

D'Andrea L. Walker
Acting Director of Transportation

April 27, 2022

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

Re: 2023-2026 Transportation Improvement Program
Baltimore County Financial Commitment

Dear Mr. Todd Lang:

Baltimore County's portion of the 2023-2026 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/departments/executive/budgetmessage/BudgetMessageBookFinalFY23.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 Ms. Angelica Daniel of our Transportation Bureau at telephone 410-887-3554 or via email at adaniel@baltimorecountymd.gov.

Sincerely,

D'Andrea L. Walker

D'Andrea L. Walker, Director
Department of Public Works

Lynda D. Eisenberg, AICP
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

March 21, 2022

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 2023-2026 Transportation
Improvement Program (TIP)

Dear Mr. Lang,

Carroll County's list of projects for the FY 2023-2026 TIP comprises ten (10) projects to replace or rehabilitate County-maintained bridges, culverts and roads as well as a bridge inspection program for County-owned and maintained structures. Six of the of the bridge and culvert projects, including the bridge inspection program, are included as capital projects in both the adopted FY 2022-2027 and current recommended FY 2023-2028 CIP. The additional three (3) are in the current recommended FY 2023-2028 CIP. The other remaining project, Babylon Road bridge over Silver Run, is an "Active Capital Project[s] with Prior Appropriation[s]".

It is my understanding that this letter satisfies the financial commitment requirement of the TIP process. If you need additional information, please contact Christopher Letnaunchyn at (410) 386-2169 (cletnaunchyn@carrollcountymd.gov).

Sincerely,

Lynda D. Eisenberg, Director
Department of Planning

cc: Jeff Castonguay, Director, Department of Public Works
Doug Brown, Deputy Director, Department of Public Works
Chris Letnaunchyn, Chief, Bureau, Bureau of Engineering
Clare Stewart, Comprehensive Planner, Department of Planning

DEPARTMENT OF PLANNING
Planning for success in Carroll County

BARRY GLASSMAN
HARFORD COUNTY EXECUTIVE



JENNY B. JARKOWSKI
DIRECTOR OF PLANNING & ZONING

April 7, 2022

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

RE: Harford County's 2023-2026 Transportation Improvement Program

Dear Mr. Lang:

This letter provides documentation to satisfy the "Statement of Financial Reasonableness" requirement of the FY 2023-2026 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.

MARYLAND'S NEW CENTER OF OPPORTUNITY

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

THIS DOCUMENT IS AVAILABLE IN ALTERNATIVE FORMAT UPON REQUEST

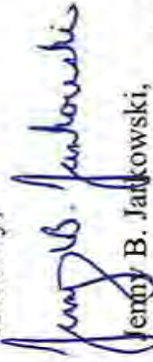
Todd Lang
Baltimore Metropolitan Council
April 5, 2022
Page 2

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 2022 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,



Jerry B. Jatkowski,
Director of Planning and Zoning

AR/jef

cc: The Honorable Barry Glassman, Harford County Executive
Joseph J. Siemek, Director, Department of Public Works
Gary Blazinsky, Administrator, Harford LINK
David Culver, Deputy Director, Department of Planning and Zoning
Joel Gallihue, Long-Range Planning Chief, Department of Planning and Zoning
Alex Rawls, Transportation Planner, Department of Planning and Zoning



Howard County Office of Transportation

3430 Court House Drive ■ Ellicott City, Maryland 21043 ■ 410-313-0702

Bruce Gartner, Administrator

bgartner@howardcountymd.gov
FAX 410-313-1655
TDD 410-313-2323

March 21, 2022

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 2023- 2026 TIP are for multiple Bridge Repair and Deck Replacement project and regionally significant projects throughout the county.

The Regionally Significant Projects include:

- Route 29 - Broken Land Parkway interchange and North South Connector Road (CO-319)
- Snowden River Parkway widening from Broken Land Parkway to Oakland Mills Road (J-4222)

The County has committed adequate matching funds in the form of bonds and local revenues to match state and federal funding commitments, including projects Howard County will fund independently.

The anticipated availability of these local matching funds is documented in the:

- Howard County Spending Affordability Advisory Committee Report, Fiscal Year 2023
- Project Pages from Howard County Proposed Capital Budget for Fiscal Year 2023.
- CB70-2016 and CR105-2016, approving creation of a Development District in Downtown Columbia as a special taxing district for the development of public improvements.

The pages from the Howard County capital budget are from the proposed capital budget and as of March 21, 2023, the county is in the process of finalizing this document. We will monitor the capital budget projects related to our TIP submissions and if there are any material changes, we will provide an update to BMC.

These documents will be provided via electronic mail correspondence for you review. If you have any questions, please contact David Cookson at (410) 313-3842 or (202) 812-1300.

Sincerely,

Bruce Gartner,
Administrator

Cc: Lonnie Robbins, Chief Administrative Officer
Sameer Sidh, Chief of Staff
Tom Meunier, Director, Howard County Department of Public Works
Amy Gowan, Planning Director Howard County Department of Planning and Zoning
David Cookson, Planning Manager, Howard Office of Transportation.

APPENDIX C

SELF-CERTIFICATION

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

BALTIMORE REGIONAL TRANSPORTATION BOARD RESOLUTION #23-3

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, as well as Annapolis 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 August 23, 2022 meeting.

8-23-22

Date



Sam Snead, Chair
Baltimore Regional Transportation Board

8/4/22

Date



Jim Ports, Secretary
Maryland Department of Transportation

BALTIMORE REGIONAL TRANSPORTATION BOARD 2022 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 Annapolis 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 Maryland Department of Transportation has a standing Memorandum of Understanding (MOU) with the BMC that delineates responsibilities in support of the regional transportation planning process. This agreement, initiated in 1992 with the re-designation of the BRTB and

reauthorized in 2004 and amended in 2014 and 2020, stipulates that MDOT will apply for federal transportation planning grants from both FHWA and FTA to support the UPWP as well as provide a portion of the nonfederal matching funds required. The 2020 update to the MOU incorporates recent changes in federal transportation law and added Queen Anne's County as a voting member of the BRTB. In addition, MDOT formally represents all State-affiliated transportation modes and authorities on the BRTB.

The BMC also serves as the host agency for other important regional functions and programs. These include the Baltimore Urban Area Homeland Security 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:

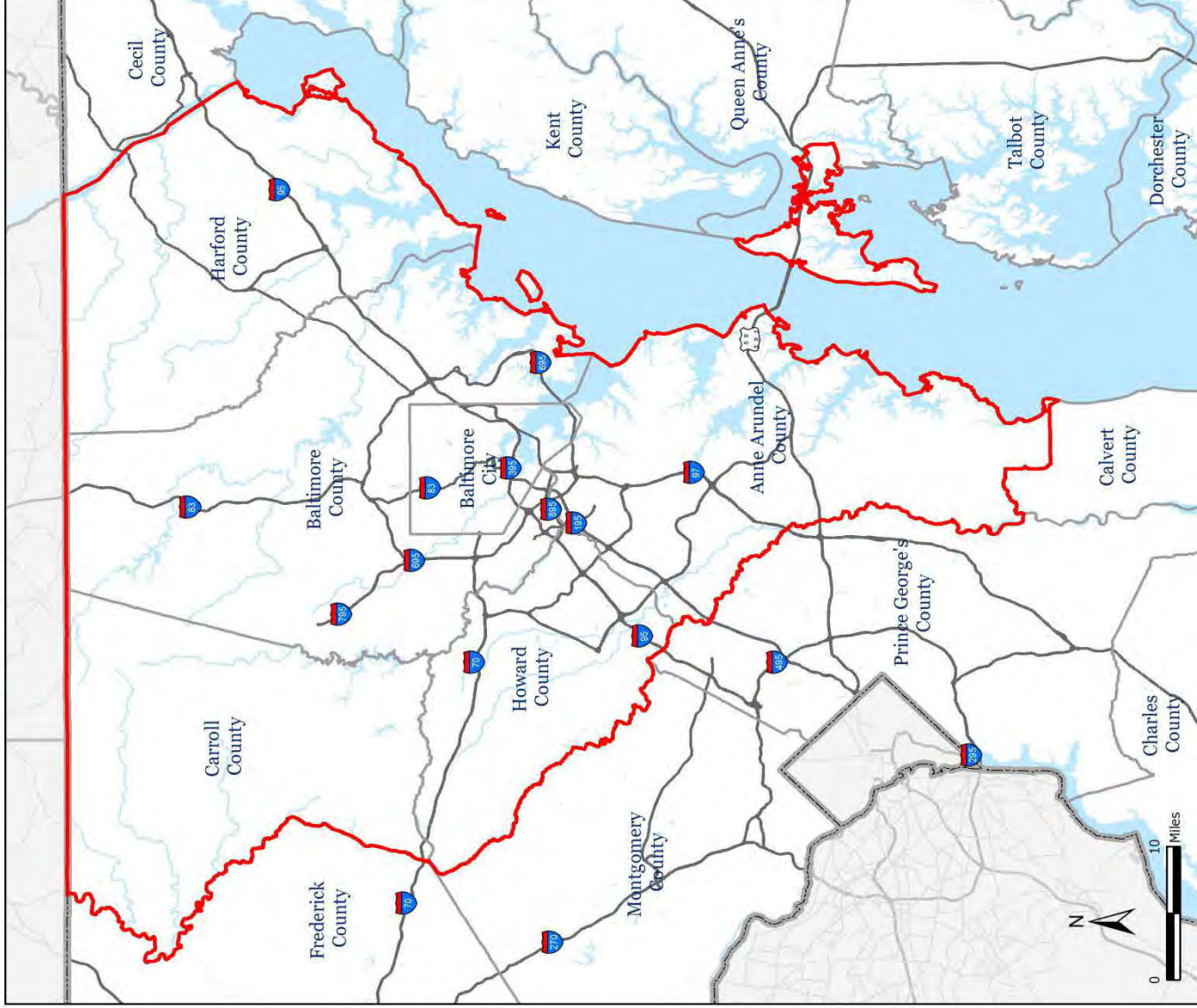
- Executive Committee
- Bicycle and Pedestrian Advisory Group
- Budget Subcommittee
- Congestion Management Process Committee
- Cooperative Forecasting Group
- Freight Movement Task Force
- Interagency Consultation Group
- Safety Committee
- Technical Committee
- Traffic Incident Management for the Baltimore 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 MPA 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. These goals were updated in FY 2022 to support the LRTP process:

- **Improve Accessibility** - Identify and support multimodal options and systems that promote equity, are resilient and sustainable, and enable all individuals to reach their destinations safely and seamlessly.
- **Increase Mobility** – Help people and freight to move reliably, equitably, efficiently, and seamlessly.
- **Improve System Safety** - Reduce the number of crashes, injuries, and fatalities experienced by all users of the transportation system toward meeting Zero Deaths Maryland.
- **Improve and Maintain the Existing Infrastructure** - Improve the conditions of existing transportation facilities; systematically maintain and replace transportation assets as needed.
- **Implement Environmentally Responsible Transportation Solutions** - Pass on to future generations the healthiest natural and human environment possible.
- **Improve System Security** - Provide a secure traveling environment for everyone; improve the region's ability to respond to natural and human-caused disasters.
- **Promote Prosperity and Economic Opportunity** - Support the vitality of communities and businesses, opportunities for workers, and the movement of goods and services within and through the region.

- **Foster Participation and Cooperation among All 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 Infrastructure Investment and Jobs Act's (IIJA) and previous legislation, 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 IIJA maintains this commitment. The national Federal Aid Highway Program performance goals established by Congress 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 BRTB coordinated with the State and public transportation providers to adopt regional performance targets. In some cases, the BRTB adopted the statewide targets, and in other cases the BRTB adopted different regional targets to reflect regional concerns, per the process described in federal regulations.

The BRTB has adopted all 25 of the federally mandated performance measures and targets. These include:

- Four transit asset management measures and targets (adopted in June 2017 and updated in February 2019): (1) percentage of non-revenue service vehicles that have either met or exceeded their Useful Life Benchmarks (ULBs), (2) percentage of revenue vehicles within an asset class that have either met or exceeded their ULBs, (3) with respect to infrastructure (rail fixed-guideway, track, signals, systems): percentage of track segments with performance restrictions, and (4) percentage of facilities within an asset class rated below condition 3 on the TERM scale
- Four transit safety measures and targets (adopted in January 2021): (1) the number of reportable fatalities and the rate per total vehicle revenue miles (VRM) by mode, (2) the total number of reportable injuries and the rate per total VRM by mode, (3) the total number of reportable safety events and the rate per total VRM by mode, and (4) the mean distance between major mechanical failures by mode
- Five highway safety measures and targets (adopted each January from 2018 through 2022): (1) number of fatalities, (2) rate of fatalities per 100 million VMT, (3) number of serious injuries, (4) rate of serious injuries per 100 million VMT, and (5) number of non-motorized fatalities and serious injuries – pedestrian and bicycle
- Two system performance measures and targets to assess traffic congestion (unified MDOT/BRTB targets for the urbanized area; adopted in May 2018 and updated in October 2020): (1) annual hours of peak-hour excessive delay per capita (PHED measure) and (2) percentage of non-SOV (single-occupancy vehicle) travel
- One measure and target to assess on-road mobile source emissions (applies to projects with CMAQ funding) (adopted in June 2018 and updated in October 2020): total 2-year and 4-year cumulative reported emissions reductions of each criteria pollutant and applicable precursors for which the area is designated nonattainment or maintenance. The BRTB region is in nonattainment with respect to 8-hour ozone. The applicable pollutants for 8-hour ozone are Volatile Organic Compounds and nitrogen oxides.
- Four measures and targets to assess pavement condition (adopted in October 2018): (1) percentage of NHS interstate pavement in good condition, (2) percentage of NHS interstate pavement in poor condition, (3) percentage of NHS non-interstate pavement in good condition – state/local, and (4) percentage of NHS non-interstate pavement in poor condition – state/local
- Two measures and targets to assess bridge condition (adopted in October 2018): (1) percentage of NHS bridges by deck area classified as in good condition and (2) percentage of NHS bridges by deck area classified as in poor condition

- Two measures and targets to assess performance of the NHS under the National Highway Performance Program (expressed as Level of Travel Time Reliability (LOTR)) (adopted in October 2018): (1) percentage of person-miles traveled on the interstate system that are reliable (Interstate Travel Time Reliability measure) and (2) percentage of person-miles traveled on the non-interstate NHS that are reliable (non-interstate NHS Travel Time Reliability measure)
- One measure and target to assess freight movement on the interstate system (adopted in October 2018): ratio of interstate system mileage indicating reliable truck travel times (Truck Travel Time Reliability Index – TTR)

Chapter 5 of *Mazimize2045* provides additional information on these adopted performance measures and targets.

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. All of the measures and targets will be used to guide the Maryland Department of Transportation and the BRTB in carrying out the requirements of the applicable FHWA and FTA laws and regulations.

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. On April 13, 2022, EPA posted a proposed rule in the Federal Register proposing to determine the Baltimore region failed to attain the 2015 ozone standard by the attainment date of August 3, 2021, with a design value of 72 ppb. The effect of failing to attain by the attainment date is that the Baltimore region will be reclassified to “moderate” nonattainment upon the effective date of the final reclassification notice.

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.

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:

- in early 2021, BMC signed a three year contract with publicinput.com to provide new ways for the public to engage in the process, including custom emails for each project, voicemail messaging, the opportunity to text comments or complete surveys, and more.
- notification of new comment periods and events posted on BMC website (over 6,500 followers on social media; emails to nearly 5,000 interested parties and a mailing list of over 2,000 for *B’more Involved*)
- publication of *B’more Involved* e-newsletter, distributed to over 2,100 subscribers and cross posted on Facebook and Twitter.
- in mid-2022, staff recruited over 50 people to serve on a virtual group called Transportation CORE (Community Outreach and Regional Engagement).

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 25, 2019, the Baltimore Regional Transportation Board approved, via BRTB Resolution #19-22, its Title VI Program. An annual report was presented on May 25, 2021 via BRTB Resolution #21-26. 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 updates include:

- Over the past year, no Title VI complaints have been filed.
- Staff continue to work to increase knowledge and understanding of Title VI, environmental justice, and equity through an internal equity working group to share information, discuss emerging issues, and collaborate on ways in which we can apply an equity lens to the work of the BMC and BRTB. Staff also participate in a national MPO Equity Working Group.
- For the DBE program, staff have reviewed past participation and established the goal of 26.2 percent for FY 2023. The mailing list of DBE firms is also being updated so that qualified firms can receive RFP notices.
- Management, in conjunction with the staff Equity Working Group, developed an RFP for a review of equity best practices and action steps staff and the BRTB can take to address equity. The BRTB will also do a study on Fees, Fares, and Fines and equity 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.

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 work scope for transportation planning in the Baltimore region. Every two years, the MPO begins developing the program in November and FHWA/FTA approves it by June. The BRTB approved the FY 2022 - 2023 UPWP in April 2021 and then updated the budget for FY 2023 in April 2022.

The UPWP identifies the planning activities with supporting budget 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-level budget for planning tasks funded by the FHWA and FTA. In addition, the UPWP supports the BRTB's priorities. The total funding proposed for FY 2023 transportation planning activities for the Baltimore region, including several new focus areas to address regional issues and concerns, is \$9,111,000.

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. Additionally, there is a voting transit representative on the BRTB.

The BRTB has been timely in its submittal of the draft and final report for approval. 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.

Long-Range Transportation Plan

The BRTB adopted the current LRTP, titled *Maximize2045: A Performance-Based Transportation Plan*, in July 2019. Federal agency approval followed in August 2019. The Executive Summary is available in Spanish. The next LRTP, *Resilience 2050: Adapting to the Challenges of Tomorrow*, is in development and is anticipated to be presented to the BRTB in July 2023.

Regional Goals, Strategies, and Performance Measures/Targets

As part of the development of *Maximize2045*, 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.

The BRTB adopted updated regional goals and strategies in November 2021 in preparation for the upcoming LRTP, *Resilience 2050*. The goals and strategies released for public comment were similar to those from *Maximize2045*. The public comment period included multiple ways to comment by email, voicemail, text, fax and an online survey. BMC staff and the vice-chair of the BRTB recorded a presentation summarizing the goals and strategies. BMC staff also presented the goals and strategies to six different BRTB subcommittees throughout September 2021. More than 165 comments were received from more than 30 participants. Staff reviewed all the comments, drafted responses, and drafted revisions to the goals and strategies. These revised goals and strategies were approved by the BRTB in November 2021. Key elements include:

- The *Resilience 2050* goals retain the strategies 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 and promote, where applicable, 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; and

- Revise and add implementation strategies to reflect public comments focusing on improving safety for transit and pedestrians, equity and environmental justice, promoting reliable and timely transit service, and shifting to sustainable modes.

Evaluation of Candidate Projects / Fiscal Constraint of Maximize2045

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 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.

Project scoring and cost estimation for *Resilience 2050* is in process.

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 by both auto and transit:

- 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*.

2023 Regional Long-Range Transportation Plan

The BRTB has approved a resolution to adopt the next long-range transportation plan by July 2023. The following activities were completed during FY 2022:

- BMC launched public facing websites for *Resilience 2050* on the BMC website and on Public Input. Updates were made throughout the year.
- BMC held a public comment period for the regional goals and strategies (summarized above). The BRTB approved updated goals and strategies for *Resilience 2050* in November 2021.
- BMC staff reviewed and recommended updates to the project evaluation criteria. The BRTB approved the updated project scoring methodology in November 2021. Key updates include:
 - Shift the amount of points devoted to the existing goals, particularly for transit projects.
 - Add scoring criteria for transit projects where it had previously been absent in the areas of complete streets accessibility, safety, and security.
 - Reduce the points allocated to economic prosperity from 10 to 5 so that the point allocation for safety can be increased to 10 to reflect its importance as a regional goal.
 - Clarify definitions and the allocation of points where they had previously been unclear. BMC staff also sought to make the scoring process less subjective by suggesting more quantitative methods focusing on how each project contributes to creating a complete transportation system.
 - Update the scoring criteria to integrate impacts to Environmental Justice populations.
- BMC staff updated the project submittal form to reflect updates to the project scoring methodology. BMC staff held a call for projects from April 4, 2022 – June 15, 2022. Local agencies and MDOT MTA submitted projects by the deadline, followed by BMC review and mapping of candidate projects.
- Round 10 Socioeconomic Forecast: BMC staff worked with the Cooperative Forecasting Group throughout FY 2022 to develop the data inputs necessary for their Round 10 forecasts. Jurisdictions submitted draft Round 10 forecasts in January 2022, followed by review of the forecasts in February, and development of model inputs in March and April. BMC staff presented a resolution on the Round 10 forecasts in July 2022, which was adopted.

- Financial Forecasts: In November 2021, BMC requested an updated financial forecast through 2050 due to the passage of the Infrastructure Investment and Jobs Act. BMC staff continued to communicate with MDOT regarding the updated forecast throughout the remainder of FY 2022. BMC also worked with a consultant team at Kimley-Horn throughout FY 2022 on a local financial forecast. The local financial forecast seeks to identify funds used by local jurisdictions to support operation and system preservation of the roadway infrastructure and their process for predicting future revenues. Kimley-Horn is working to finalizing a tool to forecast local transportation revenues for *Resilience 2050* and future LRTPs.
- BMC staff planned and launched a series of white papers covering a variety of LRTP topics. This was intended to break key LRTP topics into more digestible chunks and to encourage further public engagement surrounding the LRTP during the development of *Resilience 2050*. BMC staff created a Public Input website for the white papers in January 2022. In FY 2022, white papers were released and promoted monthly from February 2022 through June 2022 covering a variety of topics including the project scoring methodology, highway safety, freight, transit, and air quality. BMC staff will continue to publish white papers throughout the remainder of CY 2022 on topics including active transportation, demographic trends, and emerging technologies.
- BMC staff updated chapter text and appendices for *Resilience 2050* that do not require a list of candidate projects throughout FY 2022. This included chapters on goals & strategies, federal requirements, performance based planning and programming, and an appendix reflecting the recently updated (2020) Congestion Management Process.

Upcoming activities in FY 2023 include:

- Mapping, scoring, and cost estimation for candidate projects in July and August 2022.
- Drafting and presenting a proposed preferred alternative to the Technical Committee and BRTB, with approval in fall 2022. This will also include proposed set asides.
- Reviewing and finalizing the financial forecast in summer and fall of 2022.
- Finalizing and laying out chapters for *Resilience 2050*.
- Releasing a draft of *Resilience 2050* in spring 2023, followed by a public comment period, response to comments, and preparation of the final *Resilience 2050* document.

FY 2022-2025 TIP

The BRTB and its Technical Committee reviewed the projects proposed for the 2023-2026 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 also worked with its subcommittees to review the proposed list of projects. Based on results of this review, 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 total amount programmed in the 2023-2026 TIP is approximately \$4.26 billion. Federal funds account for \$2.60 billion of this total, with local and state matching funds accounting for the remaining \$1.66 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 2023-2026 TIP Financial Considerations

As noted, the 2023-2026 TIP uses current and available revenue sources listed in the 2022-2027 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 Infrastructure Investment and Jobs Act (IIJA).

FY 2022-2025 TIP and Performance-Based Planning and Programming

As required by the IIJA, the 2023-2026 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 2023-2026 TIP Public Outreach and Engagement

The public review period for the draft FY 2023-2026 TIP and the associated draft Air Quality Conformity Determination took place from June 29 through August 1, 2022. Goals of this process were to inform the public and encourage feedback, share highlights of proposed TIP projects, and promote an interactive TIP map showing the locations of projects and featuring a tool the public could use to submit comments. Aside from online comment tools, methods through which the public could comment included email, mail, Text, voicemail, and Twitter.

Due to the COVID-19 pandemic and the need to refrain from in-person meetings, BMC staff held a virtual public meeting on Tuesday, July 26 from 7:00 to 8:00 p.m. A recording of the virtual meeting was made available on the BMC website.

Air Quality Conformity – Maximize2045 and FY 2023-2026 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 2023-2026 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 2025, 2035, and 2045. Therefore, the BRTB, in its capacity as the Metropolitan Planning Organization for the Baltimore region, has concluded that *Maximize2045* and the FY 2023-2026 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 2023 is 26.2% (approved through Resolution #22-13). 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.

On Wednesday, October 13, 2021, the BMC's Baltimore Regional Cooperative Purchasing Committee (BRCPC) co-hosted the 12th Annual Meet the Primes event. This virtual procurement outreach event connected small and minority owned businesses (MBE/SBE) to prime contract bidders. The event welcomed over 128 small and minority business participants and 61 exhibitors.

Meet the Primes utilized virtual training and presentation sessions to provide information to attendees. Participants reviewed updates in the financial systems for solicitations, submitting bids and obtaining purchase orders for new and existing vendors, as well as hosted discussions for potential vendors to learn about the various business resources, including the BRCPC.

Small business representatives also met with select government agencies and prime companies during pre-scheduled one-to-one introductory meetings. These meetings presented opportunities for attendees to present their products and services directly to the procurement officials, buyers and decision makers who may be interested in their offerings.

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 BMC 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 new social engagement platform, PublicInput.com offers live transcription as well as transcription on saved recordings.

The planning process 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 MDOT MTA and the Locally Operated Transit Systems (LOTS) in developing fixed-route and on-demand transit services across the region.

Other ADA-related Activities

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

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 also completed a class in FY 2022 offered by the National Aging and Disability Transportation Center. Relevant modules covered creating accessible documents, developing effective surveys, using data to enhance services, and meeting the needs of your community.

OLDER AMERICANS ACT

The BRTB acknowledges that older adults 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 is posted on the BMC web site: www.baltometro.org.

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.

Coordinated Public Transit – Human Services Transportation Plan

The BRTB collaborated with MDOT MTA in developing the *Baltimore Area Coordinated Public Transit – Human Services Transportation Plan*. The Plan was last updated in December 2019. An update is expected to be prepared later in 2022. This plan met the Fixing America's Surface Transportation (FAST) Act 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 Formula Grants for Rural Areas (Section 5311) programs. The MDOT Maryland Transit Administration (MDOT MTA) is the administrator for these programs, and consults with the BRTB on program implementation.

The BRTB approved the *Baltimore Area Coordinated Public Transit – Human Services Transportation Plan* in December 2019 through Resolution #20-9.

While the FAST Act has expired and replaced by the Infrastructure Investment and Jobs Act in November 2021, some of the FAST Act funding is still in use within the current program cycles.

MDOT MTA

MobilityLink is a specialized, curb-to-curb shared ride service for service available to people, who because of a disability are functionally unable to get to a bus stop, wait unassisted at a stop or station or board or ride a bus or train by themselves. MDOT MTA's Call-a-Ride Service offers program participants same day transportation options through a network of taxi and sedan providers. Under the Senior Rides Program, MDOT MTA awards grants to qualified applicants statewide to encourage and facilitate the development of volunteer transportation services for low-income and moderate-income seniors.

Nonprofit Providers

Nonprofit providers operate throughout the region, mainly under two MDOT MTA-administered grant programs. Maryland Senior Rides Program offers grants to non-profit organizations to encourage and facilitate the development of volunteer transportation services for low-income to moderate income seniors. FTA's 5310 program, administered by MDOT MTA, provides formula funding to states to assist private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.

Annapolis

Annapolis Transit offers low fare service to residents and visitors who are unable to use the regular fixed-route buses, subject to eligibility. The paratransit service area consists of any location within 3/4 of a mile of any fixed-route service operated by Annapolis Transit.

Anne Arundel County

The Anne Arundel County Office of Transportation provides two types of free service throughout Anne Arundel County. Complementary para-transit service is designed to be "comparable to" (similar to) fixed route bus service, operating in the same areas and during the same days and hours. General Paratransit is available to eligible customers who have a disability that prevents them from making some or all of their trips on fixed route services, by offering a shared-ride, origin-to-destination service. The service is provided with lift-equipped vehicles, or it may be provided by an accessible taxi that has been scheduled through the Anne Arundel County Department of Aging and Disabilities office as part of the Taxi Voucher program.

Baltimore City

Baltimore City Commission on Aging and Retirement Education (C.A.R.E.) provides free 24-hour, general purpose, curb-to-curb taxi service for residents who are 60 years of age or older and persons with disabilities.

Baltimore County

CountyRide is a fare-based demand-response transportation system for trips supporting adults 60 years of age or older, persons with disabilities and rural residents of all ages. Destinations include medical appointments, shopping and other general purpose trips.

Carroll County

Carroll County Trailblazer offers nine fare-based deviated fixed routes within Carroll County. All Trailblazer routes may be deviated up to $\frac{3}{4}$ mile for riders, including visitors, with or without disabilities. Carroll Transit System, operated by Ride With Us, also offers a door-to-door demand-response service to locations within Carroll County.

Harford County

In addition to the seven Harford Transit LINK fixed routes, Harford Transit also provides reduced fares for general transit and demand-response paratransit service to the persons over 60, and persons with disabilities who reside in the County and are unable to ride the general fixed-route service.

Regional Transportation Agency of Central Maryland (RTA)

RTA is managed by First Transit and overseen by the Howard County Office of Transportation. RTA operates fare-based fixed bus routes in Howard County, Anne Arundel County, Prince

George's County and the City of Laurel. RTA Mobility offers curb-to-curb, shared ride transportation service for passengers who are unable to ride the fixed route transit system due to a disability or age. RTA Mobility provides two types of service: ADA and General Paratransit.

Queen Anne's County

Queen Anne's County Ride offers fare-based service operated by the Department of Aging with three weekday deviated fixed routes (also up to $\frac{3}{4}$ mile), including service to Annapolis. Door-to-door, demand response services are also available to individuals with disabilities who are not served by or who cannot use the deviated fixed route bus services.

REHABILITATION ACT

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

APPENDIX D

MDOT SHA AREAWIDE PROJECTS

KNOWN FY 2023 AREAWIDE PROJECTS AT TIME OF SUBMITTAL - BASED ON THE 2022-2027 CONSOLIDATED TRANSPORTATION PROGRAM

Jurisdiction	Route	Termini	Description of Improvements
Areawide Transportation Alternatives Projects (60-9903-29)			
Anne Arundel County	WB&A Trail	Patuxent River Bridge	Bicycle/pedestrian bridge
Baltimore City	Various	Inner Harbor	Crosswalks and bicycle wayfinding enhancements
Carroll County	Washington Road	Washington Lane to Kate Wagner Road	Safe Routes to School sidewalks
Harford County	Ma & Pa Connector Trail Segment 3	North Avenue to Blake's Venture Park	Trail construction
Howard County	Patuxent Branch Trail	Old Guilford Road to Vollmerhausen Road	Trail paving
Areawide Environmental Projects (60-9506-38)			
Regional	Various	Various	Landscape installation
Regional	Various	Various	TMDL stream restoration
Areawide Congestion Management Projects (60-9504-04)			
Anne Arundel, Baltimore, and Howard Counties	US 1	Various	Installation of ITS and CAV capable field devices
Regional	N/A	N/A	Development of digital data platform for freight related real-time information
Regional	N/A	N/A	CHART Systems Network Engineering and System Connectivity
Regional	N/A	N/A	CHART Systems Development – operating software upgrades
Areawide Safety and Spot Improvement (60-9508-19)			
Baltimore County	MD 30	At Mount Gilead Road	Geometric improvements
Baltimore County	MD 147	At Joppa Road	Geometric improvements
Carroll County	MD 27	Railroad Avenue/East Main Street Intersection, Westminster	Reconstruction of railroad crossing

Carroll County	MD 140	At Mayberry Road	Geometric improvements
Harford County	MD 24	At MD 755	Geometric improvements
Howard County	MD 103	US 29 to Long Gate Shopping Center Entrance	Geometric improvements
Howard County	US 1	At Guilford Road, Rowanberry Drive, Brewers Court, and Doctor Patel Drive	Pedestrian improvements to facilitate safe crossings
Howard County	I-95	Corridor-wide	Traffic barrier upgrades
Regional	Various	Various	Safety and operations improvements
Regional	Various	Various	Sidewalk/ADA upgrades
Areawide Bridge Replacement and Rehabilitation Projects (60-9310-13)			
Baltimore County	I-70	Bridge 0323900	Deck replacement (eastbound) and overlay (westbound)
Howard County	MD 94	Bridge 1309400 over I-70	Bridge rehabilitation
Regional	Various	Various	Bridge cleaning and painting
Regional	Various	Various	Preservation and minor rehabilitation of fixed bridges, culverts, and retaining walls
Regional	Various	Various	Bridge inspection
Areawide Resurfacing and Rehabilitation Projects (60-9501-11)			
Anne Arundel County	MD 2	South River Bridge to MD 214	Safety and resurfacing
Baltimore County	I-70	Howard County Line to I-695	Safety and resurfacing
Baltimore County	MD 140	Stocksdale Avenue to East Pleasant Hill Road	Safety and resurfacing with Baltimore County waterline replacement
Carroll County	MD 851	Main Street to Warfield Road	Drainage improvements and roadway reconstruction
Regional	Various	Various	High friction surface treatment
Regional	Various	Various	Joint and crack sealing
Regional	Various	Various	Line striping

Regional	Various	Various	Patching and resurfacing
Regional	Various	Various	Sidewalk/ADA upgrades
Regional	Various	Various	Traffic barrier upgrades

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 last time in TIP	Project Category	Project Type
11-1802-19	Mountain Road Corridor Revitalization – Phase I	Anne Arundel County	TBD	Highway Preservation	Other
12-0207-11	Citywide Road Resurfacing – Federal Aid Program	Baltimore City	Ongoing	Highway Preservation	Road resurfacing/rehabilitation
12-1201-99	Baltimore City Locked Gate IAPA	Baltimore City	2021	Miscellaneous	Miscellaneous
12-1206-99	Pavement Management System	Baltimore City	2020	Miscellaneous	Miscellaneous
12-1413-56	Bayview MARC Intermodal Station	Baltimore City	2018	Commuter Rail	New rail facilities
12-1414-11	Citywide System Preservation	Baltimore City	Ongoing	Highway Preservation	Road resurfacing/rehabilitation
12-1419-13	Hanover Street Bridge Multimodal Corridor	Baltimore City	NA	Highway Preservation	Bridge repair/deck replacement
12-1606-12	Reconnecting Charles Street – Mt. Royal to Lanvale Street	Baltimore City	2018	Highway Preservation	Road reconstruction
12-1704-11	Curtis Avenue Corridor Improvements (Phase I and II)	Baltimore City	2025	Highway Preservation	Road resurfacing/rehabilitation
12-2006-99	Citywide Transportation Plan	Baltimore City	2021	Miscellaneous	Miscellaneous
13-1406-42	Security Boulevard Extension	Baltimore County	2018	Highway Capacity	New or extended roadways
14-1601-13	Babylon Road Bridge over Silver Run	Carroll County	2026	Highway Preservation	Bridge repair/deck replacement
15-1402-42	Bata Boulevard Access Road	Harford County	2023	Highway Capacity	New or extended roadways
16-1403-41	Dorsey Run Road: MD 175 to CSX Railroad Spur	Howard County	2024	Highway Capacity	Roadway Widening
16-1405-41	Guilford Road: US 1 to Dorsey Run Road	Howard County	2024	Highway Capacity	Roadway Widening
16-1407-46	MD 175 at Oakland Mills Road Interchange	Howard County	2023	Highway Capacity	New Interchange
16-1409-42	Skylark Boulevard extended to MD 216	Howard County	2017	Highway Capacity	New or extended roadways
16-2001-67	Bus Rapid Transit	Howard County	NA	Transit Capacity	Transit capacity expansion
16-2101-41	Marriottsville Road and I-70 Bridge Improvements	Howard County	2022	Highway Capacity	Roadway Widening
92-1101-99	Baltimore and Potomac Tunnel	Office of the Secretary	NA	Miscellaneous	Miscellaneous
95-1401-59	Susquehanna Bridges	Office of the Secretary	NA	Commuter Rail	Other
61-0105-41	MD 3: US 50 to MD 32, Corridor Study	MDOT SHA	NA	Highway Capacity	Roadway Widening
61-0505-41	MD 295: MD 100 to I-195, Corridor Study	MDOT SHA	NA	Highway Capacity	Roadway Widening
61-0605-41	MD 175: MD 295 to MD 170	MDOT SHA	2025	Highway Capacity	Roadway Widening
61-1403-41	MD 198: MD 295 to MD 32	MDOT SHA	2034	Highway Capacity	Roadway Widening
63-0802-41	MD 140: Painters Mill Road to Owings Mill Boulevard Phase 2	MDOT SHA	2025	Highway Capacity	Roadway Widening
63-0803-46	I-795: Dolfield Boulevard Interchange	MDOT SHA	2040	Highway Capacity	New Interchange
64-1703-41	MD 32: MD 26 to I-70 Corridor Study	MDOT SHA	NA	Highway Capacity	Roadway Widening
66-0501-19	US 1: Baltimore County to Prince George's County Line Study	MDOT SHA	NA	Highway Preservation	Other
66-1403-41	I-70: MD 32 to US 29 Corridor Study	MDOT SHA	NA	Highway Capacity	Roadway Widening
66-1406-41	US 29: Middle Patuxent River to Seneca Driver – Phase 2	MDOT SHA	2030	Highway Capacity	Roadway Widening
66-1801-41	I-95: Active Traffic Management	MDOT SHA	NA	Highway Capacity	Roadway Widening
67-2101-03	MD 835C: Cockey Lane to Old Love Point Road	MDOT SHA	NA	Emission Reduction Strategy	Bicycle/Pedestrian Facilities



U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

Subject: Fiscal Year (FY) 2022– FY 2025 Transportation
Improvement Program (TIP)

Date: 12/20/2021

From: Mr. Kurt Dowden
Chief of Business Operations

**KURT A
DOWDEN**

Digitally signed by
KURT A DOWDEN
Date: 2021.12.20
07:18:08 -05'00'

In Reply Refer To: HFPP-15

To: Division Administrators

The Eastern Federal Lands Highway Division (EFLHD) has developed the attached FY 2022 – FY 2025 Transportation Improvement Program (TIP) to describe those transportation projects that will be primarily implemented within the boundaries of the Federal Land Management Agency (FLMA) units located in your state. The Federal requirement under Title 23 U.S.C. § 204 requires that the TIP be developed as part of the transportation planning process for all Federal Lands projects.

The attached spreadsheet contains an overall list of the projects in your State that are currently programmed to be funded through the Federal Lands Transportation Program (FLTP), the Federal Lands Access Program (FLAP), or funds directly managed by the various FLMA partners. This list will soon be placed on the EFLHD website (<https://flh.fhwa.dot.gov/programs/fltp/tip/efl.htm>) to provide an easily accessible reference and information for citizens, affected public agencies, transportation agencies, private providers of transportation, and other interested parties.

Through this transmittal, we are seeking your assistance in transmitting the EFLHD's FY 2022 – FY 2025 TIP to your State Department of Transportation for inclusion (preferably as an appendix) into their Statewide Transportation Improvement Program (STIP) and to applicable Metropolitan Planning Organizations (MPO) for inclusion into their respective Transportation Improvement Programs (TIPs). If you have any questions or comments regarding the contents of this EFLHD TIP, please contact Mr. Lewis Grimm, Planning Team Leader, at (703) 404-6289 or Lewis.Grimm@dot.gov.

Attachment

cc:
State Transportation Planner



FY2022-FY2025 Transportation Improvement Program
Federal Highway Administration
Eastern Federal Lands Highway Division

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
Maryland - BRTB Projects													
NP BAWA 1(9) 2(9)	2021	MD	Anne Arundel	Baltimore Washington Parkway	BW Parkway Guardrails and Sign Replacement from Big Patuxent River Bridge to MD 175.	BRL	FLTP	\$ 3,585,000.00	Title 23	EFUHD	In Acquisitions	MD-05	NPS_NC
NP BAWA 507(1) 509(1)	2022	MD	Prince Georges and Anne Arundel	Baltimore Washington Parkway	Lighting improvements on Route 197, Route 32, and I-95 Interchanges	MISC	FLTP	\$ 250,000.00	Title 23	EFUHD	Planned	MD-04	NPS_NC
NP BAWA 1(10) 2(10)	2023	MD	Anne Arundel	Baltimore Washington Parkway	Improve shoulder areas at 8 locations for vehicles to safely stand outside of the traffic lanes.	MISC	FLTP	\$ 5,000,000.00	Title 23	EFUHD	In Design	MD-04	NPS_NC
NP BAWA 1(12) 2(12)	2023	MD	Anne Arundel, Prince George's	Baltimore Washington Parkway	Bridge Railing and Capstone Replacement Structure Nos. 3530-003P, 004P, & 021P.	BRRH	FLTP	\$ 9,850,000.00	Title 23	EFUHD	Planned	MD-04	NPS_NC
MD FLAP MPA MGNCO(2)	2023	MD	Baltimore City	FWS-Masonville Cove Urban Wildlife Refuge	Masonville Cove Multituse Trails	MISC	FLAP	\$ 625,000.00	Title 23	STATE	Planned	MD-02	FWS_RS
MD ST FT MEADE(2)	2025	MD	Anne Arundel	FL Meade Rockenbach	Pedestrian bridge, trail and connector road at Rockenbach Rd	MISC	FAST	\$ 2,359,000.00	Title 23	EFUHD	Planned	MD-03	X_NA_OTH
NP BAWA 1(11) 2(11)	2026	MD	Anne Arundel	Baltimore Washington Parkway	Improve 4 median crossover areas for authorized vehicles	MISC	FLTP	\$ 4,000,000.00	Title 23	EFUHD	Planned	MD-04	NPS_NC

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
Maryland - CAMPO Projects													
MD NP CHOH WMRT(1)	2024	MD	Allegany	Chesapeake & Ohio Canal National Historic Park	Western Maryland Rail Trail and Paw Paw Tunnel	MISC	FLAP	\$ -	Title 23	EFUHD	Planned	MD-06	NPS_NC
NP CHOH 206(1) 913(1) ETC	2023	MD	Washington, Montgomery, Allegany	Chesapeake & Ohio Canal National Historical Park	Repair/Rehabilitate bridges 3100-001P, -005P and -013P.	BRRH	FLTP	\$ 1,000,000.00	Title 23	EFUHD	In Design	VARIOUS	NPS_NC

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
Maryland - III F3MFO Projects													
MD FLAP WMSPT 63(1) 68(1)	2021	MD	Washington	National Park Service / C&O Canal National Historical Park	Rehabilitating the roadway and sidewalks along MD 63 and MD 68 in the Town of Williamsport, MD.	BRL	FLAP	\$ 1,252,537.38	Title 23	LOCAL	In Design	MD-06	NPS_NC
NP ANT 300(2) 307(1) ETC	2023	MD	Washington	Antietam National Battlefield	Pavement preservation of various routes and trail work at Burnside Bridge.	2R	FLTP	\$ 3,357,044.00	Title 23	EFUHD	In Design	MD-06	NPS_NC
NP CHOH 206(1) 913(1) ETC	2023	MD	Washington, Montgomery, Allegany	Chesapeake & Ohio Canal National Historical Park	Repair/Rehabilitate bridges 3100-001P, -005P and -013P.	BRRH	FLTP	\$ 1,000,000.00	Title 23	EFUHD	In Design	VARIOUS	NPS_NC

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
Maryland - FFB Projects													
MD ERFO NPS CHOH 2019-1(1)	2022	MD	Montgomery	Chesapeake & Ohio Canal National Historic Park	Repair storm damage on Great Falls Entrance Road & at Swains Lock Parking Area.	MISC	ERFO	\$ 374,000.00	Title 23	EFUHD	In Design	MD-06	NPS_NC
NP BAWA 507(1) 509(1)	2022	MD	Prince Georges and Anne Arundel	Baltimore Washington Parkway	Lighting Improvements on Route 197, Route 32, and I-95 Interchanges	MISC	FLTP	\$ 250,000.00	Title 23	EFUHD	Planned	MD-04	NPS_NC
NP CHOH 206(1) 913(1) ETC	2023	MD	Washington, Montgomery, Allegany	Chesapeake & Ohio Canal National Historical Park	Repair/Rehabilitate bridges 3100-001P, -005P and -013P.	BRRH	FLTP	\$ 1,000,000.00	Title 23	EFUHD	In Design	VARIOUS	NPS_NC
NP GWMP 6(2)	2023	MD	Montgomery County	George Washington Memorial Parkway	Itchab cantilever Structure 3300-044.	BRRH	FLTP	\$ 4,000,000.00	Title 23	EFUHD	Planned	MD-08	NPS_NC
BAWA 1(6) 2(6)	2023	MD	Prince George's	Baltimore Washington Parkway	Baltimore Washington Parkway median safety improvements	MISC	REIMB	\$ 350,000.00	Title 54	EFUHD	In Design	MD-05	NPS_NC
FW PATU 13(1)	2023	MD	Prince Georges	Patuxent Research Refuge	Resurface Powder Mill Road from South Boundary to MD Route 197.	BRL	FLTP	\$ 1,771,688.00	Title 23	EFUHD	In Acquisitions	MD-04	FWS_RS
MD SP NASA 2(1)	2023	MD	Prince Georges	N/A	Rehabilitate Goddard SFC Bridge over B-W Parkway.	BRRH	REIMB	\$ 4,800,000.00	Other	EFUHD	In Design	MD-04	X_NA_OTH
NP CATO 10(3) 11(2) ETC	2023	MD	Frederick	Catoctin Mountain Park	Repair RT 11 Section 0 Foxville-Deerfield Rd	BRH_BRL	FLTP	\$ 3,300,000.00	Title 23	EFUHD	In Design	MD-06	NPS_NC
NP NACE 300(1) 301(1)	2023	MD	Prince George's	National Capital Parks East	Marshall Hall Access Road & Loop Road reconstruction	BRH	REIMB	\$ 472,000.00	Title 54	EFUHD	Planned	MD-04	NPS_NC

Highlighted Projects in multiple MPOs

APPENDIX F

FY 2022-2025 TIP AMENDMENT AND ADMINISTRATIVE MODIFICATION LOG

Summary of 2022 – 2025 TIP Amendments and Administrative Modifications

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
40-1203-65	Kirk Bus Facility Replacement – Phases 1 & 2	MDOT Maryland Transit Administration	This amendment revises funding in Sections 5307 and 5339 in FY 2022. The change in funding is due to projects originally included on the MDOT MTA grant application not being eligible for 100% federal funding under Section 5339. This resulted in MDOT MTA having to substitute Section 5339 funding for Section 5307 funding. Section 5307 decreases by \$1.532 million in FY 2022 (\$1.226 million federal/\$0.306 million matching). Section 5339 increases by \$6.04 million in FY 2022 (\$4.832 million federal/\$1.208 million matching). The Estimated Total Cost remains the same at \$153.0 million.	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. Phase 1 completed; Phase 2 year of completion - May 2021. Conformity Status: Exempt	Resolution #22-4: 8/24/2021
40-1502-69	Seniors and Individuals with Disabilities	MDOT Maryland Transit Administration	This administrative modification increases Section 5310 federal funds for capital assistance in FY 2022 in the amount of \$464,000 to provide continued capital and operating assistance. Additionally, the Federal Transit Administration is not requiring a local match for FY 2022 awards to non-profit organizations. Therefore, \$1.31 million of matching funds are removed from FY 2022. The estimated total cost for the Seniors and Individuals with Disabilities Program decreases \$846,000. The estimated total cost is now \$8.514 million.	This project provides 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: 9/10/2021

12-1706-11	MLK Boulevard and Howard Street Intersection Improvements	Baltimore City	<p>This administrative modification updates the program funds category from Surface Transportation Block Grant (STBG) to National Highway Performance Program (NHPP). Because this project is on the National Highway System, MDOT SHA has recommended use of NHPP funds in place of STBG funds for this project.</p> <p>There were no changes to the actual funding. Therefore the estimated total cost for the MLK Boulevard and Howard Street Intersection Improvements remains the same at \$6.500 million.</p>	<p>Martin Luther King Jr. Boulevard and Howard Street intersection improvements will include roadway pavement rehabilitation and realignment, pedestrian ramp modifications, storm water drainage, stormwater management, signals, signing, roadway markings, street lighting and landscaping within the project limits. Engineering funds through NEPA approval were authorized in FY 2020. Engineering funds to complete final design were authorized in FY 2021.</p> <p>Conformity Status: Exempt</p>	Admin Mod: 9/28/2021
16-2201-13	Replacement of Bridge No. HO-040 on Union Chapel Road over Cattail Creek	Howard County	<p>This amendment adds a new project to the FY 2022-2025 TIP. Inclusion of this project is necessary to allow MDOT-SHA to prepare and finalize NEPA documents for approval. Funding for this project includes \$900,000 for engineering (\$720,000 federal/\$180,000 match) in FY 2022 and FY 2023 and \$2,000,000 for construction (\$1,600,000 federal/\$400,000 match) in FY 2024. The total estimated cost of the project is \$2.90 million.</p>	<p>This project includes the replacement of bridge number HO-040 on Union Chapel Road over Cattail Creek. Bridge width, sidewalks and shoulders will be evaluated during engineering.</p> <p>Conformity Status: Exempt</p>	Resolution #22-8 12/28/2021
14-2201-13	Patapsco Road Bridge over East Branch Patapsco River	Carroll County	<p>This amendment adds a new project to the FY 2022-2025 TIP. Inclusion of this project is necessary to obtain federal funding which will be used to replace the existing deteriorating structure. Funding for this project includes \$603,000 for engineering (\$482,000 federal/\$121,000 match) in FY 2023 and \$1,266,000 for construction (\$1,013,000 federal/\$253,000 match) in FY 2024. The total estimated cost of the project is \$1.869 million.</p>	<p>This project includes replacement of the existing 1-span bridge with a new structure, including abutments. The new structure will consist of two 11' travel lanes, which is slightly wider than the existing structure. The replacement structure type, geometry, and lane use configuration will be determined during initial design.</p> <p>Conformity Status: Exempt</p>	Resolution #22-8 12/28/2021
14-2202-13	Upper Beckleysville Road Bridge over Murphy Run	Carroll County	<p>This amendment adds a new project to the FY 2022-2025 TIP. Inclusion of this project is necessary to obtain federal funding which will be used to replace the existing deteriorating structure. Funding for this project includes \$580,000 for engineering (\$464,000 federal/\$116,000 match) in FY 2023 and \$905,000 for construction (\$724,000 federal/\$181,000 match) in FY 2024. The total estimated cost of the project is \$1.485 million.</p>	<p>This project includes replacement of the existing 1-span bridge with a new structure, including abutments. The new structure will consist of two 11' travel lanes to match the existing approach roadway. The replacement structure type, geometry, and lane use configuration will be determined during initial design.</p> <p>Conformity Status: Exempt</p>	Resolution #22-8 12/28/2021

12-1205-12	Central Avenue – Phase II	Baltimore City	This amendment adds a new project to the FY 2022-2025 TIP. This project was originally listed in the FY 2016-2019 TIP. The City desires to modify the striping plan to provide better bicycle facilities and increased pedestrian safety/comfort by lowering vehicular speeds. Inclusion of this project in the TIP is necessary to prepare and finalized NEPA documents. Funding for this project includes \$750,000 for construction (\$600,000 federal/\$150,000 match) in FY 2022. The total estimated cost of the project is \$53.451 million.	<p>This project will provide protected bicycle facilities on the Central Avenue Reconstruction Phase II project between Baltimore Street and Fleet. Work for this project will include pavement markings, vertical elements for delineating and protecting the bicycle facilities, upgraded crosswalks, and traffic signal modifications. The project will amend the lane configurations in the original Phase II project between Fleet Street and Baltimore Street, by reducing the typical section from 5 travel lanes to 3 travel lanes, or 4 through lanes to 2 through lanes. This segment represents 0.44 miles of the 0.64 mile long project.</p> <p>Funding for Engineering was authorized in FY 2013</p> <p>Conformity Status: Exempt</p>	Resolution #22-9 1/21/2022
63-2202-13	I-95/I-695 Interchange Bridge Deck Replacement	MDOT SHA	This amendment adds a new project to the FY 2022-2025 TIP. Inclusion of this project is necessary to provide system preservation for 10 bridge decks at the I-95/I-695 interchange and to upgrade parapets to meet current safety criteria. Funding for this project includes \$1,970,000 for engineering (\$1,870,000 federal/\$100,000 match) in FY 2022 - FY 2024 and \$25,000,000 for construction (\$23,750,000 federal/\$1,250,000 match) in FY 2023 – FY 2024. The total estimated cost of the project is \$27.2 million.	<p>This project includes replacing bridge decks with latex modified concrete deck overlays on 10 bridges within the I-95/I-695 Interchange. The following structures are included: SB I-95 over I-95 Ramp I, SB I-95 over I-695, I-95 Ramp G over I-695, NB I-95 over I-695, I-95 Ramp C over I-695, SB I-95 over I-695 Ramp C, NB I-95 over I-695 Ramps C & G, I-695 Ramp C over I-95 Ramp G, SB I-95 & Ramp D over Sulphur Spring Road and NB I-95 & Ramp H over Sulphur Spring Road. No widening is associated with any of the deck replacements.</p> <p>MDOT SHA to use toll credits to increase federal funding to 95 percent.</p> <p>Conformity Status: Exempt</p>	Resolution #22-9 1/21/2022
11-1208-13	Harwood Road over Stocketts Run	Anne Arundel County	This administrative modification increases the construction cost \$345,000 in FY 2022 from \$2,515,000 to \$2,860,000. This includes an increase in federal funding from \$1,507,000 to \$1,978,000 and a decrease in matching funds from \$1,008,000 to \$883,000. The increase in cost is a result of construction material cost increases. The Estimated Total Cost of the project has a corresponding increase from \$3,292,000 to \$3,637,000.	<p>This project will replace the existing bridge over Stocketts Run. Three foot shoulders are planned on both sides of the road.</p> <p>Engineering funds were included in the FY 2014-2017 TIP. FY 2022 engineering funds are to complete final design.</p> <p>Conformity Status: Exempt</p>	Admin Mod: 1/07/2022

60-9310-13	Areawide Bridge Replacement and Rehabilitation	MDOT SHA	This administrative modification shifts \$2.0 million in NHPP and state matching funds from FY 2022 Construction to FY 2022 Engineering (\$1.6 million federal funding/\$400,000 matching). This shift in funds is necessary to ensure the FY 2022-2025 TIP reflects MDOT SHA's updated programmed expenditures and project schedules. The Estimated Total Cost remains unchanged at \$245.0 million.	This is an ongoing program to provide major upgrades 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: 1/07/2022
60-9501-11	Areawide Resurfacing and Rehabilitation	MDOT SHA	This administrative modification shifts \$200,000 in STBG and state matching funds from FY 2022 Right of Way to FY 2022 Engineering funds (\$160,000 federal/\$40,000 matching). Additionally, \$4.0 million in Construction funds shift from STBG in FY 2023 to NHPP in FY 2023. This shift in funds is necessary to ensure the FY 2022-2025 TIP reflects MDOT SHA's updated programmed expenditures and project schedules. The Estimated Total Cost remains unchanged at \$349,650,000.	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. Conformity Status: Exempt	Admin Mod: 1/07/2022
60-9504-04	Areawide Congestion Management	MDOT SHA	This administrative modification shifts \$2.0 million in STBG and state matching funds from FY 2024 and FY 2025 Other to FY 2022 Other (\$1.6 million federal funding/\$400,000 matching). This shift in funds is necessary to ensure the FY 2022-2025 TIP reflects MDOT SHA's updated programmed expenditures and project schedules. The Estimated Total Cost remains unchanged at \$103.975 million.	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. Conformity Status: Exempt	Admin Mod: 1/07/2022
60-9506-38	Areawide Environmental Projects	MDOT SHA	This administrative modification shifts \$2.0 million in STBG and state matching funds from FY 2022 and FY 2023 Construction to FY 2022 and FY 2023 Engineering (\$1.6 million federal funding/\$400,000 matching). This shift in funds is necessary to ensure the FY 2022-2025 TIP reflects MDOT SHA's updated programmed expenditures and project schedules. The Estimated Total Cost remains unchanged at \$92.15 million.	This is an ongoing program to provide environmental and aesthetic improvements on MDOT SHA's highway network. These non-capacity improvements may include but are not limited to noise abatement, wetland management and rehabilitation, reforestation, landscaping, scenic beautification, and bicycle and pedestrian facilities. Conformity Status: Exempt	Admin Mod: 1/07/2022

60-9508-19	Areawide Safety and Spot Improvements	MDOT SHA	This administrative modification shifts \$1.0 million in HSIP and state matching funds from FY 2022-2023 Planning to FY 2022-2023 Engineering (\$960,000 federal funding/\$40,000 matching). Also shifts \$200,000 in HISP and state matching funds from FY 2022-2023 Planning to FY 2022-2023 Right of Way (\$160,000 federal funding/\$40,000 matching). Additionally shifts, \$2.0 million in NHPP and state matching funds from FY 2022-2023 Construction to FY 2022-2023 Engineering (\$1.6 million federal funds/\$400,000 matching). This shift in funds is necessary to ensure the FY 2022-2025 TIP reflects MDOT SHA's updated programmed expenditures and project schedules. The Estimated Total Cost remains unchanged at \$225.925 million.	<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: 1/07/2022
60-9903-29	Areawide Transportation Alternatives Program	MDOT SHA	This administrative modification shifts \$2.0 million in TA and state matching funds from FY 2024 and FY 2025 Construction to FY 2022 Construction (\$1.6 million federal funding/\$400,000 matching). This shift in funds is necessary to provide adequate funding for the MDOT MTA Transportation Alternatives Program Grants. The Estimated Total Cost remains unchanged at \$28.6 million.	<p>This is an ongoing program to expand travel choices and enhance the transportation experience by improving the cultural, historic, and environmental aspects of the Baltimore region's transportation infrastructure. These improvements may include but are not limited to bicycle and pedestrian facilities; rehabilitation of historic transportation facilities such as railroads and canals; conversion and use of abandoned railroad corridors; archaeological activities related to transportation impacts; and mitigation of water pollution caused by highway runoff. This program also includes Safe Routes to School program projects and Recreational Trails program projects.</p> <p>Conformity Status: Exempt</p>	Admin Mod: 1/07/2022
63-1802-41	I-695: I-70 to MD 43	MDOT SHA	This administrative modification shifts \$19.46 million in NHPP funds in FY 2022 and FY 2023 Construction to NHFP funds in FY 2022 and FY 2023 Construction. (\$19.46 federal/\$540,000 matching). This shift in funds reflects MDOT SHA's addition of this project to the state's Freight Financial Plan. The Estimated Total Cost remains unchanged at \$181.101 million.	<p>The purpose of this project is to utilize the inside shoulder to create a new travel lane on the inner and outer loops of I-695 during daily peak travel periods from I-70 to MD 43. In previous TIPs, this project also included the reconfiguration of the I-695 and I-70 interchange. The interchange is now a standalone project with TIP ID #63-2201-12.</p> <p>This project primarily uses federal funding due to toll credits.</p> <p>Conformity Status: Exempt</p>	Admin Mod: 1/07/2022

11-2102-41	MD 2: US 50 to Baltimore Annapolis Boulevard	Anne Arundel County	This administrative modification, in accordance with an MOU between MDOT SHA and Anne Arundel County to advance roadway projects along MDOT SHA roads, shifts funding sources from 100% local funding to a combination of federal NHPP, state and local funding for engineering (\$320,000 federal/\$216,000 match) in FY 2022 and (\$440,000 federal/\$280,000 match) in FY 2023. The Estimated Total Cost of the project remains the same at \$16,503,000.	This project will evaluate capacity and safety improvements along MD 2 between US 50 and Baltimore Annapolis Boulevard near the Arnold Post Office. Bicycle and pedestrian facilities will be provided where appropriate. The estimated total cost is preliminary and will be refined in the future as the study progresses. Engineering funds will not take the project past the 30% design milestone. Anne Arundel County is contributing \$456,000 for engineering in FY 2022 and FY 2023. Conformity Status: Exempt	Admin Mod 2/04/2022
11-2103-41	MD 3: Saint Stephens Church Road to MD 175	Anne Arundel County	This administrative modification, in accordance with an MOU between MDOT SHA and Anne Arundel County to advance roadway projects along MDOT SHA roads, shifts funding sources from 100% local funding to a combination of federal NHPP, state and local funding for engineering (\$256,000 federal/\$277,000 match) in FY 2022 and (\$352,000 federal/\$384,000 match) in FY 2023. The Estimated Total Cost of the project remains the same at \$21,835,000.	This project will evaluate capacity and safety improvements along MD 3 between Saint Stephens Church Road and MD 175, Millersville Road. Bicycle and pedestrian facilities will be provided where appropriate. The estimated total cost is preliminary and will be refined in the future as the study progresses. Engineering funds will not take the project past the 30% design milestone. Anne Arundel County is contributing \$629,000 for engineering in FY 2022 and FY 2023. Conformity Status: Exempt	Admin Mod 2/04/2022
15-1501-13	Stafford Road Bridge #24 over Deer Creek	Harford County	This administrative modification increases construction costs in FY 2022, per MDOT SHA request, as a result of recent escalating material costs (\$280,000 federal/\$70,000 matching). The Estimated Total Cost of the project increases to from \$3,100,000 to \$3,450,000.	This project includes replacement of the entire bridge superstructure including the bridge deck and steel beams. The current sufficiency rating is 52.3. A four foot shoulder is planned on the east side of the bridge. Engineering funds were included in FY 2018. Additional engineering funds were included in FY 2020 to account for a design change from a deck replacement to a replacement of the entire superstructure. Conformity Status: Exempt	Admin Mod 2/04/2022
63-2202-13	I-95/I-695 Interchange Bridge Deck Replacement	MDOT SHA	This administrative modification reflects an addition of \$1,250,000 in federal construction funding in the FY 2023 (\$1.0 million) and FY 2024 (\$250,000) to the FY 2022-FY 2025 TIP. This additional federal funding reflects MDOT SHAs use of federal funding for overhead costs associated with this project's construction phase. The Estimated Total Cost of this project has a corresponding increase of \$1.25 million bringing the Estimated Total Cost to \$28,450,000.	This project includes replacing bridge decks with latex modified concrete deck overlays on 10 bridges within the I-95/I-695 Interchange. The following structures are included: SB I-95 over I-95 Ramp I, SB I-95 over I-695, I-95 Ramp G over I-695, NB I-95 over I-695, I-95 Ramp C over I-695, SB I-95 over I-695 Ramp C, NB I-95 over I-695 Ramps C & G, I-695 Ramp C over I-95 Ramp G, SB I-95 & Ramp D over Sulphur Spring Road and NB I-95 & Ramp H over Sulphur Spring Road. No widening is associated with any of the deck replacements. Conformity Status: Exempt	Admin Mod 2/04/2022


12-2007-11	Freemont Avenue Rehabilitation from Lafayette Avenue to Presstman Street	Baltimore City	This administrative modification increases Surface Transportation Block Grant funds for Engineering by \$200,000 (\$160,000 federal/\$40,000 match) in FY 2022. This increase is necessary to address scope changes including the addition of curb bumpouts, additional test pits for storm drain, and signal warrant analysis. The Estimated Total Cost of the project has a corresponding \$200,000 increase from \$7,070,000 to \$7,270,000.	Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades. The project will also include pedestrian safety improvements. Engineering funds for preliminary design were appropriated in FY 2021. FY 2022 engineering funds are to complete final design. The estimated total cost has been revised from \$7.07 million to \$7.27 to reflect the actual costs of preliminary design and proposed final design costs. Conformity Status: Exempt	Admin Mod 3/04/2022
12-2010-11	Madison Street Rehabilitation from North Milton Avenue to Edison Highway	Baltimore City	This administrative modification increases NHPP funds for Engineering by \$300,000 (\$240,000 federal/\$60,000 match) in FY 2022. This increase is necessary to address scope changes including geometric modifications, sidewalk and curb and gutter modifications, additional crosswalks, and additional base repair. The Estimated Total Cost of the project has a corresponding \$300,000 increase from \$7,624,000 to \$7,924,000.	Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades. Pedestrian improvements include bump outs for shorter crossings and improved crosswalks/intersections. Engineering funds for preliminary design were appropriated in FY 2021. FY 2022 engineering funds are to complete final design. The estimated total cost has been revised from \$7.624 million to \$7.924 million based on the actual costs of preliminary design and the proposed costs of final design. Conformity Status: Exempt	Admin Mod 3/04/2022
13-1208-13	Golden Ring Road Bridge No. B-0110 over Stemmers Run	Baltimore County	This administrative modification shifts \$600,000 (\$480,000 federal/\$120,000 matching) of STBG funds for engineering from FY 2023 to FY 2022. The shift in funds is necessary due to the continued deteriorating structural condition of the bridge which has been closed to traffic as a result of the deterioration. The Estimated Total Cost of this project has not changed and remains \$2,600,000.	This project includes replacement of the bridge carrying Golden Ring Road over Stemmers Run. The proposed bridge will have minimum 2 foot shoulders. Shoulder widths and sidewalks will be evaluated during preliminary engineering. Conformity Status: Exempt	Admin Mod 4/11/2022

63-2202-13	I-95/I-695 Interchange Bridge Deck Replacement	MDOT SHA	This administrative modification increases NHPP funds for Construction by \$4.128 million (federal \$3.928 million/\$200,000 match) in FY 2023 and 2024. The increase is necessary as a result of higher than expected construction costs due to escalating material costs. The Estimated Total Cost of this project has a corresponding increase of \$4.128 million bringing the Estimated Total Cost to \$32,578,000.	This project includes replacing bridge decks with latex modified concrete deck overlays on 10 bridges within the I-95/I-695 Interchange. The following structures are included: SB I-95 over I-95 Ramp I, SB I-95 over I-695, I-95 Ramp G over I-695, NB I-95 over I-695, I-95 Ramp C over I-695, SB I-95 over I-695 Ramp C, NB I-95 over I-695 Ramps C & G, I-695 Ramp C over I-95 Ramp G, SB I-95 & Ramp D over Sulphur Spring Road and NB I-95 & Ramp H over Sulphur Spring Road. No widening is associated with any of the deck replacements. Conformity Status: Exempt	Admin Mod 4/11/2022
64-2201-13	MD 91: Bridge Replacement over North Branch of Patapsco River and MD Midland Railroad	MDOT SHA	This amendment adds a new project to the FY 2022-2025 TIP. The existing bridges are nearing the end of their lifespan and need to be replaced before they deteriorate into poor condition. Funding for this project includes \$10.475 million of STBG funds for construction (\$9.975 federal/\$500,000 match) in FY 2023-2024, \$788,000 in federal funds for engineering in FY 2022-2023, and \$74,000 in state funds for Right of Way acquisition in FY 2022-2025. The total estimated cost of the project is \$11.347 million.	This project replaces bridge no. 06020 over the North Branch Patapsco River and bridge no. 06047 over the Maryland Midland Railroad. The bridges will carry two 12' lanes with 8' bicycle compatible shoulders. A 5% overhead increase has been added to federal funding flows for each project phase. Conformity Status: Exempt	Resolution #22-11 4/26/2022
40-9502-05	Small Urban Transit Systems – Capital Assistance	MDOT MTA	This administrative modification increases Section 5339 funds by \$745,000 (\$596,000 federal/\$149,000 matching) in FY 2023. This increase in funds will provide capital assistance and enable locally operated transportation systems to meet local service needs. The Estimated Total Cost of this project increases from \$4.066 million to \$4.811 million.	Capital assistance to small urban transit systems throughout the region to purchase vehicles, equipment, and facilities. The Baltimore region's small urban transit system includes Carroll Transit System, Anne Arundel County, The City of Annapolis, and Howard County. Planned purchases include 2 small bus replacements, a minivan replacement, 2 heavy duty bus replacements, and continued preventative maintenance. Conformity Status: Exempt	Admin Mod 5/06/2022
40-1602-05	Urban Transit Systems – Capital Assistance	MDOT MTA	This administrative modification increases Section 5307 funds by \$659,000 (\$527,000 federal/\$132,000 matching) in FY 2023 and Section 5339 funds by \$250,000 (\$200,000 federal/\$50,000 matching) in FY 2023. This increase in funds will provide capital assistance for Harford County locally operated transportation systems in order to meet local service needs. The Estimated Total Cost of this project increases from \$4.401 million to \$5.310 million.	Capital assistance for the purchase of vehicles, equipment, and facilities, for Harford County (Harford County Transportation Services). Planned purchases include a heavy duty bus replacement, continued preventive maintenance, and 4 small bus replacements. Conformity Status: Exempt	Admin Mod 5/06/2022

40-9501-05	Rural Transit Systems – Capital Assistance	MDOT MTA	This amendment revises funding in Section 5339 for FY 2023. The change in funding adds \$1.264 million (\$1.011 million federal/\$252,869) to provide continued capital assistance which will enable rural transit systems throughout the region to operate in order to meet local demand. The total estimated cost of the project increased from \$244,000 to \$1.507 million.	Capital assistance to small transit systems located throughout the Baltimore region to purchase vehicles, equipment and facilities. Baltimore region transit systems include Anne Arundel County and Baltimore County (Baltimore County Office on Aging), Carroll County (Carroll Transit), and Howard County (Howard Transit). The planned purchases are heavy duty and small bus replacements as well as expansions to small cutaway and medium buses. Conformity Status: Exempt	Resolution #22-14 5/24/2022
12-2201-64	RAISE Transit Priority Project	Baltimore City	This administrative modification increases STBG funds for Engineering in FY 2022 by \$250,000 (\$200,000 federal/\$50,000 matching). This increase in funds is necessary to reflect the actual \$1.0 million grant amount awarded to MDOT MTA with the actual engineering costs. The Estimated Total Cost of this project increases from \$12.6 million to \$12.85 million. This administrative modification also changes the project name as a result of a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant.	The RAISE Transit Priority Project (Formerly: East-West Priority Corridor) proposes a comprehensive suite of investments that will facilitate more efficient transit trips, improve multi-modal connections, and address existing safety issues. This project applies strategies from the Transit Priority Toolkit to directly address existing challenges in the corridor, offering near-term investments to better connect people to jobs, education, amenities, and leisure activities while the region considers long-term options via the Regional Transit Plan. Planned strategies include dedicated bus lanes, peak only bus lanes, intersection queue jump for buses, transit signal priority, bus stop optimization, accessibility improvements, and bus bulbs. The corridor is currently served by multiple bus routes, including both the CityLink Blue and Orange. The state of Maryland is providing matching funds for this project. Conformity Status: Exempt	Admin Mod 6/21/2022
12-1403-13	Wilkens Avenue Bridge over Gwynns Falls	Baltimore City	This administrative modification revises the funding source from STBG funds for Construction in FY 2022 to NHPP funds for Construction in FY 2022. Since Wilkens Avenue is on the Expanded National Highway System, MDOT requested the change in funds. The Year of Operation is also revised from 2024 to 2025. The Estimated Total Cost of this project remains the same at \$14.8 million.	This project involves replacement of the bridge, which has deteriorated beyond repair. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks. Engineering for this project was originally authorized in FY 2013 under TIP ID 12-1030-13. Conformity Status: Exempt	Admin Mod 8/05/2022

APPENDIX G

PUBLIC PARTICIPATION


INVESTING IN THE REGION'S FUTURE 

The Baltimore Regional Transportation Board (BRTB) has a

\$4.26 BILLION
TRANSPORTATION PLAN

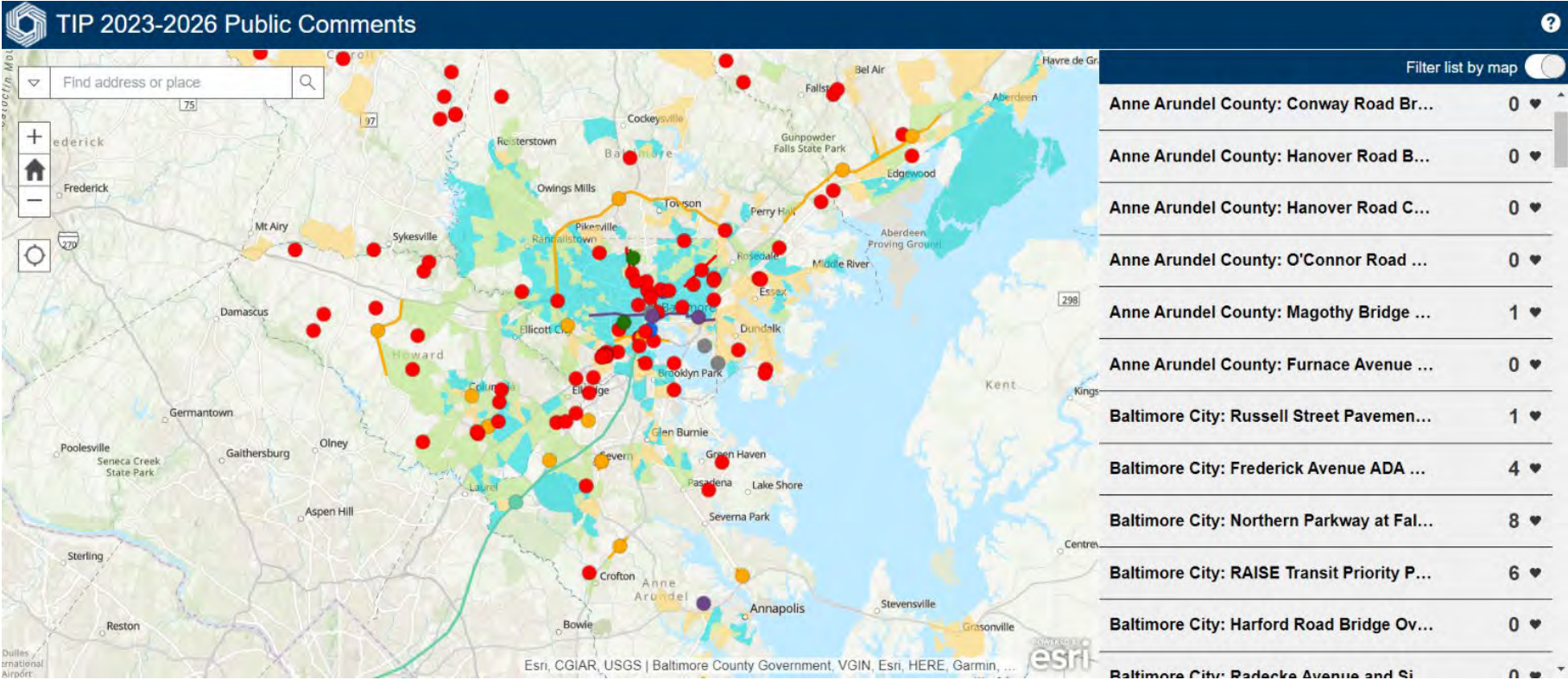
for the region and we want to know what you think!

LEARN MORE ON **JULY 26** OR VISIT **BALTOMETRO.ORG**



The graphic features a stylized road with dashed white lines and small car icons, winding through a landscape with green hills and grey buildings. The text is primarily in blue and green, with the dollar amount in large green font.

INTERACTIVE MAP



<https://bmc.maps.arcgis.com/apps/CrowdsourcingPolling/index.html?appid=fab3c29ea3c24d2c949b2d31c2dd9897>

STORY MAP



Transportation Improvement Program 2023-2026



Transportation Improvement Program 2023-2026

Baltimore Regional Transportation Board

June 2022



<https://storymaps.arcgis.com/stories/042b874b71ab40a58ca1ea8bfab56f9f>

<https://publicinput.com/2023-2026TIP>

Keith Kucharek, Transportation Planner

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INVESTING IN THE REGION'S FUTURE

The Baltimore Regional Transportation Board (BRTB) has a **\$4.26 Billion** Transportation Plan for the region and we want to know what you think!

Learn more at **BALTOMETRO.ORG**

VIRTUAL PUBLIC MEETING
Tue, July 26 at 7:00pm

»BRTB



INVESTING IN THE REGION'S FUTURE

The Baltimore Regional Transportation Board (BRTB) has a

\$4.26 BILLION

TRANSPORTATION PLAN

for the region and we want to know what you think!

LEARN MORE ON **JULY 26** OR VISIT **BALTOMETRO.ORG**




INVIRTIENDO EN EL FUTURO DE LA REGIÓN

La Junta Directiva del Transporte Regional de Baltimore (BRTB) tiene un plan de **\$4.26 Billones** para el transporte de la región y nosotros queremos conocer lo que usted piensa!

REÚNETE VIRTUALMENTE CON NOSOTROS
 Martes, 26 de Julio a las 7:00PM

Conozca más Visitando **BALTOMETRO.ORG**

»BRTB



INVESTING IN THE REGION'S FUTURE

The Baltimore Regional Transportation Board (BRTB) has a **\$4.26 Billion** transportation plan for the region and we want to know what you think! Join us for a virtual public meeting or send us your comments through until **Monday, August 1**.

JOIN US VIRTUALLY
 Tue, July 26 » 7:00pm

LEARN MORE AT **BALTOMETRO.ORG**

NOTICE TO INTERESTED PARTIES

<https://publicinput.com/S852571>

<https://publicinput.com/A273568>

<https://publicinput.com/P280826>

PRESS RELEASE



BALTIMORE, MD (Wednesday, June 29, 2022) –The Baltimore Regional Transportation Board (BRTB) has launched a draft of its 2023-2026 Transportation Improvement Program (TIP), which includes \$4.26 billion in proposed funding for highway, transit, bicycle and pedestrian projects over the next four years. Members of the public are invited to review and comment on the draft between now and August 1.

As the metropolitan planning organization for the Baltimore region, the BRTB releases an annual TIP to help coordinate investments in transportation development throughout Anne Arundel, Baltimore, Carroll, Harford, Howard and Queen Anne's Counties, as well as Baltimore City. This year's draft TIP includes 132 projects, 7 of which are new.

Highlights include:

- **Anne Arundel County** is dedicating nearly \$16 million to funding for a multi-modal Transportation Center at the Westfield Annapolis Mall in Parole to serve local and regional bus service, with potential future connectivity to modes such as bikeshare, carshare and ride hailing services.
- **Baltimore City**, in partnership with the state of Maryland, is investing \$50 million in a RAISE Transit Priority Project (formerly the East-West Priority Bus Corridor), which will facilitate more efficient transit trips, improve multi-modal connections, address safety issues and help reduce emissions.
- **Howard County** is continuing a \$24 million project to expand Snowden River Parkway from Broken Land Parkway to Oakland Mills Road, adding third lanes in each direction and shared-use paths to encourage transportation alternatives.
- **Baltimore, Carroll and Harford Counties** are dedicating funding for bridge improvement projects, including: I-695 & Putty Hill Ave, I-695 & I-95 and US 40 & Gunpowder Falls (Baltimore); US 1 & Tollgate and Abingdon Road & CSX Railroad (Harford); and MD91 & Patapsco River North Branch and Gaither Road & Patapsco River South Branch (Carroll).

GLOSSARY OF ACRONYMS AND TRANSPORTATION PLANNING TERMS

August 2022

- **MDOT SHA** is dedicating \$180.2 million to reconstruct the interchange of I-695 at I-70 to improve safety and capacity. MDOT SHA is also dedicating \$133 million to widen I-695 from US 40 to MD 144 to improve safety and capacity.
- **The Maryland Port Administration** is partnering with CSX to reconstruct the 125-year-old Howard Street Tunnel in order to create double-stack rail access to and from the Port of Baltimore. Adjustments to several other bridges in Baltimore City are also included.
- **The Maryland Transportation Authority** is continuing a \$1.1 billion project in Baltimore and Harford Counties adding two additional Express Toll Lanes on I-95 from north of MD 43 to north of MD 24. This project is funded with toll revenues.

Returning this year is an [interactive project map](#), where anyone can view and directly comment on specific projects. The Baltimore Metropolitan Council, the BRTB's parent organization, also created a [story map](#) to help folks more easily learn about the development of this year's TIP.

Find the draft 2023-2026 TIP by [clicking here](#). For more a more detailed overview of each project sorted by sponsor, click: Anne Arundel County | Baltimore City | Baltimore County | Carroll County | Harford County | Howard County | Maryland Port Administration | Maryland Transportation Authority | MDOT MTA | MDOT SHA.

Comments on the overall plan will be accepted through [PublicInput](#), by email at 2023-2026TIP@publicinput.com, or through social media using #BRTBListens. Check online for a full list of ways to submit comment. Members of the public are also welcome to join us for a virtual town hall meeting on July 26 at 7 p.m.



www.baltometro.org/sites/default/files/bmc_documents/general/transportation/tip/23-26/23-26TIP_Comments.pdf



The Metropolitan Planning Organization for the Baltimore Region

You could build a fast busway (just small stations & parking lots next to major arteries' crossing it - no need to add lanes to the actual roadway) along the whole length of the Beltway for less than it will cost to rebuild the I-70/695 interchange, and you would have increased capacity for the entire region, and for all citizens, not just people who are able to drive and who choose to own and can afford to operate a car – all those criteria are actually a shrinking percentage of the population!

We've built more than enough freeways - it's time to improve mobility radically, and for everyone, by building robust, fast modes of transportation that aren't dependent on automobiles.

Hello, The region's transportation priorities should reflect increased emphasis in public transit and a shift away from car transportation. Accordingly, the final Transportation Improvement Program for 2023-2026 should reflect lower spending on Highway Capacity especially and Highway Preservation, and greater spending on Transit Preservation than what is proposed in the draft plan. Thank you.

Thank you for providing the opportunity to comment. Regarding the 2023-2026 TIP, I'm very frustrated to see such a large percentage allocated to roadway expansion ("Highway Capacity"). In my mind, that percentage should be near zero. Instead, that allocation should go toward projects categorized as "Transit Capacity". But, for the next three years, no funds are going toward transit expansion. None.

The Baltimore City East-West Bus Corridor sounds pretty substantial, but the fact that it falls under "Transit Preservation" speaks to how it will in no way move the transit needle. We must stop adding more highway miles. We can't afford to maintain them. The trajectory that we are on and which you, the BMC, intend to continue pursuing is not sustainable - fiscally or environmentally.

According to Strong Towns, the American Jobs Plan "identified 173,000 miles of roadway already in poor condition. The bill would only have modernized 20,000 of those miles, and that would take a decade in which time the backlog of maintenance would be even bigger. The same with bridges. Our leadership identified 45,000 bridges already in a state of disrepair. Over a decade, they would fix only 10,000 of them. That's all." Maryland's transportation priorities need to be reset in a significant way. That reset should start with the 2023-2026 TIP.

The Baltimore Regional Transportation Board (BRTB) is sharing a budget plan that will distribute \$4.26 billion in total across several regions (including Baltimore City). Of \$400,000,000 for Baltimore City specifically, 53.8% will go to ports and 38.2% will go to highway preservation. From their presentation: This is a written statement: This is a written statement of the Associated Student Congress of Baltimore City (ASCBC). ASCBC is the student government program for Baltimore City Public Schools and represents the city's 78,000 students. We are an organization that was founded to advocate for students and regularly meet with the district school board and elected officials to share student perspectives, with our goal of creating positive change in our community.

I know you will ignore this feedback, like you have many times in the past, so I am not going to put real effort into this message because I need to keep negativity out of my life. But how on earth, in the year 2022, are you still putting so much of the budget toward additional today capacity for mostly single occupant vehicles, instead of for mass transit, or low carbon options like walking or biking facilities. We are just going to let the world burn, aren't we?

It's shocking how few projects in this plan have anything to do with transit, and the amount of money allocated to improving already bloated expressway corridors is simply appalling.

The I-695/I-70 interchange does not need to be re-built, to the tune of hundreds of millions of dollars. The Beltway will have traffic jams on it no matter how wide you make it.

The only thing that might possibly make a difference on the Beltway is if you built a fast, convenient transit option paralleling it, with parking lots at each stop. I drive on the Beltway every day from Pikesville to Halethorpe, in order to catch the MARC train to D.C., to my job. If there were ANY transit option to do this, even if it took somewhat longer, I would take it, but there is none, zero.

Another main cause of congestion on the Beltway is actually the non-enforcement of the speed limit (speed cameras please!), so there are fender-benders which tie up traffic almost on a daily basis - because literally EVERYONE on the Beltway is driving 15 mph or more (often 25 mph) over the posted speed limit. If everyone drove at a safer speed, there would be orders of magnitude fewer accidents, and a fraction of the traffic tie-ups that result.

COMMENTS (continued)



The Metropolitan Planning Organization for the Baltimore Region

There doesn't seem to be a prioritization of mass transit, to help improve transportation for students. Helping improve travel times and routes for students is a must. This money can fund projects that directly benefit the people of Baltimore, such as reviving the Red Line project canceled previously by Governor Larry Hogan.

We believe that increased investments in city transportation will not only ensure safety in our transportation, but also create less traffic and simpler transportation options for students. As bell schedules are changing and many students will be seeking later-morning transportation options, and many earlier, it is imperative that our existing and new transit options be optimized to fit the needs of students at our schools.

So many students have to get up early and get home late because they need to switch between buses/trains that have large arrival windows and frequent delays. There have been cutbacks on the light rail, such as a decrease in scheduling due to a shortage of operators. The red line plan was canceled despite its potential to help improve transportation for city residents. We want to push that the transportation in Baltimore City needs the help of this budget plan, and advocate for mass transit.

Revisiting the idea of a student metro transit council for feedback on these expanding options would be equally powerful and help improve transportation in the city.

We also want this budget to be shared directly with families with school aged children throughout the city so they can provide their own feedback and personalize the budget plan, whether shared through the mayor's office or through the School Board, so that families can directly provide feedback on a survey of some kind.

MELANIE S

Every cent going to highway expansion over dedicated right of way public transit is a nail in Baltimore's fiscal solvency coffin. The highways are big enough - when there is congestion, the question should not be how to make the roads bigger to fit more cars, but to get more people off the road.

So much of the traffic could be alleviated with a three prong effort to provide truly comprehensive transit options in the metro area.

1. Comprehensive commuter rail to all the major outlying burbs. Owings Mills has the subway terminus, but I'm willing to bet a huge swathe of the population in the area is unwilling to use it because of its long headway, lack of maintenance, and lack of safety. Put money into reviving the subway line by putting security on the trains and in the stations and getting reliability up so people trust using it to get to work downtown rather than being stuck on the beltway and congesting roads. The light rail goes to Timonium and its reliability is a known joke too - make it reliable, get the headway down, and people will use it. Edgewood and Aberdeen get the MARC... at reduced service. How are people living in these towns supposed to commute reliably to Baltimore when trains often only run three times a day? Or not at all on weekends? Laurel gets the Camden line, how are the wealthy folk there supposed to get to Downtown Baltimore to spend money and invest in the cities attractions on the weekends? By car, on I95, like most people think, and then they need parking in the downtown that consumes valuable urban real estate. But thats it. The rest of the exurbs need commuter infrastructure. Ellicott City might get a light rail terminus in a decade? Maybe? Columbia is probably too rich to ever want to touch a train, thats just a cultural thing. Glen Burnie and Pasadena definitely need rail access, but it should go all the way to Annapolis. Sure, the TIP cannot leverage the funds to build entirely new rail lines - that will have to come from state legislature - but there are tons of underused rail lines all over, hell the B&O museum into downtown has grade separated unused track right behind it. Imagine a

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short run light rail train from the museum / shopping center with stops at Carroll Park, in Lansdowne, with a terminus at the St. Denis MARC? Just fix the existing track and build stations. Which is #2...

2. More inner city dedicated right of way fixed transit. IE, more trains. Streetcars! There is a museum for them. Why is there not even a mention of adding streetcars to Federal Hill, Fells Point, or Canton after they gentrified massively this last decade? Why doesn't St. Paul and Light have a streetcar loop through Midtown down to downtown? We need more of everything, but this proposal has none of anything - besides more roads for single occupancy vehicles. Rebuilding short run streetcar lines as part of the Complete Streets redevelopments that need to happen seems like a natural thing to do, but nobody even considers it. I'm talking about streetcars like in Portland - air conditioned and accessible. The fed is giving away money to build streetcars! Just take the money and do it! We don't need hundreds of miles of streetcar track again, just loops in major boulevards like Fayette and Baltimore, Lombard and Pratt, North, Fulton & Monroe, Central & Broadway? Besides those the metro could really use expansion - the Light Rail falls apart downtown trying to run in grade with cars, and future rail lines in the city should probably prioritize being underground within like 2 miles of Downtown.
3. There are like 3 bike lane proposals in this document, and none of them are particularly impressive - if we want biking to be first class the way the Complete Streets ordinance ordains, we need protected bike lanes that let people get across most of the city. Tons of streets are in awful shape, rather than spending money on highway expansion, if the BRTB can't do anything to add in additional transit that is needed, at least spend that money redeveloping Complete Streets in the city to support biking as a first class citizen. Again, Portland. They have bike boulevards all over now, and you can travel within about a mile of downtown on dedicated bike infrastructure. They are of a similar size to Baltimore, so why can't what they managed there be done here? Putting all the money into supporting cars dooms the city long term.

Expanding roads means more maintenance burden later for roads people become more dependent on because everything is built around roads. We have to change course to revitalize Baltimore, we need to see investment in the things that will make people get out of their cars to solve the traffic, not put more of them on the road.

1199SEIU UNITED HEALTHCARE WORKERS EAST,
MARYLAND/DC

AUDUBON MID-ATLANTIC

BALTIMORE MARC RIDERS

BIKEMORE

CEDAR LANE ENVIRONMENTAL JUSTICE MINISTRY

CENTRAL MARYLAND TRANSPORTATION ALLIANCE

CLEAN WATER ACTION

CLIMATE REALITY, BALTIMORE AREA CHAPTER

COALITION FOR SMARTER GROWTH

DOWNTOWN RESIDENTS ADVOCACY NETWORK
(BALTIMORE)

HOWARD COUNTY CLIMATE ACTION

INDIVISIBLE HOWARD COUNTY

LABOR NETWORK FOR SUSTAINABILITY

MARYLAND NONPROFITS

MARYLAND SIERRA CLUB

MLC CLIMATE JUSTICE WING

THE FUND FOR EDUCATIONAL EXCELLENCE

TRANSIT CHOICES

Thank you for the opportunity to provide input on the Draft 2023-2026 Transportation Improvement Program (TIP) for the Baltimore region. The TIP can be simply described as the list of regional transportation projects using federal

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COMMENTS (continued)



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funds over the next four years. However, we believe it is important to look at this document not simply as a collection of individual projects, but as a program that reflects our region's transportation priorities.

Many of the undersigned organizations have submitted comments for this region's last two TIPs. In the 2021 TIP letter we wrote:

"Unfortunately, this Draft TIP does not prioritize spending in a way that will do anything but worsen the interwoven crises facing our state and our world. The COVID-19 pandemic is an acute crisis that has highlighted how black people and other communities of color have been disproportionately impacted by poor air quality. Meanwhile, the climate crisis continues to mount with the transportation sector as the number one source of greenhouse gas emissions. And the racial and economic disparities underlying it all are, in part, due to decades of transportation and land use decisions designed to exclude and segregate black people."

In the 2022 TIP letter we referenced that passage and then wrote:

"Those realities have not fundamentally changed in the last year. Despite some improvements in spending by category, the 2022-2025 TIP is still heavily tilted towards spending on fossil fuel infrastructure that exacerbates more problems than it purports to solve. In the previous TIP we noted that the \$1.3 billion for highway capacity was 650 times the \$2 million programmed for transit capacity. In this year's TIP, there are zero dollars for transit capacity. So despite a reduction in the highway capacity category (still almost a billion dollars), mathematically speaking, the region is now spending infinitely more on new highways than it is on new transit. The consequence of spending priorities like these is ever more driving. No wonder Maryland was setting new highs for vehicle miles traveled per capita shortly before the pandemic."

Now for the Draft 2023-2026 TIP we could re-submit those same comments verbatim, and they would still hold true. The 2023 TIP still has zero dollars for transit capacity or commuter rail capacity, but \$900 million for highway capacity. In fact, the one positive step that the BRTB took in last year's TIP, not adding any new highway capacity projects, has been reversed. The 2023 TIP adds four new highway capacity projects into the project pipeline. We believe that this region is in a deep transportation hole and the first step in getting out of it is to put down the shovel on adding more road capacity.

We ask the BRTB to remove from the Draft 2023-2026 TIP the four highway capacity projects listed in Table II-2. As highlighted in our 2021 letter, many of the elected officials who serve on the Board have expressed a desire to invest in a multi-modal transportation system that reduces our dependence on cars. Unfortunately, the reality continues to fall short of the rhetoric as evidenced in the regional spending priorities the BRTB approves each year.

As regional leaders, you have options to change the status quo. For example, the BRTB could use annual federal surface transportation funding for transit, bike and pedestrian infrastructure rather than continuing its practice of spending them exclusively on roads.

In fact, Section IIA of the Draft TIP states: "The TIP is required to take full advantage of the increased flexibility of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) capital funds. MDOT provides a 'statement of concurrence' that consideration of this provision (flexing funds) has been utilized in the development of all state initiatives." The two largest sources of flexible federal funds are the National Highway Performance Program (NHPP) and the Surface Transportation Block Grant Program (STBG). However, according to the tables summarizing federal aid for each fiscal year from FY 2023 through FY 2026, there are zero NHPP or STBG funds being flexed to transit.

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If the region does not take the necessary step of redirecting these funds away from widening roads and towards sustainable transportation, then we will continue on a business as usual path that continues to hold this region back from reaching its full potential economically, socially, and environmentally.

HENRY COOK Henry.cook@gmail.com

I am very disappointed in reviewing the 2023-2026 TIP and discovering that vast sums programmed towards road and highway expansion and very, very little for active transportation network construction and maintenance. Having reviewed prior public comment and the BRTB response, you have clearly been introduced to the concepts of induced demand and the fact that building more highways results in more traffic. Also, you are clearly aware of the climate crisis and are ignoring it by over-prioritizing private vehicle transportation at the cost of all other modes of transportation.

I would call on BRTB to change their culture and reflect the leadership that our region needs for transportation infrastructure. Include separated bike/pedestrian infrastructure in ALL roadway projects (including maintenance projects). A moratorium on highway widening or other projects that will increase total traffic. Redesign of streets and bridges maintained to prioritize safety and access for vulnerable road users.

As a regional transportation board, there is also a decided lack of regional view for completing bike and pedestrian networks that connect residents to public transit, commercial destinations, etc. Special focus should be placed on projects that connect neighborhoods by bike/pedestrian short-cut rather than forcing users to follow a car-based road network. Funding individual projects that do not connect to existing infrastructure does not address our region's needs.

I would like to see BRTB set goals for the organization at directing funding towards active transit options and public transit until these areas reach at least parity with automobile-based infrastructure.

Finally, I would also call on BRTB to evaluate projects with a greater focus on sustainability, financial as well as environmental. New build projects should include an anticipated annual maintenance cost projection and, if relevant, potential replacement cost at the end of useful life.

NEB SERTSU NSertsu@bwrapiidrail.com

As the developers of the Superconducting Magnetic Levitation (SCMAGLEV) train system, BaltimoreWashington Rapid Rail (BWRR) is committed to building a system that will improve the transportation landscape for the region.

The SCMAGLEV system will provide ultra-high-speed passenger rail service for thousands, diverting millions of car trips – and their harmful greenhouse gas emissions – from our roads. The reduction in emissions expected from these car trip diversions will help Maryland achieve its air quality goals, crucial for the survival of our planet and future generations.

This project will bring more than \$10 billion in direct construction spending to the region. It will also open ample opportunities to develop supporting industries, businesses, and contracts. This adds up to an unprecedented opportunity for sustainable growth for the region. Not only will we benefit locally; successful development of the SCMAGLEV will serve as a blueprint for other major metropolitan areas in the country to look to when developing sustainable growth plans.

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COMMENTS (continued)



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BWRR has evaluated parts of the 2023-2026 Transportation Improvement program and provides the following comments:

1. The Description (pg. 321 of 471) should be updated to note that the Draft Environmental Impact Statement was completed on January 15, 2021.
2. The Description (pg. 321 of 471) indicates "No schedule or funding for further phases have been identified." This should be updated to reflect that the project has been awarded an additional \$26 million in federal funding; \$24 million was awarded in March 2020 and \$2 million was awarded in November 2020.

We're glad to be included in the Transportation Improvement Program and Air Quality Conformity Determination, and look forward to seeing the results.

Public Comments Received On Individual Projects

11-1402-13 MAGOTHY BRIDGE ROAD BRIDGE OVER MAGOTHY RIVER

JON KORIN korin.jon@gmail.com 21146

Bike Lane markings in the shoulders will fill a gap in that road which has bike lanes on either side of the bridge

11-2101-66 PAROLE TRANSPORTATION CENTER

JON KORIN korin.jon@gmail.com 21146

The project should include shared-use paths to provide safe access to the proposed transit center on bike or foot.

11-2101-66 PAROLE TRANSPORTATION CENTER

JON MUELLER jonmueller@comcast.net 21401

It would be greatly appreciated if a dedicated bike lane could be added to Bestgate road at least to Ridgely. The sharrows and signs do NOT slow traffic and it is extremely dangerous to ride there. Speed has increased due to new paving. Tons of \$ has been spent on sidewalks no one uses but nothing for cyclists and bike commuters other than signs. I have been writing to the county about this for over 10 years. I fear for my life every time I commute to work along Bestgate from Generals Hwy to Admiral.

11-2101-66 PAROLE TRANSPORTATION CENTER

STEVEN ONKEN annapolis@hotmail.com 21113

As long as a "multi-modal transportation center" includes bike lanes along Bestgate, I'm all for it! We need to take a hard look at making biking more practical throughout Anne Arundel County. Just came back from 10 days in Europe and they are WAY ahead of the curve on making walking and biking a priority!!!

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I just HAVE to comment - though not on any link - to the area noted as "low income region", bounded by I-97, Rte. 50, Chesterfield, Hawkins, and Bacon Ridge ranch. I lived in there for 24 years. Twin Hills, The Ridges, Ashers Farms, Crosspointe, North River Forest, Hidden View Farm, are ALL comprised of homes in the 600-800k range!!! How can this possibly be a "low income region"?!! Time for a new census!!!

11-2106-13 CONWAY ROAD BRIDGE OVER LITTLE PATUXENT RIVER

STEVEN ONKEN annapolis@hotmail.com 21113

I live right off Conway and heartily endorse shoulders and sidewalks along the bridge. There is a very wide shoulder on both sides of the bridge - very conducive to cycling, and having it continue across the bridge would be very beneficial.

12-2102-03 GREENWAY MIDDLE BRANCH PHASE 2

DANIEL PASCHALL daniel@greenway.org 19121

This is a critical connection in the Baltimore Greenway Trails Network as well as the long distance trails of national significance, the East Coast Greenway and the September 11th National Memorial Trail. Please invest more funds into completing the rest of the gaps in all of these networks, and please prioritize a larger Baltimore Region Trail Network that extends into the surrounding counties with more trail connectivity to destinations, transit, parks, and homes for all.

16-0436-13 BRIDGE REPAIR AND DECK REPLACEMENT

SHAUN LEHMANN shaunboylelehmann@gmail.com 21043

This is how transportation money ought to be spent. Maintaining not expanding liabilities

16-0436-13 BRIDGE REPAIR AND DECK REPLACEMENT

C GELWICKS Colette.gelwicks@gmail.com 21113

Would love it if this could also be paired with pedestrian access since it is very difficult for people walking or biking to access the shopping area.

16-1410-41 SNOWDEN RIVER PARKWAY: BROKEN LAND PARKWAY TO OAKLAND MILLS ROAD

SHAUN LEHMANN shaunboylelehmann@gmail.com 21043

Why in a community which is actually bikeable and walkable are we expanding lanes for cars? Build the multi use lanes for bikes and pedestrians. Improve intersections with traffic circles. The traffic in this area A) Its never actually that bad except peak commute hours B) Traffic isnt caused by volume. Its caused by poor design and constant use of traffic signals when they are not necessary. There are more efficient traffic control measures to be had. Why in a

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COMMENTS (continued)



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climate change reality are we expanding capacity for cars? It just doesn't make sense. Maintain the infrastructure you have now, don't overbuild and load up on liabilities you won't be able to maintain in the future.

16-1410-41 SNOWDEN RIVER PARKWAY: BROKEN LAND PARKWAY TO OAKLAND MILLS ROAD

C GELWICKS Colette.gelwicks@gmail.com 21113

Having worked in this area for several years, I'm familiar with the traffic on SRP. While there is some congestion during rush hour, it is otherwise not a problem. In addition, adding another lane will only result in drivers speeding and new accidents. What this stretch really needs is the multi-use pathway. There are bus stops along this stretch with no sidewalk to get to any of the stores. Safe ways to cross SRP are also missing. Nix the third lane and focus on the multi-use path instead.

16-1410-41 SNOWDEN RIVER PARKWAY: BROKEN LAND PARKWAY TO OAKLAND MILLS ROAD

JERARDO alvaro.jerardo@gmail.com 21075

It is unnecessary and reckless to continue to widen roads when this funding could be used to alleviate congestion via transit and bike/ped facilities. Induced demand is real and would only serve to congest this area even more. The planned shared use path should stay, however, the road widening should not.

25-1801-41 I-95 EXPRESS TOLL LANES NORTHBOUND EXTENSION

COREY casimmerer@icloud.com 21224

We are easily spending 1.1 billion dollars (nearly a quarter of all funding in the Baltimore region) on Lexus lanes but can't build proper DC-like transit? Our streets could be as bike friendly as Amsterdam with that kind of money. We could build the entire red line, transforming the region with that kind of money.

30-2101-82 DUNDALK MARINE TERMINAL RESILIENCY AND FLOOD MITIGATION IMPROVEMENTS

LARRY BANNERMAN yrralban@gmail.com 21040

I am a former Turner Station MD 21222 resident who worked with Port Of Baltimore leadership. I love this proactive approach to preventing damage and potential loss of life at POB. Climate Change is real. Army Corps recently completed a hydrology study for Turner Station and determined that the same kinds of protection is needed. HOPEFULLY it will get funded. Take care and stay safe.

61-2301-41 MD 2: US 50 TO ARNOLD ROAD

ANONYMOUS

This project does not address the failing intersection of MD 2 @ College Parkway (just to the north of this CIP).

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61-2301-41 MD 2: US 50 TO ARNOLD ROAD

JON KORIN korin.jon@gmail.com 21146

There should be a shared-use path instead of sidewalk from the B&A Trail to Rt 2

61-2302-41 MD 3: WAUGH CHAPEL ROAD/RIEDEL ROAD TO MD32/I-97

STEVEN ONKEN annapolis@hotmail.com 21113

I travel this route every single day! A third lane would be hugely beneficial in alleviating some of the bottlenecks along that stretch of Route 3.

63-1704-13 US 1: BRIDGE REPLACEMENT OVER CSX

ABRAHAM DRUDE abepdrude@gmail.com 21227

To start, I really want to thank you for the work you do here. I believe this aspect of government is so crucial yet not nearly as recognized by the public as it should be.

Forgive me if I misunderstood the details of this project but I beg that you consider extending the bike lane from the Halethorpe Marc Station on Route 1, on to the bridge, and up to the Guinness Brewery. That would add an extremely valuable element of accessibility and even touristy appeal to the location/area. The possibilities that could lay a foundation for could not be overstated.

Also on the topic of the bike lanes I also feel the need to bring this up. This segment will be much longer but I ask that you hear me out, if not for this plan then the next soonest possible. And if this is just completely outside of your jurisdiction then please at least consider the design implications. The bike lanes at the Halethorpe Marc Station and along that entire section of Route 1 are not something I would consider safe. At first glance they could really be seen as unremarkable, a dedicated bike lane for each direction that lies between the road and a shoulder functioning to provide additional parking for the station and local businesses. However the biggest issue I've found is the fact that the bike lanes are between the road and shoulder. That dynamic implies the bike lane acts as a buffer for parked cars, which essentially makes the safety of cyclists, of people, less valuable than a parked car. Worse yet there's no buffer for the bike lane itself, all it has is the 4 inches of a painted lane line for a 40mph road. Well really most cars will go 50 or 60 even because it's a long, wide, and focused single lane each way. This flaw in the design language absolutely discourages people from using the bike lanes. People can almost subconsciously recognize the danger. I rarely, if ever, see someone using these bike lanes yet there is an entire town built around this train station, it simply begs people to bike or walk to it. Personally I couldn't use that lane without feeling like a car was going to just blast me from behind at 50mph and honestly I wasn't exactly sure how to say this but it absolutely broke my heart to see this fear become a reality for someone.

About two weeks ago I witnessed the horrible aftermath of a cyclist being hit by a car while using these lanes outside the Marc station. Given the location of the accident it seemed like they were about to use the on ramp so as to get across the bridge despite there not being any real accessibility for cycling. The cyclist was in clear agony, the driver was dumbfounded to find themselves in this situation, and the cops there almost seemed to share that confusion while doing their best to help the injured man. The first thing that came to me was fury, just complete anger at the ridiculousness of it all but I've come to understand that there may be a way to prevent this from happening again.

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COMMENTS (continued)



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The dynamic I mentioned earlier should be the inverse. That side parking the shoulder provides should be the one that acts as a buffer for the bike lane. In fact, that is the minimum standard of safety for many places that had found the need to figure this out. The concern for the proximity of parked cars also opens the idea of introducing traffic calming for the area. You can reduce the speed to 30mph for that stretch, narrow the road, and assert a design language that forces drivers to pay attention to their surroundings. Not only would addressing this bring a much needed increase in safety, a subtle but substantial economic boost would come to the area. Whether it be the increase in transit ridership from Arbutus and Halethorpe or influx from people out of town who might find the area appealing to visit, especially with the only Guinness Brewery in the US being there, if done right there could be a significant reduction in maintenance costs for that section of road from the result of multiple elements. Such as less asphalt to repave, reduced wear from slower speeds, etc. This could be a foundation or critical stepping stone for future cost effective traffic calming methods and pedestrian/cyclist friendly planning. (Maybe taking a look at the nearby Patapsco State Park Entrance down the road from the brewery for instance. It's right at the entrance of Relay too, I dunno, just saying)

Anyway, I can't thank you enough for taking the time to read my long winded comment. I only hope that you begin to see in this unremarkable station the potential that I do."

63-1802-41 I-695: I-70 TO MD 43

JERARDO alfar.jerardo@gmail.com 21075

With an estimated cost of \$180 million why does the state insist on building more and more lanes. More lanes do not fix traffic this induced demand is seen in cities across the country (LA, Houston, Dallas, etc). This would only serve to cause more congestion and more pollution during a climate crisis. Funding has to be redirected from road widening projects like this to more robust public transit.

RESPONSE TO COMMENTS

www.baltometro.org/sites/default/files/bmc_documents/general/transportation/tip/23-26/23-26TIP_Comments_BRTBResponse.pdf



SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

VEHICLE TRANSPORTATION IMPROVEMENT PROGRAM AND
USE APPROPRIATE QUALITY ENVIRONMENTAL

Many of the comments below are shortened for purposes of space. The full set of comments was shared with all BRTB, Technical Committee, and Interagency Consultation Group members and are also located on the [BMC website](#).

Let us say up front that we are very appreciative of the effort so many individuals and organizations have gone through to review materials and send in comments. This is informative for all of our members and does have an impact on the planning process. As is customary for the BRTB, we share all comments and responses with everyone who commented as well as on the BMC website and include them in the final TIP and Conformity Determination documents.

1. Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project - Neb Sertsu - Baltimore Washington Rapid Rail

The description (pg. 321) should be updated to note that the Draft EIS was completed on 1/15/2021. The description (pg. 321) indicates "No schedule or funding for further phases have been identified." This should be updated to reflect that the project has been awarded an additional \$26M in federal funding; \$24M was awarded in 9/2020 and \$2M was awarded in 11/2020.

BRTB response: Thank you for the additional information. The project description has been revised on both points and will be reflected in the final document.

2. Conway Road Bridge over Little Patuxent River - Steven Onken

I heartily endorse shoulders and sidewalks along the bridge. There is a very wide shoulder on both sides of the bridge - very conducive to cycling, and having it continue across the bridge would be very beneficial.

BRTB response: Specific design will be determined during the project, however accommodations will be made for bicyclists and pedestrians. Design is currently in the schematic design phase and is expected to be complete in 2024. Anne Arundel County anticipates holding a public meeting after schematic development is complete, around 30%. This is anticipated to occur around February or March 2023.

3. Dundalk Marine Terminal Resiliency and Flood Mitigation Improvements - Larry Bannerman

I love this proactive approach to preventing damage and potential loss of life at the POB. Climate Change is real. Army Corps recently completed a hydrology study for Turner Station and determined that the same kinds of protection is needed. HOPEFULLY it will get funded.

BRTB response: Thank you for your support for the Dundalk Marine Terminal project. This project is currently in the procurement stage with construction anticipated to begin in late spring or early summer of 2023.

The Turner Station analysis was completed under the Floodplain Management Services (FPMS) Program and included mapping and assessment of existing stormwater infrastructure, stormwater modeling with regards to flooding for existing conditions and a variety of rainfall events. It also included modeling and mapping for sea level rise and potential rainfall scenarios as well as evaluating measures for reducing flood risks to buildings, bridges and roadways.

Funding would have to be secured under other federal aid programs or by another non-federal sponsor such as Baltimore County.

4. Greenway Middle Branch Phase 2 - Daniel Paschall - East Coast Greenway

This is a critical connection in the Baltimore Greenway Trails Network as well as other long distance trails of national significance. Please invest more funds into completing the rest of the gaps in all of these networks, and please prioritize a larger Baltimore Region Trail Network that extends into the surrounding counties with more trail connectivity to destinations, transit, parks, and homes for all.



SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

VEHICLE TRANSPORTATION IMPROVEMENT PROGRAM AND
USE APPROPRIATE QUALITY ENVIRONMENTAL

BRTB response: Baltimore City DOT is currently advancing design work on the northern segment of the Baltimore Greenway that will close the gaps between the Herring Run Trail, Druid Hill Park, and Leakin Park. The City is monitoring grant opportunities and other programs for funding to continue to advance the progress on the trail network.

Beginning in fall 2022, BRTB will lead an effort to develop a Vision for an Integrated Regional Bicycle Network in coordination with member jurisdictions. The plan will focus on developing a regional bicycle and shared use facility network that will improve regional connectivity, safety, and mobility by increasing access to jobs and other daily activities and providing transportation and recreational opportunities.

BRTB will also continue to support the realization of the Patapsco Regional Greenway, a 40-mile, shared use trail running through the Patapsco Valley from Baltimore's Inner Harbor to Sykesville in Carroll County, by promoting coordination between jurisdictions and leading preliminary design efforts for trail segments in partnership with member jurisdictions.

5. Howard County Bridge Repair and Deck Replacement (BRDR)

Shaun Lehmann - This is how transportation money ought to be spent. Maintaining not expanding liabilities.

BRTB response: In addition to the generic BRDR projects in Howard, Baltimore and Harford Counties, there are nearly 30 individual bridge repair or replacement projects within the Baltimore region identified in the 2023-2026 TIP.

C Gelwicks - Would love it if this could also be paired with pedestrian access since it is very difficult for people walking or biking to access the shopping area.

BRTB response: Each bridge repair or replacement is evaluated to determine the feasibility of adding pedestrian and/or bicycle facilities. In many cases this can be accomplished through the addition of wider shoulders capable of accommodating bicycles and pedestrians. Projects that are in the beginning concept stages typically provide the public with the opportunity to provide comments on the specifics of the proposed design.

6. Magothy Bridge Road over Magothy River - Jon Korin

Bike Lane markings in the shoulders will fill a gap in that road which has bike lanes on either side of the bridge.

BRTB response: There appears to be available space on the structure to provide marked bicycle lanes. Anne Arundel County Traffic Engineering will review this request.

7. Parole Transportation Center

Jon Korin - The project should include shared-use paths to provide safe access to the proposed transit center on bike or foot.

Jon Mueller - It would be greatly appreciated if a dedicated bike lane could be added to Bestgate Road at least to Ridgely. The sharrows and signs do NOT slow traffic and it is extremely dangerous to ride there. I have been writing to the county about this for over 10 years. I fear for my life every time I commute to work along Bestgate from Generals Hwy to Admiral.

Steven Onken - As long as a "multi-modal transportation center" includes bike lanes along Bestgate, I'm all for it! We need to take a hard look at making biking more practical throughout Anne Arundel County. Just came back from 10 days in Europe and they are WAY ahead of the curve on making walking and biking a priority!!!

RESPONSE TO COMMENTS (continued)



SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

BRTB response: Per the County's Bicycle Map and the recommendations of the Parole Mobility Study, shared-use paths are planned along Housely, Bestgate and Generals Highway leading to the Parole Transportation Center. While "offsite" access improvements were included in a RAISE Grant application, they would likely be part of a separate construction project.

Additionally, there is a small segment of Bestgate Road that currently has an existing shared-use path.

8. Snowden River Parkway: Broken Land Parkway to Oakland Mills Road

Shaun Lehmann - Why in a community which is actually bikeable and walkable are we expanding lanes for cars? Build the multi-use lanes for bikes and pedestrians. Improve intersections with traffic circles....don't overbuild and load up on liabilities you won't be able to maintain in the future.

C Gelwicks - While there is some congestion during rush hour, it is otherwise not a problem. What this stretch really needs is the multi-use pathway. There are bus stops along this stretch with no sidewalk to get to any of the stores. Safe ways to cross SRP are also missing. Nix the third lane and focus on the multi-use path instead.

Jerardo - It is unnecessary and reckless to continue to widen roads when this funding could be used to alleviate congestion via transit and bike/ped facilities. The planned shared use path should stay, however, the road widening should not.

BRTB response: Howard County feels this improvement best serves a range of transportation functions and is being designed to meet both current and projected traffic demand, and will be delivered in phases based on both demand and available funding. The project is not proposing to change the current signal based intersection design approach since the county has already invested in this more cost effective approach.

This project will also include a shared-use-path and bus stop improvements that will be delivered as part of the county project as well as private sector development projects on the corridor.

9. MD 2: US 50 to Arnold Road

Jon Korin - There should be a shared-use path instead of sidewalk from the B&A Trail to Rt. 2.

BRTB response: This project is in the beginning of concept design which provides the public with the opportunity to provide comments on the specifics of the proposed design during the process. Options for connections to the B&A Trail will be evaluated.

Anonymous - This project does not address the failing intersection of MD 2 @ College Parkway.

BRTB response: The current project will take improvements to 30% design by summer 2023. MDOT SHA's Transportation System Management and Operations (TSMO) System #3 does include the MD 2 corridor from US 50 to MD 100 and MDOT SHA, in partnership with Anne Arundel County, will continue to address issues and develop solutions for segments along MD 2.

10. MD 3: Waugh Chapel Road/Riedel Road to MD32/I-97 - Steven Onken

I travel this route every single day! A third lane would be hugely beneficial in alleviating some of the bottlenecks along that stretch of Route 3.

BRTB response: Thank you for your support of this project which does include a third through lane in each direction. Currently this project is only funded for 30% design while funding for final design and construction is waiting to be identified.



SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

11. US 1: Bridge Replacement over CSX - Abraham Drude

Consider extending the bike lane from the Halethorpe Marc Station on US 1, on to the bridge, and up to the Guinness Brewery. That would add an extremely valuable element of accessibility and even touristy appeal to the location/area. The possibilities that could lay a foundation for could not be overstated.

Nearby on US 1

The bike lanes at the Halethorpe Marc Station and along that entire section of US 1 are not...safe. The biggest issue I've found is the fact that the bike lanes are between the road and shoulder. That dynamic implies the bike lane acts as a buffer for parked cars, which essentially makes the safety of cyclists, of people, less valuable than a parked car. Worse yet there's no buffer for the bike lane itself, all it has is the 4 inches of a painted lane line for a 40 mph road. This flaw in the design language absolutely discourages people from using the bike lanes.

BRTB response: The original structure, built in 1930, was rated in poor condition. The new structure includes wider lanes and 8 foot shoulders allowing cyclists to more safely travel along US 1, which is a "share the road" facility.

Due to the increased pedestrian activity associated with the Guinness Open Gate Brewery, the extension of sidewalk from Clark Boulevard to the Brewery was added to the project.

MDOT SHA considers access and mobility for all users in the design of projects. Your comments will be forwarded to the MDOT SHA District 4 office which will reach out to discuss your safety-related concerns along US 1.

MDOT MTA notes this refers to infrastructure off of MDOT MTA property, therefore there is a limit to their role. MDOT MTA does support bike connections to all of their rail stations, including MARC, and tries to support that connectivity with bike parking, and with the expanding ability to bring bikes on the train. MDOT MTA participates on the BRTB's Bicycle and Pedestrian Advisory Group and also on the Patapsco Regional Greenway planning team.

BRTB continues to support the realization of the Patapsco Regional Greenway (PRG), a 40-mile, shared use trail running through the Patapsco Valley from Baltimore's Inner Harbor to Sykesville in Carroll County. BMC recently led preliminary design of the PRG trail segment from Elkridge to Guinness Open Gate Brewery. BMC is also embarking on preliminary design of the PRG trail segment from Guinness Open Gate Brewery to Southwest Area Park which will include analysis of connections to the Patapsco Light Rail Station.

12. I-695/I-70 Interchange - Rolf Sjogren

This does not need to be re-built, to the tune of hundreds of millions of dollars. The only thing that might possibly make a difference on the Beltway is if you built a fast, convenient transit option paralleling it, with parking lots at each stop. Another main cause of congestion on the Beltway is actually the non-enforcement of the speed limit (speed cameras please!), so there are fender-benders which tie up traffic almost on a daily basis. You could build a fast busway (just small stations & parking lots next to major arteries' crossing it).

BRTB response: This project is part of Governor Hogan's Traffic Relief Plan to improve traffic operations in the Baltimore region. The I-695 and I-70 "Triple Bridges" interchange was constructed in 1965 and carries much more traffic than the original design intended resulting in congestion and travel delays. While the bridges within the interchange remain structurally sound, they are nearing the end of their structural life and need to be replaced. Due to the unique configuration of the interchange, which stacks three levels of

RESPONSE TO COMMENTS (continued)



SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES 2023-2026 Transportation Improvement Program and the Associated Air Quality Conformity Determination

roadways and bridges one on top of one other, it is not possible to make the necessary improvements without impacting the entire interchange.

Congestion on I-695 primarily is due to increased demand during peak travel times. MDOT SHA is currently modifying and repurposing the existing shoulders on the Inner and Outer Loops of the Beltway between I-70 and MD 43 to create an extra travel lane in each direction to alleviate recurring and non-recurring (incident related) congestion.

13. I-695: I-70 to MD 43 - Jerardo

With an estimated cost of \$180 million why does the state insist on building more and more lanes? More lanes do not fix traffic this induced demand is seen in cities across the country (LA, Houston, Dallas, etc.). This would only serve to cause more congestion and more pollution during a climate crisis. Funding has to be redirected from road widening projects like this to more robust public transit.

BRTB response: 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. This project will modify and repurpose existing shoulders on the Inner and Outer Loops of the Baltimore Beltway (I-695) during peak travel times, in lieu of roadway widening. Part-time shoulder use (PTSU) is a Transportation Systems Management and Operations (TSMO) strategy that utilizes technology-based solutions to optimize the performance of existing facilities in a cost-effective manner. Retrofitting shoulders for part-time use preserves the shoulder during most hours of the day and is not a permanent conversion of the shoulder to a full-time travel lane.

14. I-95 Express Toll Lanes Northbound Extension - Corey

We are easily spending 1.1B (nearly a quarter of all funding in the Baltimore region) on Lexus lanes but can't build proper DC-like transit? Our streets could be as bike friendly as Amsterdam with that kind of money. We could build the entire red line, transforming the region with that kind of money.

BRTB response: Regarding the I-95 Express Toll Lanes, nearly seventy percent of the funds under the highway capacity category in the TIP go to this one project being advanced by the Maryland Transportation Authority using Toll Revenues. This project is in the TIP for air quality purposes only.

The I-95 corridor is a major East coast trade and travel corridor and in this region supports multiple activity centers, distribution facilities, airports, and the Port of Baltimore.

15. Transit for Baltimore City Students - Zen Zineer - Associated Student Congress of Baltimore City (ASCBC)

There doesn't seem to be a prioritization of mass transit, to help improve transportation for students. Helping improve travel times and routes for students is a must. We believe that increased investments in city transportation will not only ensure safety in our transportation, but also create less traffic and simpler transportation options for students. Revisiting the idea of a student metro transit council for feedback on these expanding options would be equally powerful and help improve transportation in the city.

BRTB response: MDOT MTA is currently working with Baltimore City Public Schools and the Fund for Educational Excellence to establish a Youth Advisory Council starting in the 2022-2023 Academic Year.

16. Transit and Bike/Pedestrian - Melanie S

Comprehensive commuter rail to all the major outlying burbs. More inner city dedicated right of way fixed transit. IE, more trains. Streetcars! There are like 3 bike lane proposals in this document in Baltimore City, and none of them are particularly impressive - if we want biking to be first class the way the Complete Streets ordinance ordains, we need protected bike lanes that let people get across most of the city.



SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES 2023-2026 Transportation Improvement Program and the Associated Air Quality Conformity Determination

BRTB response: The draft 2023-2026 TIP is the list of regional transportation projects requesting federal funding in the near term. The BRTB recognizes that the framework of the TIP does not help the public to identify other important transportation priorities. To plan for future transit options, the [Central Maryland Regional Transit Plan](#), prepared by MDOT MTA, identifies short-, mid-, and longer-term opportunities to implement transit along 30 regionally significant corridors. There is a multi-agency team in place to implement recommendations from the plan. In addition to the east-west and north-south corridors MDOT MTA is currently advancing, the BRTB is currently conducting a pilot transit feasibility study for a mid-opportunity corridor identified in the RTP from BWI to Columbia. Potential transit modes will be identified in each of these studies based on ridership, connections to employment and other factors. Funding was approved in the BRTB's Unified Planning Work Program (UPWP) to conduct additional feasibility studies at the conclusion of the pilot study.

The TIP includes multiple projects throughout the region that include bicycle compatible shoulders, shared use paths, and/or separated bicycle facilities and many bridge projects that include shoulder width determination to be completed during design. As bridges are replaced, MDOT SHA evaluates bridges for upgrades to include sidewalks and bicycle facilities.

Another place in the TIP to look for bicycle projects is under MDOT SHA's Transportation Alternatives Program. A number of bicycle projects are also under consideration for the Transportation Alternatives Program with bicycle and pedestrian projects funded in previous years including the MDOT MTA led Patapsco Pedestrian Bridge Connection that includes \$780,000 to design a bicycle and pedestrian connection between Cherry Hill and the Patapsco Light Rail Station that borders Southwest Area Park. While the TIP is specifically to identify requests for federal funding, another source of funding outside the TIP is the MDOT SHA managed Kim Lamphier Bikeways Network Program.

The BRTB is committed to improving bicycle and pedestrian safety and access across the region. There are a number of bicycle projects in the planning stage with support in the current UPWP including the Concept Plan for Bicycle and Pedestrian Improvements Along US 40 (Pulaski Highway) in Harford County and the preliminary design of the Patapsco Regional Greenway (PRG) from Guinness Open Gate Brewery to Southwest Area Park.

17. Overall policy and project selection – letter jointly submitted by the following organizations: 1199SEIU United Healthcare Workers East, Maryland/DC, Audubon Mid-Atlantic, Baltimore MARC Riders, Bikemore, Cedar Lane Environmental Justice Ministry, Central Maryland Transportation Alliance, Clean Water Action, Climate Reality, Baltimore Area Chapter, Coalition for Smarter Growth, Downtown Residents Advocacy Network (Baltimore), Howard County Climate Action, Indivisible Howard County, Labor Network for Sustainability, Maryland Nonprofits, Maryland Sierra Club, Maryland Legislative Coalition Climate Justice Wing, The Fund For Educational Excellence, Transit Choices

As highlighted in our 2021 letter, many of the elected officials who serve on the Board have expressed a desire to invest in a multi-modal transportation system that reduces our dependence on cars. Unfortunately, the reality continues to fall short of the rhetoric as evidenced in the regional spending priorities the BRTB approves each year.

We ask the BRTB to remove from the Draft 2023-2026 TIP the four highway capacity projects listed in Table II-2.

The two largest sources of flexible federal funds are the National Highway Performance Program (NHPP) and the Surface Transportation Block Grant Program (STBG). However, according to the tables summarizing federal aid for each fiscal year from FY 2023 through FY 2026, there are zero NHPP or STBG funds being flexed to transit.

RESPONSE TO COMMENTS (continued)



SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM and the Associated Air Quality Conformity Determination

BRTB response: While there are a number of highway expansion projects in the TIP, it is a far cry from just 5 or 10 years ago. There has been a steady shift toward an equitable, multi-modal transportation system for a number of years that is supported by a wide range of state, regional and local planning studies. That said, there is much progress still to be made. Planning studies are underway that will ensure transit capacity projects are included in upcoming TIPs. To plan for future transit options, the Central Maryland Regional Transit Plan, prepared by MDOT MTA, identifies short-, mid-, and longer-term opportunities to implement transit along 30 regionally significant corridors. There is a multi-agency team in place to implement recommendations from the plan. In addition to the east-west and north-south corridors MDOT MTA is currently advancing, BRTB is currently conducting a pilot transit feasibility study for a mid-opportunity corridor identified in the Plan from BWI to Columbia. Potential transit modes will be identified in each of these studies based on ridership, connections to employment and other factors. Funding is approved in the BRTB's Unified Planning Work Program to conduct additional feasibility studies at the conclusion of the pilot.

Regarding the comment on no new highway projects in the last TIP, 3 of the 4 projects were included as planning studies under Anne Arundel County and continue this year under MDOT SHA. For MD 2 there is a request for a continuous third lane, but the project also adds sidewalks and a connection to the B&A Trail. Additionally, the County increased service on the Gold Line Extension which parallels MD 2. Similarly for MD 3, in addition to a third lane there is a shared use path, sidewalks, crosswalks and improved service on the Crofton Express. For MD 214 there is also a shared use path proposed and currently transit via the South County Call N Ride. These projects, which support not just motorists but also pedestrians, cyclists and transit users, have been on the books for many years and have a commitment to move forward.

We truly appreciate your support for transit and other modes of transportation. The transit projects that were implemented this spring along MD 2 and MD 3 were sourced from the Central Maryland Transit Development Plan. Additional funding must be provided by MDOT MTA through the Locally Operated Transit System (LOTS) program for operating in order to accelerate more of the priorities within this plan and other transit plans. Capital funds are dedicated to construction projects while operating funds are obtained through separate formula authorizations and distributed based on the state's discretion. We would also encourage you to actively participate in the five-year transit development plans that are being funded through grants from MDOT MTA. These plans guide the expansion of operations and budgets at the local level.

The Maryland Department of Transportation is aware of the flexibility of certain FHWA fund sources that allows transferring between roadway and transit capital needs. MDOT strives to balance capital needs across modes and has, and will, use similar flexibility as needed on a case by case basis. MDOT, with BRTB approval, flexes millions annually from the Congestion Mitigation and Air Quality (CMAQ) program to MDOT MTA and additional funds are flexed from the Transportation Alternatives (TA) program to MDOT MTA. MDOT has initiated such a transfer of STBG funds in the past and depending on the needs, MDOT could again transfer STBG funds for a significant project need in the Baltimore region.

18. About direction of BRTB - Henry Cook

I would call on BRTB to change their culture and reflect the leadership that our region needs for transportation infrastructure. Include separated bike/pedestrian infrastructure in ALL roadway projects (including maintenance projects). A moratorium on highway widening or other projects that will increase total traffic. Redesign of streets and bridges maintained to prioritize safety and access for vulnerable road users.

As a regional transportation board, there is also a decided lack of regional view for completing bike and pedestrian networks that connect residents to public transit, commercial destinations, etc. Special focus should be placed on projects that connect neighborhoods by bike/pedestrian short-cut rather than forcing



SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM and the Associated Air Quality Conformity Determination

users to follow a car-based road network. Funding individual projects that do not connect to existing infrastructure does not address our region's needs.

I would like to see BRTB set goals for the organization at directing funding towards active transit options and public transit until these areas reach at least parity with automobile-based infrastructure.

Finally, I would also call on BRTB to evaluate projects with a greater focus on sustainability, financial as well as environmental. New build projects should include an anticipated annual maintenance cost projection and, if relevant, potential replacement cost at the end of useful life.

BRTB response: The MDOT SHA "Policy for Accommodating Bicycles and Pedestrians on State Highways", included in the Bicycle and Pedestrian Guidelines issued in May 2007, states that, "The State Highway Administration (SHA) shall make accommodations for bicycling and walking a routine and integral element of planning, design, construction, operations and maintenance activities as appropriate." It is MDOT SHA's policy that all projects on state highways are required to be evaluated for the potential to include or improve bicycle facilities to the maximum extent feasible based on design guidance provided in the Bicycle Policy & Design Guidelines released in January 2015.

There are various policies for each jurisdiction in relation to locally managed roadways.

Referring to our UPWP, or work program, we are in the second phase of developing a Climate Change Toolkit for our members, there is a task to help integrate Connected and Automated Vehicles into local planning, and an effort to streamline Electric Vehicle charging stations throughout the region. Last year the BRTB completed a study looking at possible barriers in the transportation system to supporting healthy communities. A small grant program recently funded design studies for bike and transit projects in Annapolis and Baltimore City. Additionally, the BMC just hired a planner to focus on multi-modal topics. This position will augment current staff in those areas.

Beginning in fall 2022, BRTB will lead an effort to develop a Vision for an Integrated Regional Bicycle Network in coordination with member jurisdictions. The plan will focus on developing a regional bicycle and shared use facility network that will improve regional connectivity, safety, and mobility by increasing access to jobs and other daily activities and providing transportation and recreational opportunities. During 2022, BMC purchased a sidewalk dataset covering the entire region that will be used for a variety of tasks, including major gaps that need to be addressed.

19. Too much highway, not enough transit

Michael Scepaniak - Strong Towns Baltimore - I'm very frustrated to see such a large percentage allocated to Highway Capacity. ...should be near zero. Instead, that allocation should go toward projects categorized as Transit Capacity. The Baltimore City East-West Bus Corridor sounds pretty substantial, but the fact that it falls under "Transit Preservation" speaks to how it will in no way move the transit needle. Maryland's transportation priorities need to be reset in a significant way.

Peter Smith - The region's transportation priorities should reflect increased emphasis in public transit and a shift away from car transportation. Accordingly, the final Transportation Improvement Program for 2023-2026 should reflect lower spending on Highway Capacity especially and Highway Preservation, and greater spending on Transit Preservation than what is proposed in the draft plan.

Brian Seel - ...how on earth, in the year 2022, are you still putting so much of the budget toward additional today capacity for mostly single occupant vehicles, instead of for mass transit, or low carbon options like walking or biking facilities.

Henry Cook - I am very disappointed that vast sums are programmed towards road and highway expansion and very, very little for active transportation network construction and maintenance. Having reviewed prior

RESPONSE TO COMMENTS (continued)



SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES 2023-2026 Transportation Improvement Program and the Associated Air Quality Conformity Determination

public comment and the BRTB response, you have clearly been introduced to the concepts of induced demand and the fact that building more highways results in more traffic. Also, you are clearly aware of the climate crisis and are ignoring it by over-prioritizing private vehicle transportation at the cost of all other modes of transportation.

BRTB response: The draft 2023-2026 TIP does not reflect all transit investments in the region since it only includes the projects requesting federal funding in the near term. The BRTB recognizes that the framework of the TIP does not help the public to identify other important transportation priorities; many current and ongoing projects and new sources of funding are summarized below.

To plan for future transit options, the Central Maryland Regional Transit Plan, prepared by MDOT MTA, identifies short-, mid-, and longer-term opportunities to implement transit along 30 regionally significant corridors. There is a multi-agency team in place to implement recommendations from the plan. In addition to the east-west and north-south corridors MDOT MTA is currently advancing, BRTB is currently conducting a pilot transit feasibility study for a mid-opportunity corridor identified in the Plan from BWI to Columbia. Potential transit modes will be identified in each of these studies based on ridership, connections to employment and other factors. Funding is approved in the BRTB's Unified Planning Work Program to conduct additional feasibility studies at the conclusion of the pilot.

BMC staff is also reviewing projects for the fiscally constrained Long-Range Transportation Plan. An unprecedented 60 transit projects were submitted of high, medium and lower priorities by BRTB members and MDOT MTA. These candidate projects will be evaluated using updated selection criteria prepared by BMC staff and approved by the BRTB. We welcome your participation in the preparation of [Resilience 2050: Adapting to the Challenges of Tomorrow](#) preparation activities.

The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Transit Priority Project – or RAISE Project for short – is a collaborative effort between Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) and Baltimore City Department of Transportation (BCDOT). The RAISE Project proposes enhancements to the CityLink Blue and CityLink Orange lines to provide faster, more reliable transit and improved pedestrian safety along the 20-mile corridor extending from the Western terminus of CMS in Baltimore County through Baltimore City and ending at the Eastern Terminus of Fox Ridge in Baltimore County. The Project will enhance access and mobility to essential services, jobs, health care, and schools along the corridor. It will evaluate more than 10 miles of Dedicated Bus Lanes (DBLs), Transit Signal Priority (TSP), real-time signage, upgraded bus shelters, enhanced pedestrian and bicycle safety, and installation of additional electric vehicle charging stations along the project corridor. The ongoing \$50 million RAISE Project is financed through a combination of Federal, State, and local funding.

In addition to the RAISE grant, MDOT MTA has announced the launch of its Fast Forward: Customer Experience Enhancement Project, a \$43 million initiative funded by the passage of the American Rescue Plan Act of 2021. Fast Forward is a wide-ranging effort that focuses on improving transit reliability, travel times and customer safety and access, with the overall goal to enhance the MDOT MTA passenger's complete transit experience from door to door.

There are three ongoing Fast Forward corridors:

- Charles & Light Street Bus Lane Pilot (Conway St. to Saratoga St. and Pratt St. to Lombard St.)
- Harford Avenue Bus Lane Pilot (Forrest Ave. to Biddle St.)
- York Road Bus Lane Pilot (Radnor Ave. to Bellona St.)

MARC Updates

- Riverside Heavy Maintenance Building - Construction on the MARC Riverside Heavy Maintenance Building is now under way. This will free up existing shop space for PMs and repairs, improve operational efficiency and reduce rolling stock downtime



SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES 2023-2026 Transportation Improvement Program and the Associated Air Quality Conformity Determination

- Martins Yard Expansion - Supports future service expansion and other major projects including the replacement of the B&P Tunnel
- Frederick Douglass Tunnel - Replacement program will triple capacity and increase travel speeds

Recent Earmarks include:

- \$6 million for Baltimore Penn Station Facility Improvements - Complements the Amtrak and Penn Station Partners projects that will enhance platform access, station capacity, and passenger amenities, while restoring the historic Baltimore Penn Station building and complex to a State of Good Repair
- \$1 million for Electric Locomotives - Specification development for replacement of MARC's six HHP-8 electric locomotives, which are now approximately 21 years old and need to be planned for replacement as they reach end of life. MTA intends to procure rolling stock that will allow for MARC run-through service into Virginia

Run-Through Service & Closing the Gap

- Service to Delaware – The goal to extend MARC service 20 miles from Perryville, MD to Newark, DE. Proposed pilot service of 2 AM and 2 PM trains from Perryville to Newark
- Service to Virginia – The goal is to extend MARC service 8 miles from Union Station in DC to Alexandria, VA. Proposed pilot service of 2 AM and 2 PM trains in Alexandria, VA

Please refer to [Maryland's Consolidated Transportation Program](#) (CTP) for a full picture of MDOT MTA's six-year capital budget from FY 2022-FY 2027, beginning on pdf page 167. The backbone of the CTP is state funding and there is considerably more funding for transit than the federal funding that appears in the TIP.

20. Parole Transportation Center - Steven Onken

On the map, the area noted as "low income region", bounded by I-97, Rte. 50, Chesterfield, Hawkins, and Bacon Ridge ranch. Twin Hills, The Ridges, Ashers Farms, Crosspointe, North River Forest, Hidden View Farm, are ALL comprised of homes in the 600-800K range!! How can this possibly be a "low income region"???

BRTB Response: The BRTB defines low-income as the population with incomes at or below 200% of the poverty level. The primary data source for data on low-income persons is the Census Bureau's American Community Survey (ACS). According to the latest 5-year ACS estimates, 21.4% of the population in the Baltimore region has an income at or below 200% of the poverty line. The BRTB uses a geography called a Transportation Analysis Zone (TAZ) to model travel behavior. They are constructed using Census Block units and are smaller than Census Tracts. We identify low-income TAZs through the use of a regional threshold. A TAZ is identified as a low-income area if it has a concentration of low-income population (below 200% of the poverty level) greater than the regional average of 21.4%. So any TAZ where more than 21.4% of persons are estimated to have incomes below 200% of the poverty level will be considered low-income.

While this method is useful, it does include assumptions that can have significant margins of error associated with them. Part of this is because the data we rely on from the Census Bureau is provided at the Census Block Group level, which are smaller geographic areas than Census Tracts. Margins of error tend to be larger in smaller geographic areas. TAZs can be even smaller geographies than Census Block Groups, requiring a method to apportion Census Block Group data to the TAZ level. Apportioning data from the larger geographic units (Census Block Groups) to smaller geographic units (TAZs) can introduce error as well. This can particularly be the case for areas where the population of low-income persons is very near the regional average, because that makes it more likely that the margin of error will span the threshold for being considered a low-income area. This is the case for the area you identified when you look at the

RESPONSE TO COMMENTS (continued)



SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

2023-2025 Transportation Improvement Program and
the Associated Air Quality Conformity Determination

Census Tract level data. Every method requires some simplifying assumptions, and we chose ours based on prior work at the BRTB and based on the methods trusted at other organizations doing similar work. However, you may find some inconsistencies when looking at individual TAZs. When you look at the region or a county, you're likely to have a reasonably accurate picture of where low-income populations live.

APPENDIX H

ASSOCIATED BRTB RESOLUTIONS

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #23-2**

**APPROVAL OF THE BALTIMORE REGION 2023-2026 TRANSPORTATION IMPROVEMENT
PROGRAM AND THE ASSOCIATED CONFORMITY DETERMINATION OF
THE 2023-2026 TIP AND 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, 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 Annapolis Transit; and

WHEREAS, the FY 2023-2026 Baltimore Region Transportation Improvement Program was prepared in response to the Infrastructure Investment and Jobs Act (IIJA), 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 2023-2026 TIP have been developed in relationship to the regionally adopted *Maximize2045: A Performance-Based Transportation Plan*; and

WHEREAS, the FY 2023-2026 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 available revenue sources; and

WHEREAS, the conformity analysis as reported in the "Conformity Determination of the FY 2023-2026 Transportation Improvement Program and *Maximize2045*," dated August 2022, 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 and 2); and

WHEREAS, a range of outreach strategies were employed to share information about the FY 2023-2026 Baltimore Region Transportation Improvement Program including a public review from June 29 to August 1, 2022. The public review included presentations to BRTB subcommittees and one virtual public meeting. The draft FY 2023-2026 TIP document was also supported by an online Storymap, dashboard, and interactive map. Some XX comments were submitted and considered by the BRTB; and

WHEREAS, the FY 2023-2026 Baltimore Region Transportation Improvement Program uses federal and matching funds as well as Toll Revenues (for project categories see Attachment 2).

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board approves the FY 2023-2026 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 August 23, 2022 meeting.

8-23-2022

Date



Sam Snead, Chair
Baltimore Regional Transportation Board

Attachment 1

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

	2025	2035	2045
Total Emissions	15.74	9.94	9.05
Conformity Budget ¹	40.2	40.2	40.2
Conformity Result	Pass	Pass	Pass

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

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

	2025	2035	2045
Total Emissions	18.42	10.48	9.83
Conformity Budget ¹	93.5	93.5	93.5
Conformity Result	Pass	Pass	Pass

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

Overview of the 2023-2026 TIP

- 131 federally-funded and regionally significant projects
 - 7 are new projects
- \$4.25 billion in proposed federal, state, local, and toll funds
 - \$2.59 billion federal; \$1.66 billion state/local
 - highway, transit, bicycle and pedestrian projects
 - maintaining, operating and expanding the transportation system
- Projects support long-range transportation goals
 - for example: accessibility, safety, and prosperity.
- Funding limited
 - Programmed funds cannot exceed what is reasonably expected to be available from local, state, and federal sources

2023 – 2026 TIP Project Categories

- 35.3 percent highway preservation
- 21.3 percent highway capacity
- 18.8 percent transit preservation
- 10.6 percent ports
- 6.5 percent emission reduction strategies
- 4.4 percent commuter rail preservation
- 2.4 percent environmental and/or safety
- 0.7 percent enhancement program
- 0.04 percent miscellaneous
- 0.0 percent transit capacity (no projects submitted in this timeframe)
- 0.0 percent commuter rail capacity (no projects submitted in this timeframe)

APPENDIX I

GLOSSARY OF TERMS

GLOSSARY OF TERMS

3-C	Continuing, cooperative and comprehensive	MDOT	Maryland Department of Transportation
ACS	American Community Survey	MDTA	Maryland Transportation Authority
ADA	Americans with Disabilities Act of 1990	MPA	Maryland Port Administration
BMC	Baltimore Metropolitan Council	MPO	Metropolitan Planning Organization
BRTB	Baltimore Regional Transportation Board	MTA	Maryland Transit Administration
CAAA	Clean Air Act Amendments of 1990	NAAQS	National Ambient Air Quality Standards
CFR	Congressional Federal Register	NBI	National Bridge Inventory
CIP	Capital Improvement Program	NEPA	National Environmental Policy Act
CMAQ	Congestion Mitigation and Air Quality	NHPP	National Highway Performance Program
CMP	Congestion Management Process	NHS	National Highway System
CTP	Consolidated Transportation Program	NOx	Oxides of Nitrogen
DBE	Disadvantaged Business Enterprise	NPMRDS	National Performance Management Research Data Set
DOT	Department of Transportation	OA	Obligation Authority
EJ	Environmental Justice	PAC	Public Advisory Committee
EPA	Environmental Protection Agency	PBPP	Performance Based Planning and Programming
ERS	Emission Reduction Strategy	PHED	Peak-hour Excessive Delay
FARS	Fatality Analysis Reporting System	PM2.5	Particles smaller than 2.5 micrometers
FAST	Fixing America's Surface Transportation	POP	Program of Projects
FHTF	Federal Highway Trust Fund	RIPD	Regional and Intermodal Planning Division
FHWA	Federal Highway Administration	ROW	Right-of-Way
FTA	Federal Transit Administration	SHA	State Highway Administration
HHS	U.S. Department of Health & Human Services	SIP	State Implementation Plan
HSIP	Highway Safety Improvement Program	STIP	State Transportation Improvement Program
ICG	Interagency Consultation Group	SOV	Single Occupancy Vehicle
IJA	Infrastructure Investment and Jobs Act	TAM	Transit Asset Management
IRI	International Roughness Index	TAZ	Transportation Analysis Zone
ITS	Intelligent Transportation Systems	TERM	Transit Economic Requirements Model
LOTTR	Level of Travel Time Reliability	TIP	Transportation Improvement Program
L RTP	Long-range Transportation Plan	TTTR	Truck Travel Time Reliability
M&O	Management and Operations	TZD	Toward Zero Deaths
MAA	Maryland Aviation Administration	ULB	Useful Life Benchmarks
MAP-21	Moving Ahead for Progress in the 21st Century	USC	United States Code
MARC	Maryland Commuter Rail	VOC	Volatile Organic Compounds
MD-JARC	Maryland Job Access Reverse Commute Program	WMATA	Washington Metropolitan Area Transit Authority
MDE	Maryland Department of the Environment		

APPENDIX J

PROPOSED CONGRESSIONALLY DESIGNATED PROJECTS

City of Annapolis	
PROJECT NAME	REQUESTED AMOUNT
Electric Transit Systems Project	\$3,000,000
West East Express (WEE) and College Creek Connector Trail	\$2,750,000
Annapolis G0 on-demand transit	\$1,500,000
Anne Arundel County	
PROJECT NAME	REQUESTED AMOUNT
BWI Spur Trail Extension to Nursery Road Light Rail	\$2,000,000
Parole Transportation Center	\$5,000,000
Odenton MARC Station Development	\$5,000,000
Trail Spurs and Connectors	\$1,500,000
Baltimore City	
PROJECT NAME	REQUESTED AMOUNT
Baltimore Greenway Trail Network	\$2,500,000
Prioritizing Accessibility in Gateway Transit Corridors	\$3,000,000
Baltimore County	
PROJECT NAME	REQUESTED AMOUNT
Broening Highway/Sparrows Point Interchange	\$1,000,000
Carroll County	
N/A	
Harford County	
PROJECT NAME	REQUESTED AMOUNT
N/A	
Howard County	
PROJECT NAME	REQUESTED AMOUNT
South Entrance Trail	\$5,900,000
Montgomery County Flash Bus Expansion to Howard County Maryland	\$3,350,000
Queen Anne's County	
PROJECT NAME	REQUESTED AMOUNT
Thompson Creek Connector Road	\$3,500,000
US 50 Pedestrian and Bicycle Overpass	\$15,000,000

Maryland Department of Transportation – Maryland Aviation Administration	
PROJECT NAME	REQUESTED AMOUNT
Air Traffic Control Tower's at BWI and Martin Airports	\$20,700,000
Relocating Taxiway F at BWI Airport	\$20,000,000
Maryland Department of Transportation – Maryland Transportation Authority	
PROJECT NAME	REQUESTED AMOUNT
Tier II NEPA Bay Crossing	\$10,000,000
Maryland Department of Transportation – Maryland Transit Administration	
PROJECT NAME	REQUESTED AMOUNT
MARC Train Penn Line Fourth Track at BWI	\$7,000,000
Eastern Bus Division – Zero Emission Conversion Project	\$10,000,000
Maryland Department of Transportation – Maryland State Highway Administration	
PROJECT NAME	REQUESTED AMOUNT
Thomas Johnson Bridge Design	\$10,000,000
I-81 Phases 3-4 Reconstruction	\$10,000,000
Triple Bridges Study	\$750,000
I-695 Interchange Reconstruction at I-70	\$10,000,000

These projects could be included in the adopted transportation plan if additional funds beyond the reasonably anticipated financial resources identified in the plan become available.