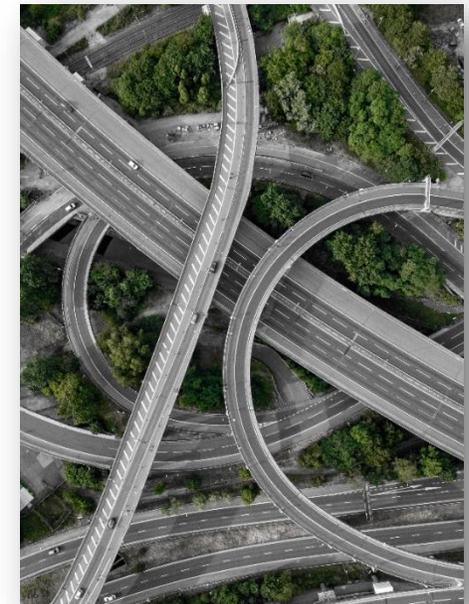


Overview of the 2022-2025 TIP

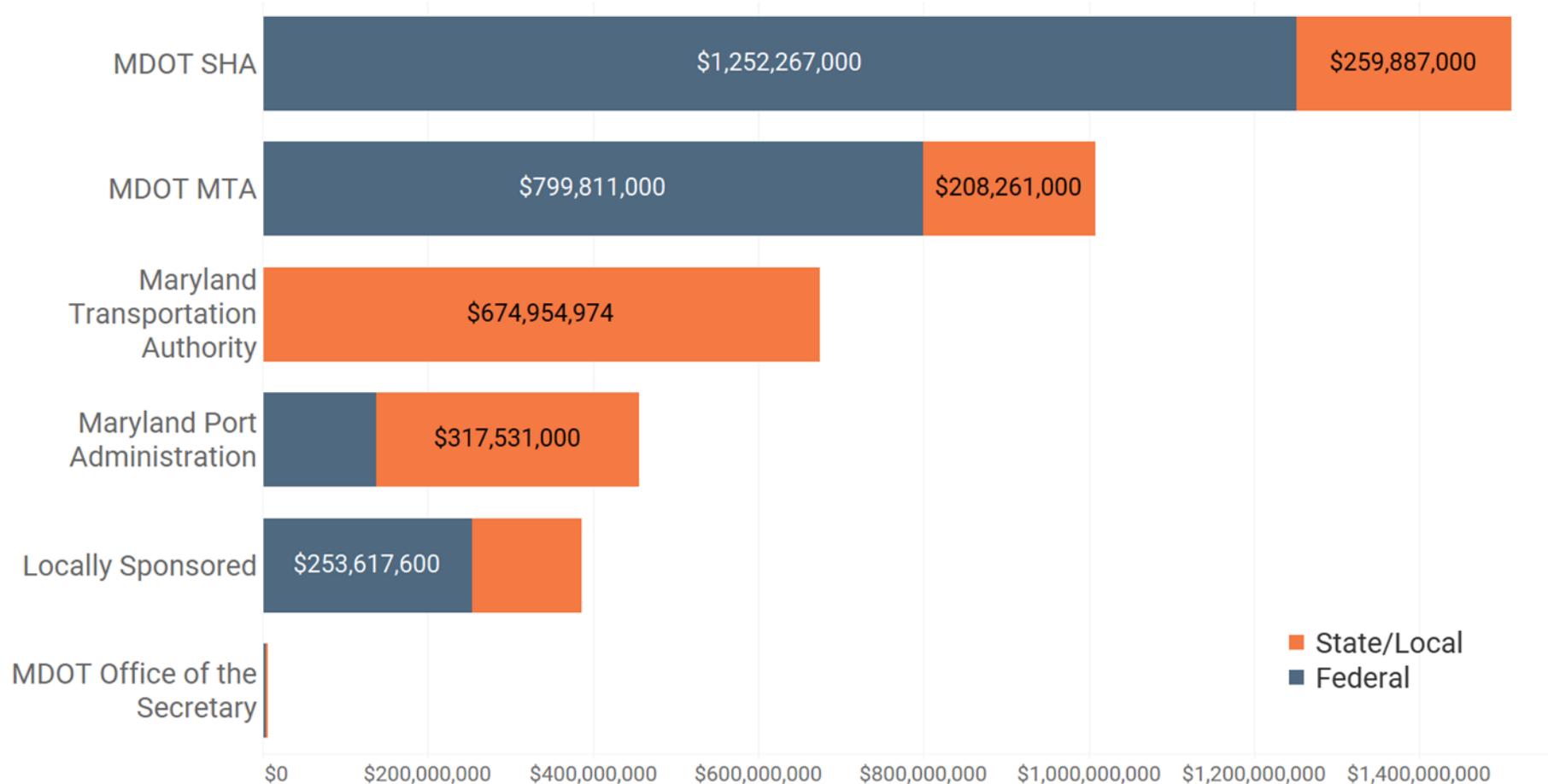
- **129 federally-funded and regionally significant projects**
 - 6 are new projects
- **\$4.04 billion in proposed federal, state, local, and toll funds**
 - \$2.44 billion federal; \$1.6 billion state/local
 - highway, transit, bicycle and pedestrian projects
 - maintaining, operating and expanding 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



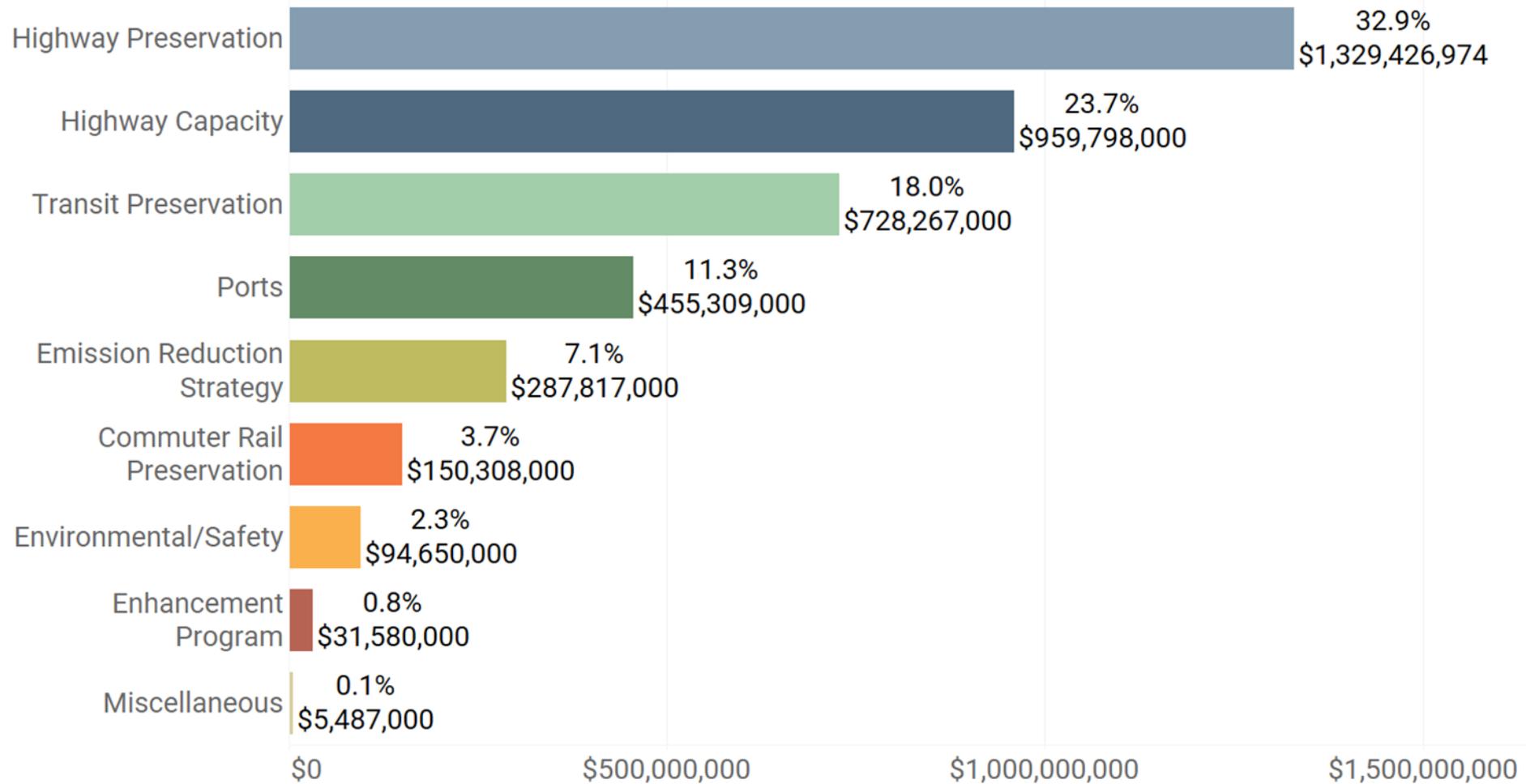
Funding in the 2022-2025 TIP



Funding in the 2022-2025 TIP

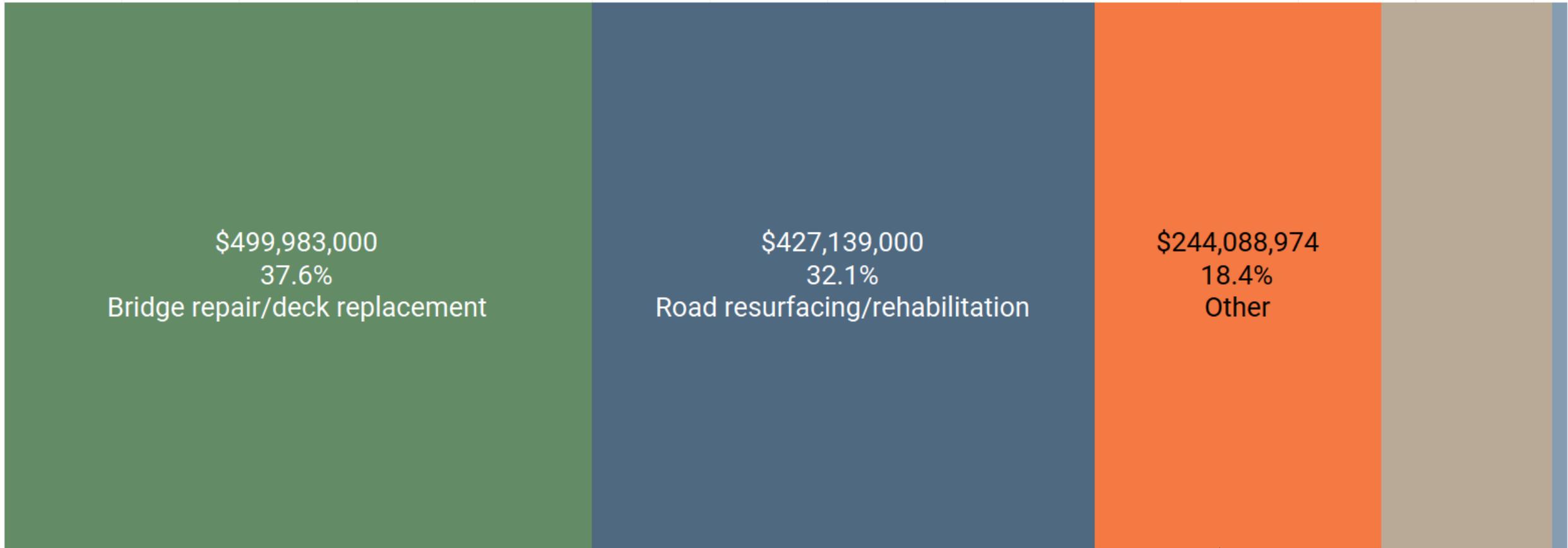


Funding in the 2022-2025 TIP



Breakdown of Highway Preservation Funds

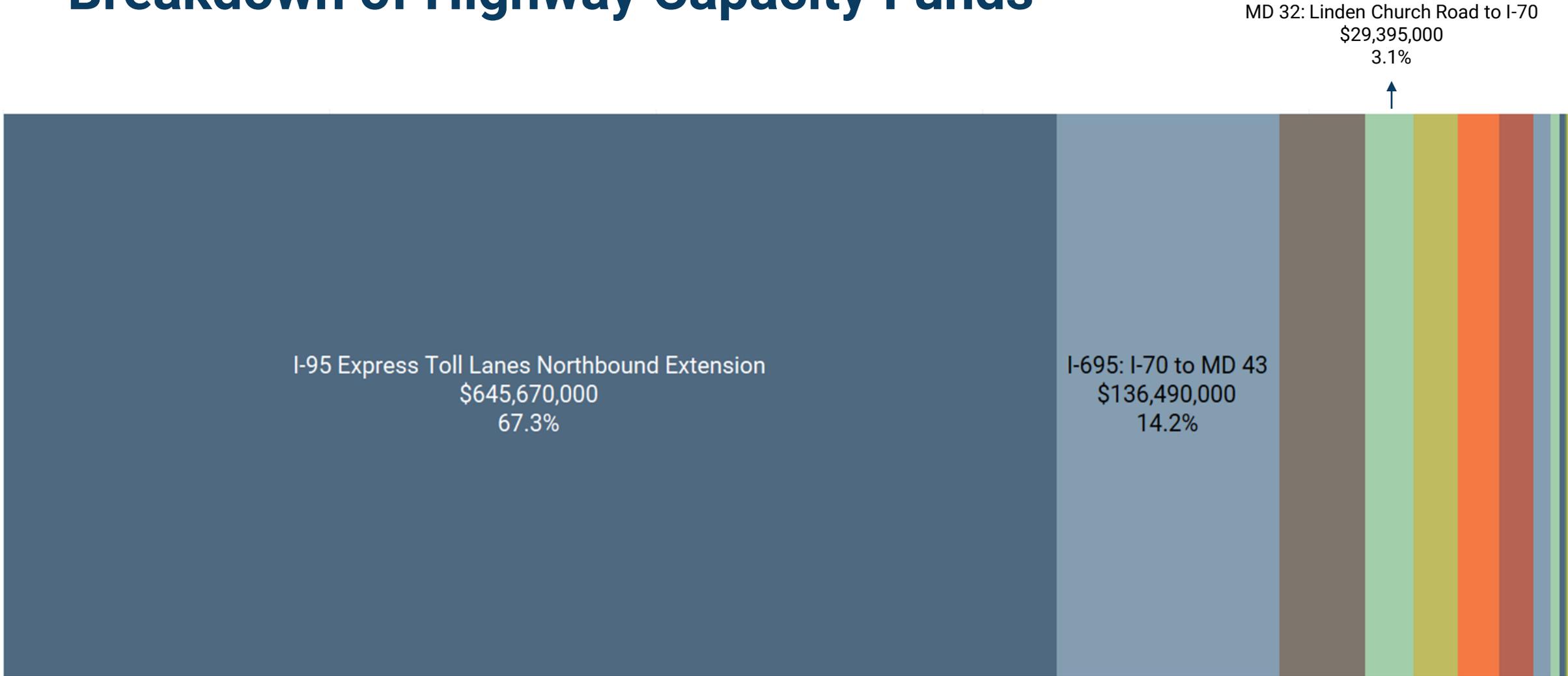
Road Reconstruction
\$145,466,000
Reconstruction of I-695/I-70
interchange accounts for 99.4%



MDOT SHA Areawide Safety
and Spot accounts for \$225.9
million, or 92.6%, of "Other" type
projects



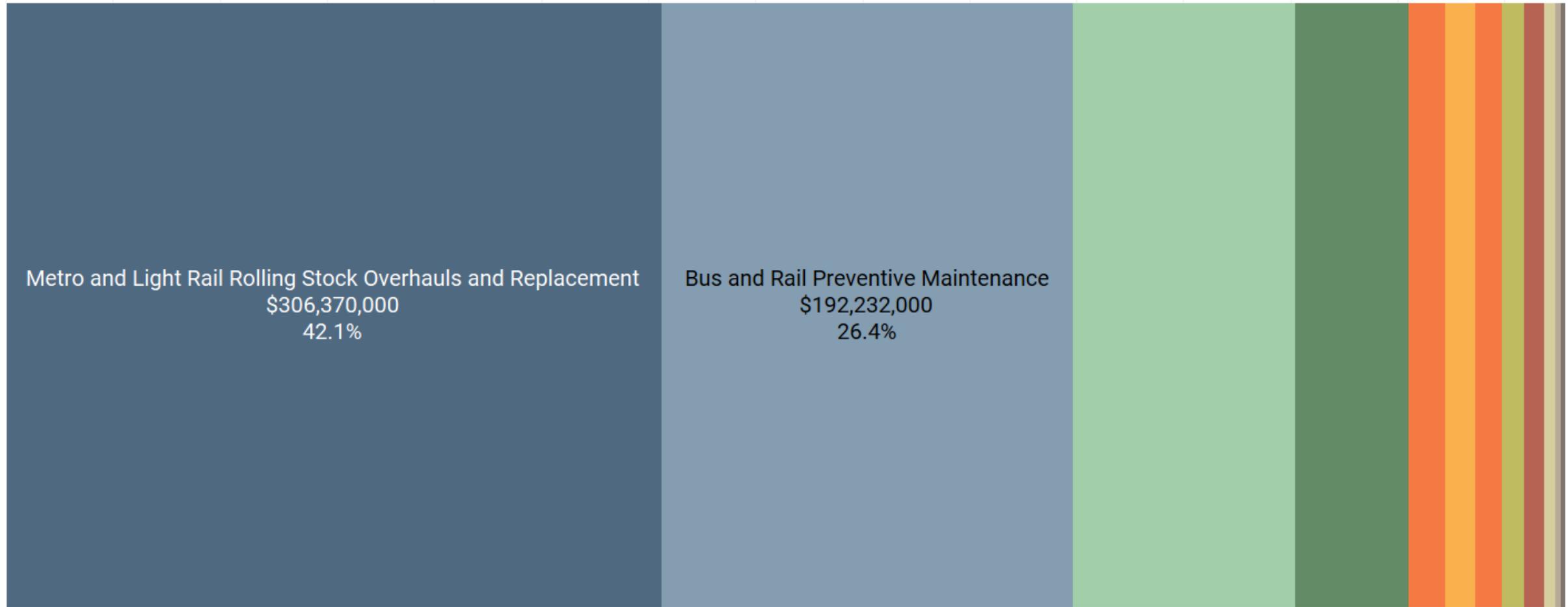
Breakdown of Highway Capacity Funds



MD 175: Sellner Road/Race Road to McCarron Court
\$52,339,000
5.5%



Breakdown of Transit Preservation Funds



Metro and Light Rail System Preservation and Improvement
\$103,665,000 or 14.2%



2022-2025 TIP Public Involvement and MDOT MTA Program of Projects

FTA Fund Source	FY2022-FY2025 Federal	FY2022-FY2025 Matching	FY2022-FY2025 Total
5307C: Capital requests in urbanized areas including bus purchases, replacements, and preventive maintenance	\$377,246,000	\$94,313,000	\$471,559,000
5307F: Flex (STBG Funds flexed to 5307)	\$2,384,000	\$596,000	\$2,980,000
5307O: Operating assistance in urbanized areas	\$9,760,000	\$9,760,000	\$19,520,000
5310: Mobility of seniors and individuals with disabilities	\$6,740,000	\$2,620,000	\$9,360,000
5311O: Operating assistance in nonurbanized areas	\$952,000	\$952,000	\$1,904,000
5337: State of Good Repair funds including preventive maintenance and MARC improvements	\$202,059,000	\$50,517,000	\$252,576,000
5339F: Bus and Bus Facilities Formula funds	\$24,999,000	\$6,251,000	\$31,250,000
CMAQ: Congestion Mitigation and Air Quality	\$175,671,000	\$43,252,000	\$218,923,000
Totals	\$799,811,000	\$208,261,000	\$1,008,027,000

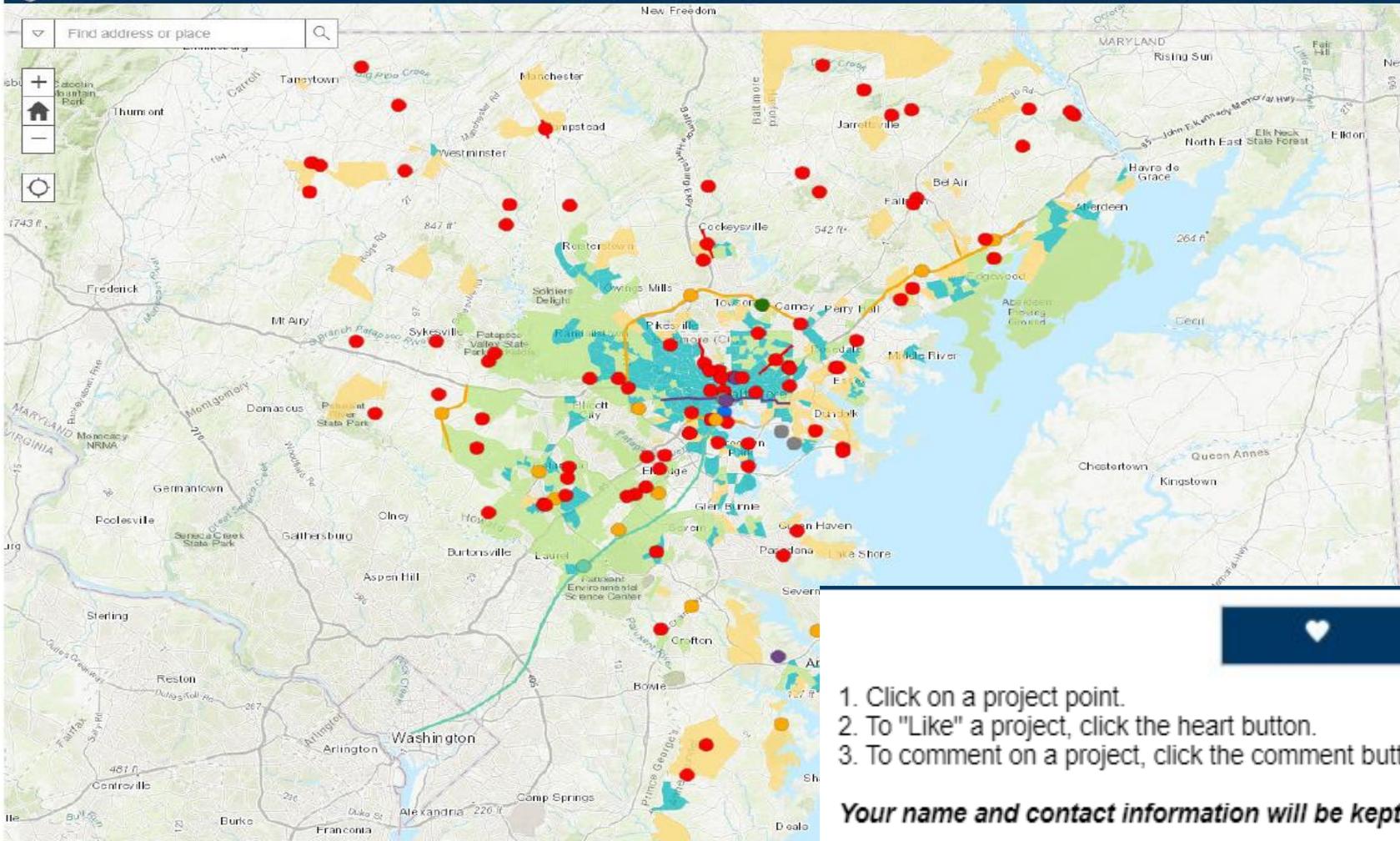
Project Highlights

- Anne Arundel County: Multimodal Transportation Center in Parole
- Baltimore City: East-West Bus Corridor
- Howard County: US 29/Broken Land Parkway Interchange and North South Connector
- MDOT SHA: I-695 from I-70 to MD 43 and Reconstruction of Interchange at I-70
- Maryland Port Administration: Howard Street Tunnel
- MDTA: Baltimore Harbor Tunnel Toll Plaza & Interchange Improvements
- MDTA: I-95 Northbound Expansion

Interactive Mapping Features

TIP 2022-2025 Public Comments

Find address or place



Filter list by map

Anne Arundel County: O'Connor Road Bridge over ...	0
Anne Arundel County: Magothy Bridge Road Bridg...	0
Anne Arundel County: MD 3: Saint Stephens Churc...	0
Anne Arundel County: Polling House Road Bridge ...	0
Anne Arundel County: Conway Road Bridge over L...	0
Anne Arundel County: Hanover Road Bridge over ...	0
Anne Arundel County: MD 2: US 50 to Baltimore A...	0
Anne Arundel County: Jacobs Road Bridge over S...	0
Anne Arundel County: Parole Transportation Center	0
Anne Arundel County: Harwood Road Bridge over ...	0
Anne Arundel County: Furnace Avenue Bridge ove...	0
Anne Arundel County: MD 214: MD 468 to east of L...	0

1. Click on a project point.
2. To "Like" a project, click the heart button.
3. To comment on a project, click the comment button.

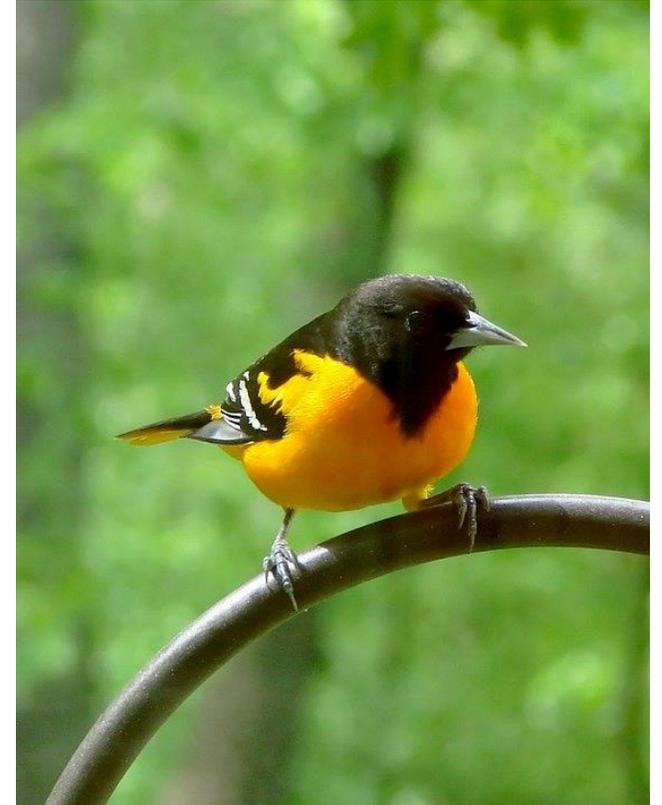
Your name and contact information will be kept confidential.

Changes made/to be made to the Draft 2022-2025 TIP

- **No TIP Sheet changes**
- **Minor updates to several chapters**
 - Table of Contents
 - II.B - Updated public involvement section
 - II.D - Updated Chapter to include Senior Ride Program Awardees
- **Minor updates to Appendices**
 - Appendix A – updated staff members
 - Appendix C – Self Certification
 - Appendix F – Amendment and Administrative Modification log
 - Appendix G – Public Participation
 - Appendix H – Added Full Resolution

Air Quality Conformity

- Ensures the Plan and TIP do not worsen air quality in the region, or delay the attainment of national ambient air quality standards (NAAQS).
- Requires that transportation emissions do not exceed motor vehicle emission “budgets” in the state air quality implementation plan (SIP).
- Ties together transportation planning and air quality planning.



Air Quality Conformity

- Currently the Baltimore region is in nonattainment for the 2008 and 2015 ozone standards.
- Regional Emissions Analysis: Models transportation emissions of nitrogen oxides (NO_x) and volatile organic compounds (VOC's) expected from onroad mobile vehicles, ie. cars, trucks, buses, motorcycles, in addition to idling trucks.
- Models emissions in particular “horizon” years assuming existing road and transit network, in addition to TIP and Plan projects.
- All modeled horizon years (2021, 2025, 2035, 2045) show emissions will be below SIP “budgets.”

Conformity Process ICG Milestones

- Methodology Letter (Which pollutants, emissions model, model run years) developed by the ICG and sent to federal review agencies.
- Determine conformity status, either exempt/non-exempt/regionally significant (project-by-project)
- BMC and MDE run EPA-developed emissions model. MDE supplies the official results.
- Approve regional emissions analysis results for public review.
- The draft document and results are out for public review.
- Looking to the ICG/TC to recommend approval of conformity document

Public Comment Period

- Comment Period: June 8 through July 9, 2021
- One virtual public meeting publicinput.com/H2050
- Over 50 pages of comments received from 30 individuals and organizations
- Majority of comments supported modification of the TIP to:
 - (a) Reduce highway capacity expenditures
 - (b) Invest more in transit, particularly in transit capacity for transit-reliant populations
 - (c) Support local bicycle and pedestrian improvements
 - (d) Address Climate Change and equity



Public Comments

- **The Greater Washington Partnership**
 - Commend the Board for the addition of the East-West Priority Bus Corridor to the TIP,
 - Encourages the addition of more short-term Priority Bus Corridors projects from the Central Maryland Regional Transit Plan (ex: North-South corridor from Towson to Downtown Baltimore)
 - Coordinate with Amtrak and MDOT for funding for the B&P Tunnel or track enhancements at Baltimore Penn Station.
 - Add funding for the Baltimore Greenway Trails Network
 - Support a planning process to remove the Highway to Nowhere (US 40) that divides West Baltimore
 - Identity a next step for the Baltimore Region Transit Governance and Funding Study

Public Comments (cont.)

- **Paul Emmart**
 - Incorporate health impacts to the modeling & assessment modules - health risks should be weighted and included in the prioritization of projects to be funded
 - Conduct an alternatives analysis for the TIP and develop planning scenarios which exceed the required air quality thresholds
 - Add more funding for Emission Reduction Strategy (ERS) Projects - 1 bike path and a new sidewalk is not enough in a \$4b plan
 - Need to identify the cumulative impact from all TIP projects on climate change

Public Comments (cont.)

- **Coalition of 17 parties**

- There are zero dollars for transit capacity so the region is now spending infinitely more on new highways than it is on new transit.
- Add further funding for projects from the Central Maryland Regional Transit Plan (RTP) such as corridor studies, transit hubs, and ADA compliance.
- Given recent lawsuit against Baltimore City regarding its ongoing lack of ADA compliance recommend directing more resources for ADA accessibility
- Add more dedicated funding for trails and separated bike facilities

- **Transit Choices**

- Resubmitted comments from last year: Too much investment in highways; add funding for transit maintenance, increased access to transit, and bike/ped facilities.

1199 SEIU United Healthcare Workers East	Downtown Residents Advocacy Network
Baltimore Co. Progressive Democrats Club	Fund for Educational Excellence
Baltimore MARC Riders	Klaus Philipsen, FAIA, ArchPlan Inc.
Baltimore Transit Equity Coalition	Maryland Consumer Rights Coalition
Bikemore	Maryland Sierra Club
Central Maryland Transportation Alliance	Our Revolution Baltimore City/County
Coalition for Smarter Growth	Rails-to-Trails Conservancy
Consumers for Accessible Ride Services	Union of Concerned Scientists
Disability Rights Maryland	

Public Comments (cont.)

- **Baltimore-Washington Transportation Research Group**
 - Urge the rejection of funding for TIP ID#: 90-1901-99 (SCMAGLEV) project and redirect funding for Express MARC Service
 - Raises equity concerns and suggests that investing in MARC would increase access to several low-income and minority communities in the region
- **Social Media and TIP Interactive Map**
 - Concerns about low number of bike/ped projects, overemphasis on highways
 - Against proposed widening of I-695; space should be used to create a rail and/or trail system
 - Support for Greenway Middle Branch project
 - Request for presentation to Annapolis Planning Commission

For More Information

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