

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

Ramond Robinson, Transportation Officer

BALTIMORE CITY

Graham Young, Complete Streets Manager

BALTIMORE COUNTY

Kevin Sabolcik, Chief of Structural Design Section

CARROLL COUNTY

Chris Letnaunchyn, Chief of 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

State Highway Administration

Tara Penders, Assistant Division Chief, RIPD

Lisa Sirota, Regional Planner, RIPD

Stephen Miller, Regional Planner, RIPD

Maryland Transportation Authority

Russell Walto, Planning & Community Relations Manager

BALTIMORE REGIONAL TRANSPORTATION BOARD

AGENCY	MEMBER	EMPOWERED REPRESENTATIVE
CITY OF ANNAPOLIS	Hon. Gavin Buckley Mayor	Sally Nash, Director Department of Planning & Zoning
ANNE ARUNDEL COUNTY	Hon. Steuart Pittman (Vice-Chair) County Executive	Ramond Robinson, 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, Deputy Director Transportation Planning
CARROLL COUNTY	Hon. Stephen Wantz (Chair) County Commissioner	Lynda Eisenberg, Director Department of Planning
HARFORD COUNTY	Hon. Barry Glassman County Executive	Alex Rawls, Senior Transportation Planner Department of Planning & Zoning
HOWARD COUNTY	Hon. Calvin Ball County Executive	Bruce Gartner, Administrator Office of Transportation
QUEEN ANNE'S COUNTY	Hon. Stephen Wilson County Commissioner	Steve Cohoon, Public Facilities Planner Department of Public Works
MARYLAND DEPARTMENT OF TRANSPORTATION	Hon. Gregory Slater Secretary	Heather Murphy, Director Office of Planning and Capital Programming
REPRESENTATIVE FOR ELIGIBLE PUBLIC TRANSIT OPERATORS	Rick Gordon Director, Annapolis DOT	
MARYLAND DEPARTMENT OF THE ENVIRONMENT (non-voting)	Hon. Ben Grumbles Secretary	Tad Aburn, Director Air & Radiation Management Administration
MARYLAND DEPARTMENT OF PLANNING (non-voting)	Hon. Rob McCord Secretary	Bihui Xu, Manager Transportation Planning
MARYLAND TRANSIT ADMINISTRATION (non-voting)	Ms. Holly Arnold Acting Administrator	Kate Sylvester, Deputy Administrator Planning & Capital Programming

TECHNICAL COMMITTEE

AGENCY	CONTACT PERSON
ANNE ARUNDEL COUNTY	Martha Arzu McIntosh , Transportation Planner
BALTIMORE CITY	Graham Young , Complete Streets Manager
BALTIMORE COUNTY	Sam Snead , Head Transportation Planner
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	Zach Chissell , Manager of Project Development
State Highway Administration	Lisa Sirota , Regional Planner, RIPD Stephen Miller , Regional Planner, RIPD
Maryland Transportation Authority	Russell Walto , Planning & Community Relations Manager
MARYLAND DEPARTMENT OF THE ENVIRONMENT	Alexandra Brun , Natural Resources Planner III
MARYLAND DEPARTMENT OF PLANNING	Ken Choi , 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 2022 – 2025 Transportation Improvement Program Prioritization

TIP project name	Criteria for prioritizing projects in the TIP													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Anne Arundel County Projects														
Hanover Road Corridor Improvement			X	X										X
MD 2: US 50 to Baltimore Annapolis Boulevard	X		X	X	X	X					X	X		X
MD 3: Saint Stephens Church Road to MD 175	X		X	X	X	X					X	X		X
MD 214: MD 468 to east of Loch Haven Road	X		X	X	X	X					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														
Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	X	X	X	X				X		X				X

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| <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> 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 |
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TIP project name	Criteria for prioritizing projects in the TIP													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Transportation Management Center Upgrade	X			X				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
Wilkins Avenue Bridge over Gwynns Falls	X			X							X			X
Belair Road Complete Streets	X	X		X	X	X		X	X		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
MLK Boulevard and Howard Street Intersection Improvements	X			X	X	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				
Fremont Ave Rehabilitation from Lafayette Ave to Presstman St	X			X	X						X			X
Hanover Street over CSX	X			X							X			X
Madison St. Rehabilitation from N Milton Ave to Edison Highway	X			X	X						X			X
Park Heights Ave from West Rogers Ave to Strathmore Ave	X			X	X						X			X

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TIP project name	Criteria for prioritizing projects in the TIP													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
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
Harford Road Bridge over CSX	X			X							X			X
East-West Bus Corridor	X	X	X	X	X	X		X	X	X	X			X
Capital Project Delivery Services				X									X	
Citywide Transportation Studies				X										
Baltimore County Projects														
Dogwood Road Bridge No. B-0072 over Dogwood Run	X			X										X
Mohrs Lane Bridge No. B-0143 over CSX Railroad	X			X							X			X
Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	X			X							X			X
Lansdowne Boulevard Bridge No. B-0113 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
Sparks Road Bridge No. B-0018 over Gunpowder Falls	X			X										
Golden Ring Road Bridge No. B-0110 over Stemmers Run	X			X										X
Rolling Road Bridge No. B-0358 over Branch of Dead Run	X			X							X			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														

<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 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
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TIP project name	Criteria for prioritizing projects in the TIP													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Shepherds Mill Road Bridge over Little Pipe Creek	X			X										X
Stone Chapel Road over Little Pipe Creek	X			X										X
Babylon Road Bridge over Silver Run	X			X										X
Gaither Road Bridge over South Branch of the Patapsco River	X			X										X
McKinstry's Mill Road Bridge over Sam's Creek	X			X										X
Hughes Shop Road Bridge over Bear Branch	X			X										X
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
Carroll County Bridge Inspection Program	X			X										X
Harford County Projects														
Abingdon Road Bridge #169 over CSX Railroad	X			X							X			X
Stafford Road Bridge #24 over Deer Creek	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

<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 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
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Criteria for prioritizing projects in the TIP	1	2	3	4	5	6	7	8	9	10	11	12	13	14
TIP project name														
Trappe Church Road Bridge #161 over Hollands Branch	X			X										X
Moores 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
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						
Seagirt Marine Terminal Modernization: Birth Improvements				X			X							
Howard Street Tunnel	X			X		X	X							X
Maryland Transit Administration Projects														

<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 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
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TIP project name	Criteria for prioritizing projects in the TIP													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
MDOT MTA Transportation Alternatives Program Grant	X	X	X	X	X	X	X	X	X		X	X		X
Urban Transit Systems – Capital Assistance	X	X		X		X		X	X					X
Bus and Paratransit Vehicle Overhaul and Replacement	X	X		X		X		X	X					X
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
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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	1	2	3	4	5	6	7	8	9	10	11	12	13	14
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 173: Bridge Replacement over Rock Creek	X			X								X		X
SHA Projects – Baltimore County														
I-695 at Cromwell Bridge Road – Drainage Improvement	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

<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 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
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TIP project name	Criteria for prioritizing projects in the TIP													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
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 45: Padonia Road to Wight Avenue	X			X				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
SHA Projects – Carroll County														
MD 30 Business: North Woods Trail to CSX Railroad	X			X	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
SHA Projects – Queen Anne’s County														
MD 835C Sidewalk: Cockey Lane to Old Love Point Road	X			X	X						X	X		X

<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 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
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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	11-2102-41	MD 2: US 50 to Baltimore Annapolis Boulevard	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 ³ Improve System Safety ⁴ Increase Mobility	Highway Safety Pavement Condition System Performance – Congestion
Anne Arundel County	11-2103-41	MD 3: Saint Stephens Church Road to MD 175	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
Anne Arundel County	11-2104-41	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
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

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.

³ Improve and Maintain Existing Infrastructure: Improve the conditions of existing transportation facilities; systematically maintain and replace transportation assets as needed.

⁴ 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					
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
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 ⁵ Improve Accessibility ⁶ Improve and Maintain Existing Infrastructure Promote Prosperity and Economic Opportunity	System Performance – Congestion System Performance – Emissions Transit Asset Management

⁵ Conserve and Enhance the Environment: Pass on to future generations the healthiest natural and human environments possible.

⁶ 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	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Conserve and Enhance the Environment Improve and Maintain Existing Infrastructure Improve System Safety Increase Mobility 	<ul style="list-style-type: none"> Highway Safety Transit Safety System Performance – Congestion System Performance – Emissions System Performance – Reliability
Baltimore City	12-1701-04	Transportation Management Center Upgrade	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 8. Enhances social, energy, or environmental efforts 10. Implements transportation system management strategies 	<ul style="list-style-type: none"> Increase Mobility Improve System Security⁷ 	<ul style="list-style-type: none"> System Performance – Congestion System Performance – Reliability
Baltimore City	12-2102-03	Greenway Middle Branch Phase 2	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety 	<ul style="list-style-type: none"> Highway Safety System Performance – Congestion System Performance – Emissions
Baltimore City	12-1215-13	Perring Parkway Ramp over Herring Run	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 14. Enhances transportation safety 	<ul style="list-style-type: none"> Improve and Maintain Existing Infrastructure Improve System Safety 	<ul style="list-style-type: none"> Bridge Condition
Baltimore City	12-1216-13	Sisson Street Bridge over CSX Railroad	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety 	<ul style="list-style-type: none"> Improve and Maintain Existing Infrastructure Improve System Safety 	<ul style="list-style-type: none"> Highway Safety Bridge Condition
Baltimore City	12-1403-13	Wilkins Avenue Bridge Over Gwynns Falls	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety 	<ul style="list-style-type: none"> Improve and Maintain Existing Infrastructure Improve System Safety 	<ul style="list-style-type: none"> Highway Safety Bridge Condition

⁷ 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	<p>2. Implements emission reduction measures</p> <p>8. Enhances social, energy and environmental efforts</p> <p>9. Facilitates transit and/or alternatives to the single occupant vehicle</p> <p>11. Improves pedestrian safety & access</p> <p>12. Improves bicycle safety & access</p>	<p>Conserve and Enhance the Environment</p> <p>Improve and Maintain Existing Infrastructure</p> <p>Improve Accessibility</p> <p>Improve System Safety</p>	<p>Highway Safety</p> <p>Pavement Condition</p> <p>System Performance – Congestion</p>
Baltimore City	12-1602-13	Remington Avenue Bridge over Stony Run	<p>1. Preserves the regional transportation system</p> <p>11. Improves pedestrian safety & access</p> <p>14. Enhances transportation safety</p>	<p>Improve and Maintain Existing Infrastructure</p> <p>Improve System Safety</p>	<p>Highway Safety</p> <p>Bridge Condition</p>
Baltimore City	12-1603-13	Radecke Avenue and Sinclair Lane over Moores Run	<p>1. Preserves the regional transportation system</p> <p>11. Improves pedestrian safety & access</p> <p>14. Enhances transportation safety</p>	<p>Improve and Maintain Existing Infrastructure</p> <p>Improve System Safety</p>	<p>Highway Safety</p> <p>Bridge Condition</p>
Baltimore City	12-1604-13	I-83 Concrete Deck Mill and Resurface	<p>1. Preserves the regional transportation system</p> <p>14. Enhances transportation safety</p>	<p>Improve and Maintain Existing Infrastructure</p> <p>Improve System Safety</p>	<p>Bridge Condition</p>
Baltimore City	12-1605-13	Moravia Road Ramp Bridge over Pulaski Highway	<p>1. Preserves the regional transportation system</p> <p>14. Enhances transportation safety</p>	<p>Improve and Maintain Existing Infrastructure</p> <p>Improve System Safety</p>	<p>Bridge Condition</p>
Baltimore City	12-1706-11	MLK Boulevard and Howard Street Intersection Improvements	<p>1. Preserves the regional transportation system</p> <p>6. Provides accessibility and/or intermodal connectivity among major destinations</p> <p>11. Improves pedestrian safety & access</p> <p>14. Enhances transportation safety</p>	<p>Improve Accessibility</p> <p>Improve and Maintain Existing Infrastructure</p> <p>Improve System Safety</p>	<p>Highway Safety</p> <p>Pavement Condition</p>
Baltimore City	12-1801-13	Monroe Street Ramp over CSX and Russell Street over CSX	<p>1. Preserves the regional transportation system</p> <p>14. Enhances transportation safety</p>	<p>Improve and Maintain Existing Infrastructure</p> <p>Improve System Safety</p>	<p>Bridge Condition</p>

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	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety 	<ul style="list-style-type: none"> Improve and Maintain Existing Infrastructure Improve System Safety 	<ul style="list-style-type: none"> Highway Safety Bridge Condition
Baltimore City	12-2003-19	Citywide Asset Management	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 10. Implements transportation system management strategies 	<ul style="list-style-type: none"> Promote Informed Decision Making⁸ 	<ul style="list-style-type: none"> No performance measures specifically addressing implementation of a performance-based management program
Baltimore City	12-2007-11	Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access 14. Enhances transportation safety 	<ul style="list-style-type: none"> Improve and Maintain Existing Infrastructure Improve System Safety 	<ul style="list-style-type: none"> Highway Safety Pavement Condition
Baltimore City	12-2008-13	Hanover Street over CSX	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety 	<ul style="list-style-type: none"> Improve and Maintain Existing Infrastructure Improve System Safety 	<ul style="list-style-type: none"> Highway Safety Bridge Condition
Baltimore City	12-2010-11	Madison Street Rehabilitation from North Milton Avenue to Edison Highway	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access 14. Enhances transportation safety 	<ul style="list-style-type: none"> Improve and Maintain Existing Infrastructure Improve System Safety 	<ul style="list-style-type: none"> Highway Safety Pavement Condition

⁸ 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	12-2011-11	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	12-2106-13	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
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	12-1901-99	Capital Project Delivery Services	13. Permits timely advancement and continuity of projects	Promote Informed Decision Making	No performance measures specifically addressing project delivery

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Baltimore City	12-2014-99	Citywide Transportation Studies	4. Consistent with applicable short- and long-term comprehensive plans	Promote Informed Decision Making	No performance measures specifically addressing transportation studies
Baltimore County	13-0001-13	Dogwood Road Bridge No. B-0072 Over Dogwood Run	1. Preserves the regional transportation system 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
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	13-1105-13	Lansdowne Boulevard Bridge No. B-0113 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	13-1206-13	Sparks Road Bridge No. B-0018 over Gunpowder Falls	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	Bridge Condition
Baltimore County	13-1208-13	Golden Ring Road Bridge No. B-0110 over Stemmers Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Baltimore County	13-1209-13	Rolling Road Bridge No. B-0358 over Branch of Dead 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

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	14-1102-13	Shepherds Mill 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	14-1103-13	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	14-1601-13	Babylon Road Bridge over Silver Run	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
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

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures

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	14-9401-14	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	15-1501-13	Stafford Road Bridge #24 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	15-1601-13	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
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

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
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
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

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
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
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

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures

Maryland Port Administration	32-2001-83	Seagirt Marine Terminal Modernization: Berth Improvements	7. Provides for connectivity of facilities within the region to facilities outside the region	Promote Prosperity and Economic Opportunity	System Performance – Freight
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
MTA - Transit	40-2104-29	MDOT MTA Transportation Alternatives Program Grants	1. Preserves the regional transportation system 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 Pavement Condition System Performance – Congestion System Performance – Emissions
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

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
MTA - Transit	40-9501-05	Rural Transit Systems – Capital Assistance	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety 	<ul style="list-style-type: none"> System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Transit	40-9502-05	Small Urban Transit Systems – Capital Assistance	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety 	<ul style="list-style-type: none"> System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Transit	40-9901-01	Ridesharing – Baltimore Region	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Conserve and Enhance the Environment Improve Accessibility 	<ul style="list-style-type: none"> System Performance – Congestion System Performance – Emissions
MTA - Transit	40-0104-61	Small Urban Transit Systems – Operating Assistance	<ul style="list-style-type: none"> 2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 	<ul style="list-style-type: none"> Conserve and Enhance the Environment Improve Accessibility 	<ul style="list-style-type: none"> System Performance – Congestion System Performance – Emissions Transit Safety
MTA - Transit	40-1203-65	Kirk Bus Facility Replacement - Phase 1 & 2	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single occupant vehicle 	<ul style="list-style-type: none"> Conserve and Enhance the Environment Improve and Maintain Existing Infrastructure 	<ul style="list-style-type: none"> System Performance – Congestion System Performance – Emissions Transit Asset Management

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
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
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

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
MTA - Transit	40-1804-63	Metro and Light Rail Rolling Stock Overhauls and Replacement	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety Improve System Security 	<ul style="list-style-type: none"> System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Transit	40-1805-64	Metro and Light Rail System Preservation and Improvement	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 14. Enhances transportation safety 	<ul style="list-style-type: none"> Improve and Maintain Existing Infrastructure Improve System Safety 	<ul style="list-style-type: none"> System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Transit	40-9204-61	Rural Transit Systems – Operating Assistance	<ul style="list-style-type: none"> 2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 	<ul style="list-style-type: none"> Conserve and Enhance the Environment Improve Accessibility 	<ul style="list-style-type: none"> System Performance – Congestion System Performance – Emissions Transit Safety
MTA - Commuter Rail	70-1501-53	MARC Rolling Stock Overhauls and Replacement	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Conserve and Enhance the Environment Improve and Maintain Existing Infrastructure Improve System Safety Improve System Security 	<ul style="list-style-type: none"> System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Commuter Rail	70-1502-54	MARC Improvements	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety Improve System Security 	<ul style="list-style-type: none"> System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
MTA - Commuter Rail	70-1503-55	MARC Facilities	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety Improve System Security 	<ul style="list-style-type: none"> System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
Office of the Secretary	90-1401-39	State Safety Oversight	<ul style="list-style-type: none"> 14. Enhances transportation safety 	<ul style="list-style-type: none"> Improve System Safety 	<ul style="list-style-type: none"> Transit Safety
Office of the Secretary	90-1901-99	Baltimore-Washington Superconducting Maglev (SCMAGLEV) project	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Conserve and Enhance the Environment Improve Accessibility Improve System Safety Increase Mobility Promote Prosperity and Economic Opportunity 	<ul style="list-style-type: none"> System Performance – Congestion System Performance – Emissions Transit Safety
SHA: Areawide	60-9903-29	Areawide Transportation Alternatives Projects	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety 	<ul style="list-style-type: none"> Highway Safety Pavement Condition System Performance – Congestion System Performance – Emissions
SHA: Areawide	60-9506-38	Areawide Environmental Projects	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety 	<ul style="list-style-type: none"> Highway Safety System Performance – Congestion System Performance – Emissions

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
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
SHA: Areawide	60-0702-99	Morgan State University Transportation Research Program	8. Enhances social, energy, and environmental efforts 13. Permits timely advancement and continuity of projects	Foster Participation and Cooperation Among Stakeholders ⁹ Promote Informed Decision Making	No performance measures specifically addressing transportation research programs
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

⁹ Foster Participation and Cooperation Among Stakeholders: Enable all interested and affected parties to participate and cooperate to find workable solutions.

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures

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	63-1801-38	I-695 at Cromwell Bridge Road – Drainage Improvement	1. Preserves the regional transportation system 8. Enhances social, energy, and environmental efforts	Conserve and Enhance the Environment Improve and Maintain Existing Infrastructure	Pavement Condition
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
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

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
SHA: Baltimore County	63-1707-11	MD 45: Padonia Road to Wight Avenue	1. Preserves the regional transportation system 8. Enhances social, energy and environmental efforts 11. Improves pedestrian safety & access 14. Enhances transportation safety	Conserve and Enhance the Environment Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement 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: Carroll County	64-1401-19	MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Community Safety & Enhancement)	1. Preserves the regional transportation system 8. Enhances social, energy and environmental efforts 11. Improves pedestrian safety & access 14. Enhances transportation safety	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement 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
SHA: Queen Anne's County	67-2101-03	MD 835C Sidewalk: Cockey Lane to Old Love Point Road	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access 12. Improves bicycle safety & access 14. Enhances transportation safety	Improve Accessibility Improve System Safety	Highway Safety

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>]

Long-Range Transportation Plan Performance Measures and Targets	
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)
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

April 27, 2021

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 2022-2025 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, and the Financial Forecast developed for Maximize 2045, the BRTB's Long Transportation Range Plan.

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

Should you need any further information, please contact me at 410-865-1284 or via email at tbyrne@mdot.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 2022-2025 April 2021

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 2022-2025 Transportation Improvement Program come from the legislatively approved MDOT Consolidated Transportation Program. The accompanying table demonstrates that the MDOT program is fiscally reasonable, since programmed outlays do not exceed projected available revenues for the program period.

Exercising Flexibility in the use of Federal Funds

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

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

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

	<u>CURRENT</u>	<u>BUDGET</u>	<u>Planning Years</u>				<u>SIX - YEAR</u>
	<u>YEAR</u>	<u>YEAR</u>					<u>TOTAL</u>
	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	
<u>CAPITAL PROGRAM</u>							
The Secretary's Office AD	35.0	24.3	15.9	18.4	7.5	6.8	108.0
Motor Vehicle Administration	39.0	27.1	17.0	13.3	9.4	9.4	115.2
Maryland Aviation Administration D	142.7	223.6	193.6	167.1	100.4	26.9	854.3
Maryland Port Administration	180.9	202.6	204.3	205.4	164.6	101.5	1,059.3
Maryland Transit Administration D	646.0	620.4	458.4	537.5	492.5	377.4	3,132.0
Washington Metropolitan Area Transit ACD	439.7	443.9	448.3	452.8	457.5	462.2	2,704.4
<u>State Highway Administration B</u>	<u>1,343.1</u>	<u>1,104.5</u>	<u>1,148.5</u>	<u>1,189.7</u>	<u>1,178.6</u>	<u>1,239.2</u>	<u>7,203.5</u>
TOTAL CAPITAL	2,826.4	2,646.3	2,486.0	2,584.0	2,410.5	2,223.6	15,176.8
Special Funds	1,145.3	798.9	1,012.8	1,172.2	1,137.2	1,137.7	6,404.2
Federal Funds	1,299.1	1,283.4	934.9	918.3	891.4	804.0	6,131.0
Other Funds F	381.9	564.0	538.3	493.6	381.9	281.9	2,641.6
<u>OPERATING PROGRAM</u>							
The Secretary's Office A	101.7	100.0	102.0	104.0	106.0	109.0	622.7
Motor Vehicle Administration	202.8	202.1	207.0	212.0	217.0	222.0	1,262.9
Maryland Aviation Administration	195.6	198.6	204.0	209.0	214.0	219.0	1,240.2
Maryland Port Administration	48.6	49.4	50.0	51.0	52.0	53.0	304.0
Maryland Transit Administration	897.5	914.7	1,056.0	1,114.0	1,135.0	1,161.0	6,278.2
Washington Metropolitan Area Transit	424.5	450.7	465.0	479.0	493.0	508.0	2,820.2
<u>State Highway Administration</u>	<u>289.6</u>	<u>299.4</u>	<u>306.0</u>	<u>314.0</u>	<u>322.0</u>	<u>330.0</u>	<u>1,861.0</u>
TOTAL OPERATING	2,160.3	2,214.9	2,390.0	2,483.0	2,539.0	2,602.0	14,389.2
Special Funds	2,054.0	2,099.5	2,284.0	2,377.0	2,433.0	2,496.0	13,743.5
Federal Funds	106.3	115.4	106.0	106.0	106.0	106.0	645.7
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>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	
<u>DEBT SERVICE REQUIREMENTS</u>							
Special Funds	415.9	451.3	482.0	446.0	453.0	467.0	2,715.2
Federal Funds	-	-	-	-	-	-	-
Other Funds	-	-	-	-	-	-	-
<u>DEPARTMENTAL TOTAL</u>	<u>4,986.6</u>	<u>4,861.2</u>	<u>4,876.0</u>	<u>5,067.0</u>	<u>4,949.5</u>	<u>4,825.6</u>	<u>29,566.0</u>
Special Funds	3,615.2	3,349.7	3,778.8	3,995.2	4,023.2	4,100.7	22,862.9
Federal Funds	1,405.4	1,398.8	1,040.9	1,024.3	997.4	910.0	6,776.7
Other Funds	381.9	564.0	538.3	493.6	381.9	281.9	2,641.6

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

Includes County and Municipality transfer funds from the federal government.

Capital Program WMATA Grants line federal funds received by WMATA directly.

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

Debt Service for County Bonds is not included in FY 23-26.

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 2021 - FY 2026 CTP/STIP:

	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025 - 2026</u>	<u>TOTAL</u>
<u>Maryland Transit Administration</u>						
New Starts, Fixed Gudeway, Modernization and Bus	276.7	251.8	163.0	166.3	342.6	1,200.4
Elderly and Persons with Disabilites	0.0	3.8	3.9	4.0	12.5	24.2
Rural Area Formula	0.0	7.2	7.4	7.5	23.5	45.6
Subtotal (MTA)	276.7	262.8	174.3	177.8	378.6	1,270.2
<u>State Highway Administration</u>						
Statewide Planning & Research	20.5	21.2	20.7	21.1	43.0	126.5
Surface Transportation Program	167.8	132.9	164.0	153.6	469.0	1,087.3
Transportation Alternative Program	17.9	12.0	11.9	12.2	23.8	77.8
Special Federal Appropriations	59.9	13.1	0.1	0.0	0.0	73.1
Highway Safety Improvement Program	38.4	28.9	29.0	12.9	52.0	161.2
National Highway Peformance Program	256.0	277.3	394.7	395.9	559.5	1,883.4
NHPP Exempt Program	29.9	9.0	9.2	9.3	19.0	76.4
Congestion Mitigation/Air Quality	54.4	54.1	52.8	52.8	93.6	307.7
Subtotal (SHA)	644.8	548.5	682.4	657.8	1,259.9	3,793.4
Grand Total	921.5	811.3	856.7	835.6	1,638.5	5,063.6

**Financially Constrained Long Range Plan
Year 2017 to 2045 Update
For The
Baltimore Metropolitan Area**

**Prepared by
Maryland Department of Transportation**

August 2017

DOCUMENTATION OF ASSUMPTIONS

Date: August 2017

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

Total Program Revenues/Expenditures (operating and capital):

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

Operating Expenditures:

- FY 1981 to FY 2016 figures are actual expenditures from historical records. Expenditures for FY 2017 to FY 2022 are the operating budget projections contained in the current Trust Fund Forecast.
- FY 2023 to FY 2045 projections are derived by inflating the previous year with an estimate for the percentage change in CPI-U plus 2%. The Consumer Price Index is a generally accepted measure of inflation. The projected annual change in index figures is based on information received from two economic forecasting firms. Two percent (2%) is added to the forecasted rate to account for the additional operating costs associated with new capital expansions.

Capital - Systems Preservation:

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

Capital - Expansion:

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

Baltimore Area – Percentage of Capital Expansion:

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

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

(Millions of Dollars)

Fiscal Year	Operating	Systems Preservation	Operating & Systems Pres.	Expansion	Statewide Total
1991	266	144	376	247	623
1992	267	136	423	236	659
1993	323	164	466	264	770
1994	352	167	519	246	765
1995	365	204	569	310	900
1996	426	234	662	403	1,065
1997	441	264	705	506	1,211
1998	478	260	738	616	1,353
1999	508	227	735	677	1,412
1999	551	270	821	760	1,601
1999	591	268	859	773	1,632
1999	677	187	764	642	1,306
1999	636	254	692	418	1,110
1999	689	279	908	393	1,301
1999	709	400	1,109	407	1,606
1999	784	391	1,175	466	1,640
1999	770	417	1,187	393	1,600
1999	808	461	1,269	411	1,676
1999	888	516	1,383	490	1,903
2000	913	476	1,399	456	1,844
2001	979	678	1,657	632	2,289
2002	1,045	612	1,657	772	2,429
2003	1,168	620	1,778	772	2,550
2004	1,178	619	1,797	762	2,559
2005	1,237	714	1,951	873	2,731
2006	1,303	729	2,032	763	2,828
2007	1,306	724	2,126	701	2,821
2008	1,406	760	2,264	680	2,934
2009	1,527	974	2,501	388	2,889
2010	1,603	967	2,640	276	2,916
2011	1,646	908	2,466	376	2,781
2012	1,672	1,006	2,688	366	3,034
2013	1,638	1,164	2,792	418	3,208
2014	1,643	1,324	3,197	477	3,644
2016	1,959	1,436	3,297	603	3,900
2016	1,917	1,369	3,306	606	4,112
2017	1,947	1,660	3,607	1,123	4,630
2018	2,030	1,680	3,610	1,071	4,681
2019	2,060	1,667	3,637	1,066	4,642
2020	2,131	1,476	3,606	687	4,293
2021	2,161	1,391	3,672	463	4,066
2022	2,264	1,449	3,713	400	4,113
2023	2,464	1,284	3,738	566	4,288
2024	2,692	1,269	3,861	640	4,391
2025	2,898	1,332	4,228	571	4,699
2026	2,811	1,406	4,219	603	4,822
2027	2,924	1,490	4,414	639	5,063
2028	3,043	1,676	4,619	676	5,296
2029	3,176	1,661	4,837	712	5,640
2030	3,313	1,688	5,011	668	5,678
2031	3,451	1,732	5,183	614	5,797
2032	3,597	1,766	5,363	1,030	6,393
2033	3,764	1,892	5,656	1,346	6,702
2034	3,911	1,936	5,749	1,270	7,020
2035	4,079	1,874	5,953	1,416	7,369
2036	4,267	1,912	6,180	1,669	7,796
2037	4,433	1,950	6,383	1,791	8,104
2038	4,633	1,989	6,622	1,679	8,301
2039	4,837	2,029	6,866	2,062	8,918
2040	5,042	2,070	7,112	2,242	9,354
2041	5,266	2,111	7,369	2,444	9,813
2042	5,476	2,153	7,626	2,667	10,293
2043	5,717	2,196	7,913	2,889	10,802
2044	6,003	2,240	8,203	3,131	11,334
2046	6,228	2,285	8,513	3,383	11,896

MDOT - Office of Finance
18 Aug 17

BALTIMORE METROPOLITAN AREA Percentage of Capital Expansion

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

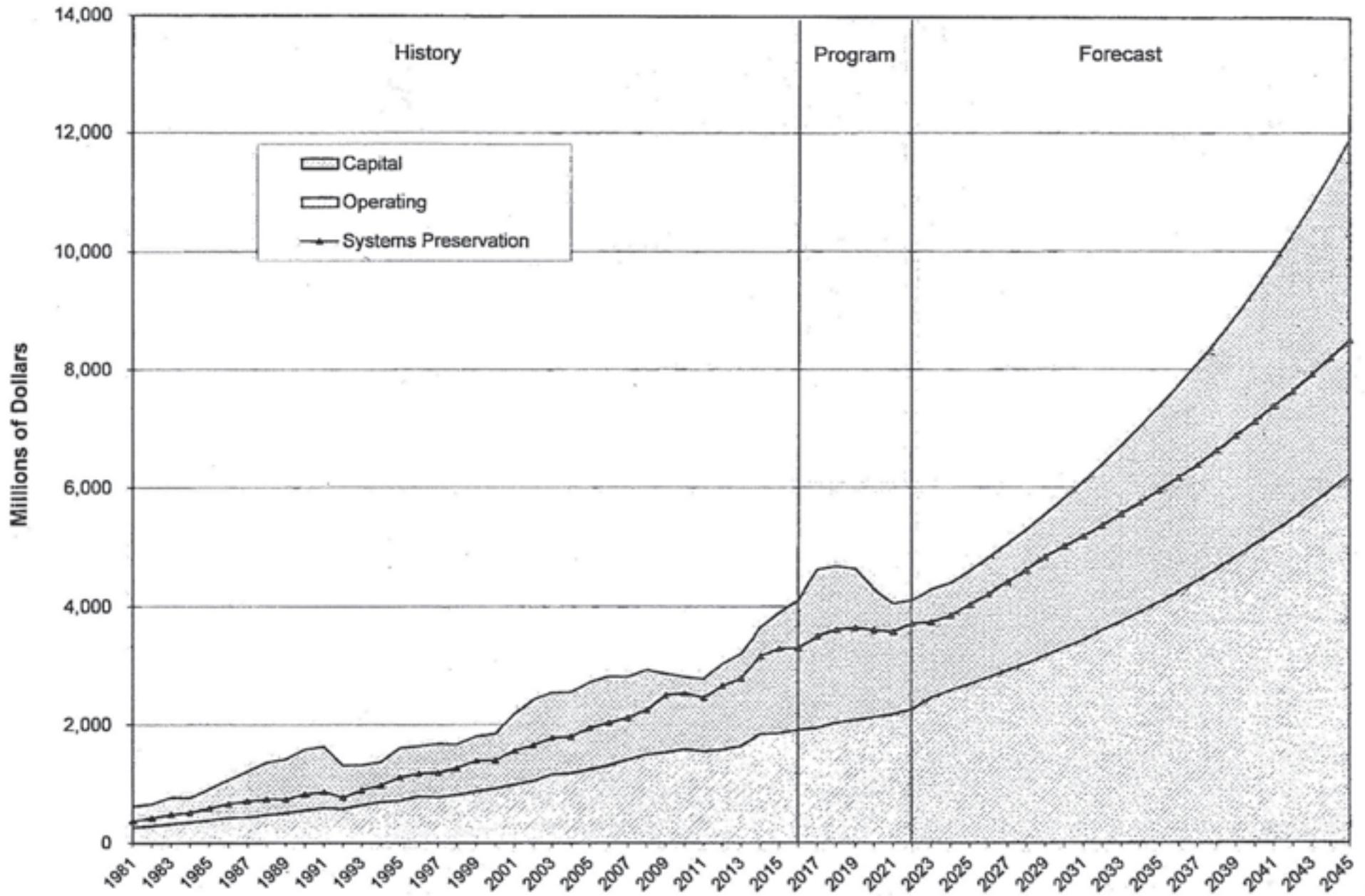


Baltimore Enhancement % of Surface Enhancement:	
1981 - 2016	40.3%



Fiscal Year	Statewide Expansion Funds	Surface Percentage	Private Funds	Total Surface Available	Baltimore Percentage	Total Balto. Expansion Funds
2014	477					155
2015	603					192
2016	806					282
2017	1,123					90
2018	1,071					90
2019	1,005					107
2020	687					80
2021	483					83
2022	400					69
2023	550	475	23	498	201	201
2024	540	467	23	490	197	197
2025	571	493	23	516	208	208
2026	603	521	23	544	219	219
2027	639	552	23	575	232	232
2028	676	584	24	608	245	245
2029	712	615	24	639	258	258
2030	805	696	24	720	290	290
2031	914	790	24	814	328	328
2032	1,030	890	24	914	368	368
2033	1,148	990	25	1,015	409	409
2034	1,279	1,105	25	1,130	455	455
2035	1,416	1,224	25	1,249	503	503
2036	1,559	1,347	25	1,372	553	553
2037	1,721	1,487	25	1,512	609	609
2038	1,879	1,624	26	1,650	665	665
2039	2,052	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-'46	34,848	30,116	571	30,687	12,363	12,363
Total '14-'45	41,503					13,511

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





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

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

Ramond Robinson
Director of Transportation

April 5, 2021

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

Dear Mr. Lang,

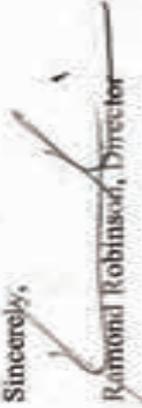
Please accept this letter as documentation for the financial capacity and financial reasonableness indicated for funding by Anne Arundel County for the 2022-2025 Transportation Improvement Program (TIP).

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

Documentation and approval of the local funds are contained in Anne Arundel County's Operating and Capital Budgets. Matching funds are appropriated in anticipation of Federal and/or State funds provided through direct earmarks or allocations by mode of the Maryland Department of Transportation. Given these facts, it is our belief that the Anne Arundel County 2022-2025 TIP projects are financially reasonable.

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

Sincerely,


Ramond Robinson, Director

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

CITY OF BALTIMORE
BRANDON SCOTT, Mayor



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

April 12, 2021

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 2022 to FY 2025.

The FY 2022-2027 Six-year Capital Improvement Program was approved by the Baltimore City Planning Commission on March 11, 2021. The Board of Finance review and approval is projected to occur on April 26, 2021. The capital budget for FY 2022-2027 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 2022-2025 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 Mr. Theo Ngongang, Deputy Director, at (410) 396-6802 or via email at Theo.Ngongang@baltimorecity.gov should you have any questions or concerns regarding the information provided herein.

Respectfully,

Steve Sharkey
Director

Cc: Mr. Theo Ngongang, Deputy Director, BCDOT
Ms. Adrea Turner, Chief of Staff, BCDOT
Mr. Bimal Devkota, Chief of Transportation Engineering & Construction, BCDOT
Mr. Dharendra Sinha, Chief of Fiscal Services, BCDOT

JOHN A. OLSZEWSKI, JR.
County Executive

D'Andrea Walker
Acting Director of Transportation



April 20, 2021

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

Re: 2022-2025 Transportation Improvement Program
Baltimore County Financial Commitment

Dear Mr. Todd Lang:

Baltimore County's portion of the 2022-2025 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/fy21budgetdetails.pdf>

As stated on the website, the General Obligation Bonds are backed by the Debt Service category and General Funds are included in the Capital-Pay-As-You-Go category.

Should you have any questions please contact Mr. Samuel Sneed of our Transportation Bureau at telephone 410-887-3554 or via email at ssneed@baltimorecountymd.gov.

Sincerely,

D'Andrea L. Walker

D'Andrea Walker, Director
Department of Public Works

SAW: TK:JP:KJcc:
Greg Carski-Balt. Co. Traffic\S:DPW:SHARED:SIGNATURES IN

Lynda D. Eisenberg
Director
Department of Planning

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



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

April 7, 2021

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

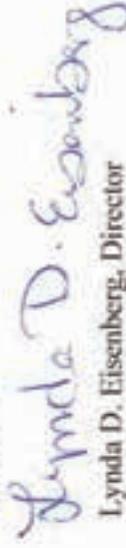
Re: Letter of Financial Commitment for the FY 2022-2025 Transportation Improvement Program (TIP)

Dear Mr. Lang,

Carroll County's list of projects for the FY 2022-2025 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. Four (4) of the bridge and culvert projects, and the bridge inspection program, are included as capital projects in both the current FY 2021-2026 CIP and the proposed FY 2022-2027 CIP. The remaining six (6) projects have previous funding. Finally, all ten (10) TIP projects are identified in the current CIP as "Active Capital Projects with Prior Appropriations".

It is my understanding that this letter satisfies the financial commitment requirement of the TIP process. If you need additional information, please contact 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 2, 2021

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

RE: Harford County's 2022-2025 Transportation Improvement Program

Dear Mr. Lang:

This letter provides documentation to satisfy the "Statement of Financial Reasonableness" requirement of the FY 2022-2025 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.

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

MARYLAND'S NEW CENTER OF OPPORTUNITY

THIS DOCUMENT IS AVAILABLE IN ALTERNATIVE FORMAT UPON REQUEST

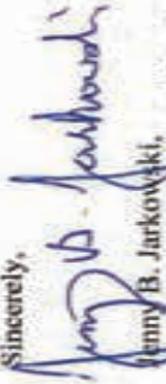
Todd Lang
Baltimore Metropolitan Council
April 2, 2021
Page 2

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 2021 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, (+1) 638-3103, extension 1372.

Sincerely,



Penny B. Jarkowski,
Director of Planning and Zoning

JBJ/AR/lap

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 A. Gallihue, Long-Range Planning Chief, Department of Planning and Zoning
Alex A. Rawls, Transportation Planner, Department of Planning and Zoning



Howard County Office of Transportation
3430 Court House Drive ■ Ellicott City, Maryland 21043 ■ 410-313-0702

Bruce Gartner, Administrator

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

April 5, 2021

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 2022-2025 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 2022.
- Project Pages from Howard County Executive Proposed Capital Budget Fiscal Year 2022
- 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.

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

Sincerely,

Bruce Gartner,
Administrator

Cc: Lornie 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 #22-2**

**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:

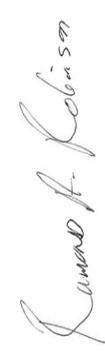
- 1) 23 U.S.C. 134, 49 U.S.C. Section 5303 and 23 U.S.C. 450 Subpart 336 (Metropolitan Planning);
- 2) In nonattainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93 (Conformity Determination);
- 3) Title 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 July 27, 2021 meeting.

7-27-21



Date

Ramond Robinson, Chair
Baltimore Regional Transportation Board

7/13/21

Date



Greg Slater, Secretary
Maryland Department of Transportation

**BALTIMORE REGIONAL TRANSPORTATION BOARD
2021 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 redesignation 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 adds Queen Anne's County as a 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:

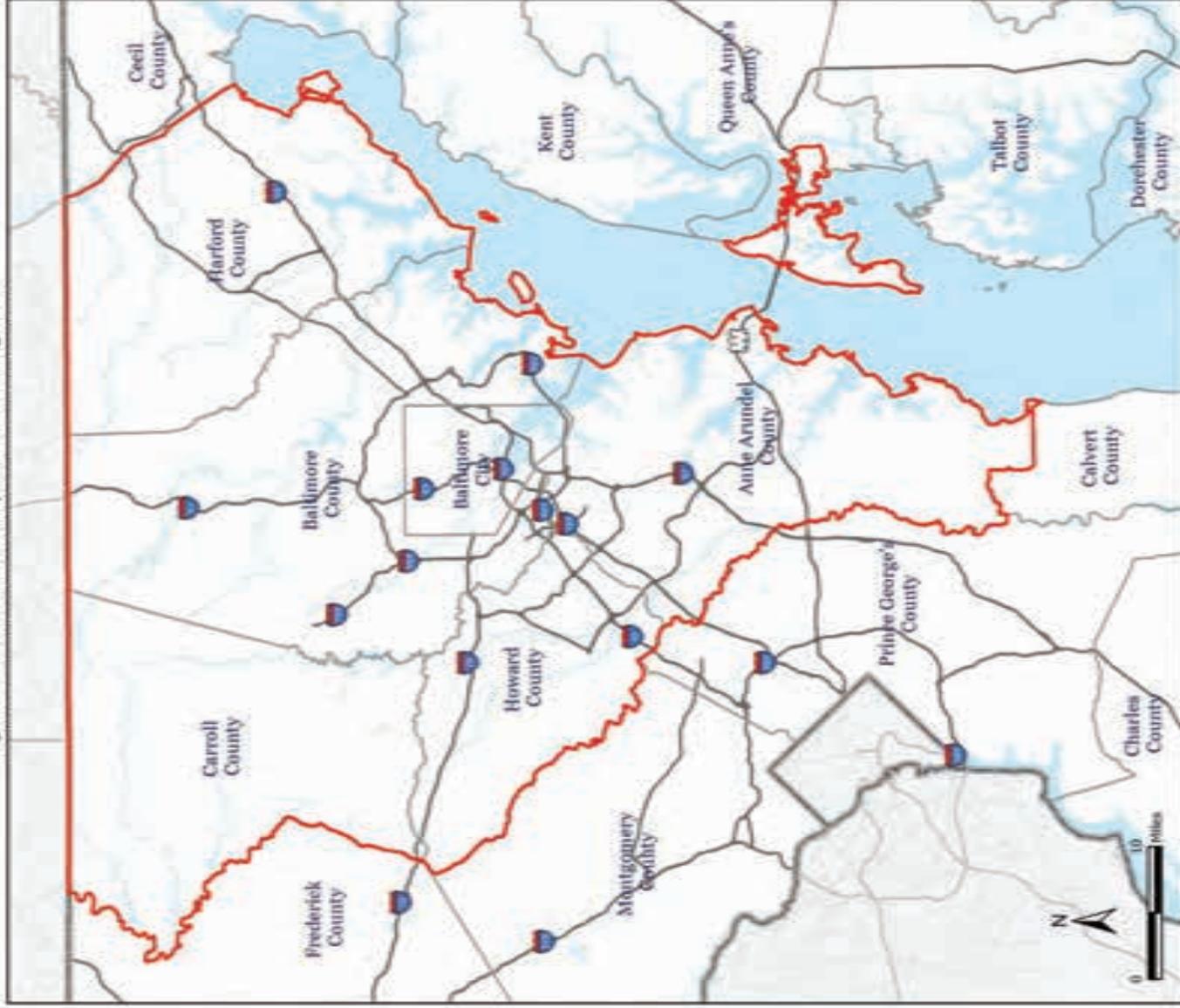
- Executive Committee
- Bicycle and Pedestrian Advisory Group
- Budget Subcommittee
- Public Advisory Committee (on hiatus)
- Congestion Management Process Committee
- Cooperative Forecasting Group
- Freight Movement Task Force
- Interagency Consultation Group
- Safety Committee
- Technical Committee
- 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 planning area is part of the 2010 U.S. Census Bureau's Baltimore - Columbia - Towson Metropolitan Statistical Area (MSA), containing the Baltimore Urbanized Area, the Aberdeen - Bel Air South - Bel Air North Urbanized Area, and the Westminster - Eldersburg Urbanized area. Also included within the Baltimore region are 13 smaller incorporated municipalities.

TRANSPORTATION PLANNING PROCESS

Federal Planning Factors

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

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

Regional Transportation Goals

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

- Improve System Safety – Make conditions safer for pedestrians, bicyclists, transit riders, and motorists.
- Improve and Maintain the Existing Infrastructure – Improve the conditions of existing transportation facilities; systematically maintain and replace transportation assets as needed.
- Improve Accessibility – Help people of all ages and abilities to access specific destinations.
- Increase Mobility – Help people and freight to move reliably and efficiently.
- Conserve and Enhance the Environment – Pass on to future generations the healthiest natural and human environments possible
- Improve System Security – Provide a secure traveling environment for everyone; improve the region's ability to respond to natural or man-made disasters
- Promote Prosperity and Economic Opportunity – Support the revitalization of communities, the development of activity centers, and the movement of goods and services.
- Foster Participation and Cooperation among Stakeholders – Enable all interested and affected parties to participate and cooperate to find workable solutions.
- Promote Informed Decision Making – Ensure that adopted transportation policies and performance measures guide the regional decision making process.

FHWA Performance Management Measures / National Goals

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

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

FTA Performance Management Measures / National Standards

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

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

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

BRTB Performance Management Measures and Targets

Consistent with the federal legislation's emphasis on performance-based planning, the BRTB coordinated with MDOT SHA and MDOT MTA to develop performance measures and targets. These will enable the BRTB to monitor and evaluate, over time, the performance of the region's transportation system relative to the regional goals.

The 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 in January 2018 and updated in January 2019, January 2020, and January 2021): (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 (LOTRR)) (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 – TTTR)

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.

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.

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. In March 2021, BMC hosted training for approximately 40 staff and committee members on the history of race in America and systemic and institutional racism. In December, staff launched 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.
- For the DBE program, staff have reviewed past participation and established the goal of 31.7 percent for FY 2022. The mailing list of DBE firms is also being updated so that qualified firms can receive RFP notices.
- As part of our efforts to address equity, staff continued to enhance our EJ analysis and tools. This year, staff have focused on three areas: 1) we explored what updated EJ analysis methods are enabled by the transition to the InSITE activity-based model; 2) we utilized new research to conduct an analysis of bicycle and pedestrian crash rates in relation to the location of EJ populations at the census tract level; and 3) we updated the EJ section of the TIP to include more detailed data on EJ populations in the Baltimore region and a discussion of the methodology.
- This year staff are planning a number of initiatives, including hosting Every Voice Counts in fall 2021. In addition, staff will continue to incorporate an equity lens into projects such as the Climate Change Resource Guide and the analysis of Automated Vehicle deployment in the region.

Environmental Justice

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

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

BMC staff members accepted an invitation to join a federal EJ Peer Exchange, starting in summer 2021.

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.

The UPWP identifies the planning budget and the planning activities to be undertaken by the agencies participating in the BRTB's metropolitan planning process during the program year. The UPWP also serves as the project budget for planning tasks funded by the FHWA and FTA. In addition, the UPWP supports the BRTB's priorities. The total funding proposed for FY 2022 transportation planning activities for the Baltimore region, including several new focus areas to address regional issues and concerns, is \$9,000,000.

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.

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 L RTP and the TIP are required by law to be fiscally constrained. In the case of the L RTP, 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 L RTP 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 L RTP, titled *Maximize2045: A Performance-Based Transportation Plan*, in July 2019. Federal agency approval followed in August 2019. The Executive Summary is available in Spanish.

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.

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

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

Evaluation of Candidate Projects / Fiscal Constraint of Plan

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

In addition, MDOT SHA, MDOT MTA, and the jurisdictions provided 2019 cost estimates for these projects. BMC staff applied an inflation factor, consistent with MDOT methodology, to these estimates to determine year of expenditure cost estimates. The Technical Committee and BRTB then determined the best mix of projects, ensuring that the YO E estimated costs did not exceed anticipated revenues provided by MDOT. In this way, *Maximize2045* was demonstrated to be fiscally constrained, in accordance with federal requirements.

Maximize2045 Environmental Justice Analysis

Based on information received at the September 2018 Environmental Justice workshop, BMC staff looked at additional performance measures related to accessibility and mobility as part of the EJ analysis for *Maximize2045*. Staff analyzed these performance measures under two scenarios: (1) 2045 Existing and Committed Scenario, which included all projects that are already in progress or that have committed funds and schedules in the 2020-2023 time frame and (2) 2045 Preferred Alternative Scenario, which included all projects from the Existing and Committed Scenario as well as projects in the *Maximize2045* Preferred Alternative. Staff analyzed the impacts on EJ and non-EJ Transportation Analysis Zones (TAZs) for the following measures 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 2021:

- The Technical Committee and the BRTB selected *Resilience 2050: Adapting to the Challenges of Tomorrow* as the name for the next plan.
- BMC staff reviewed and recommended updates for regional goals and strategies, which were reviewed by the Technical Committee in July 2020. These updates are intended to strengthen the commitment to a performance-based planning and programming approach and to the continued efforts to analyze the effects of regional transportation

policies and investments relative to equity concerns. The goals and strategies will undergo a public review in early FY 2022.

- BMC communications staff developed branding materials and templates
- BMC staff began evaluating potential updates to the project scoring process and updated the project submittal form

Upcoming activities for FY 2022 include:

- Adopting an updated scoring methodology
- Reviewing and adopting an updated financial forecast. This item was delayed to incorporate impacts associated with the COVID-19 pandemic.
- Beginning the process for generating Round 10 socioeconomic forecasts through 2050. This item was also delayed so that forecasts could incorporate impacts associated with the COVID-19 pandemic.
- BMC staff writing, modeling exercises and speakers on emerging trends and issues
- Adopting updated performance targets, as applicable according to federal due dates

FY 2022-2025 TIP

The BRTB and its Technical Committee reviewed the projects proposed for the 2022-2025 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 2022-2025 TIP is approximately \$4.04 billion. Federal funds account for \$2.45 billion of this total, with local and state matching funds accounting for the remaining \$1.59 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 L RTP goals before they can be included in the TIP. In addition, capacity projects must come from the approved L RTP and must have been considered in the congestion management process for the region.

FY 2022-2025 TIP Financial Considerations

As noted, the 2022-2025 TIP uses current and available revenue sources listed in the 2021-2026 CTP. The TIP also includes letters of financial reasonableness from agencies and jurisdictions stating that funding has been committed and will be available to apply to the listed projects. Schedules and budgets included in the TIP show the allocation of these current/available funding sources to cover the estimated year of expenditure costs of each phase of each project. In these ways, the TIP demonstrates fiscal constraint as required under the FAST Act.

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

As required by the FAST Act, the 2022-2025 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 2022-2025 TIP Public Outreach and Engagement

The public review period for the draft FY 2022-2025 TIP and the associated draft Air Quality Conformity Determination took place from June 8 through July 9, 2021. 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, fax, 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 Thursday, June 17 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 2022-2025 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 2022-2025 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 2022, 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 2022-2025 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 2022 is 31.7% (approved through Resolution #21-25). 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 28, 2020, the BMC's Baltimore Regional Cooperative Purchasing Committee (BRPC) 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 500 small and minority business participants.

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 BRPC.

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 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 have been noted where improvements are needed to maintain a fully compliant space, 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.

OLDER AMERICANS ACT

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

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

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

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

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

TRANSPORTATION SERVICES FOR DISABLED PEOPLE AND THE ELDERLY

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

Coordinated Public Transit – Human Services Transportation Plan

The BRTB collaborated with MDTA in developing the 2019 Baltimore Area Coordinated Public Transit – Human Services Transportation Plan. This plan meets 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 New Freedom programs be derived from a locally developed,

coordinated public transit-human services transportation plan. Although the FAST Act's predecessor, MAP-21, eliminated the JARC and New Freedom programs, these type of services continue to be eligible for funding under other FTA programs.

In December 2019, the BRTB approved an updated *Baltimore Area Coordinated Public Transit – Human Services Transportation Plan* through Resolution #20-9.

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

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

MDOT MTA Mobility/Paratransit

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

Anne Arundel County

The Anne Arundel County Office of Transportation & Transit operates ten routes and also participates in the Regional Transportation Agency of Central Maryland (RTA) Mobility is a specialized transportation service for individuals who cannot ride fixed route buses. RTA Mobility consists of two service components: General Paratransit and ADA Services.

Baltimore County

CountyRide provides specialized transportation services to Baltimore County residents 60 years of age or older, persons with disabilities ages 18 to 59, and rural residents of all ages. Destinations include medical appointments, shopping and other general purpose trips. This service was recently moved out of the Department of Aging into the Department of Public Works and Transportation. Additionally, DPW&T will begin operating a free shuttle in the Towson area in October 2021. Grant requests have been written to initiate a similar shuttle service in the Owings Mills area.

Carroll County

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

Harford County

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

Howard County

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

Queen Anne's County

County Ride is the public transit system for Queen Anne's County and is operated under the Department of Aging. County Ride operates 3 deviated fixed routes, Route 1 (Kent Island & Grasonville to Easton), Route 2 (Centreville to Stevensville) and Route 3 (Annapolis). Deviated-fixed routes operate on a time schedule. Drivers may deviate off the route for any rider if the deviation is within 3/4 of a mile.

Action in Maturity (A/M)

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

Neighbor Ride

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

Partners In Care

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

REHABILITATION ACT

Section 504 of the Rehabilitation Act of 1973 (29 USC 794 and 49 CFR part 27) addresses accessible features such as curb cuts, ramps, continuous sidewalks, and 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 2022 AREAWIDE PROJECTS AT TIME OF SUBMITTAL - BASED ON THE 2021-2026 CONSOLIDATED TRANSPORTATION PROGRAM

Jurisdiction	Route	Termini	Description of Improvements
Areawide Transportation Alternatives Projects (60-9903-29)			
Anne Arundel County	Broadneck Peninsula Trail - Phase 2	Green Holly Drive to Bay Dale Drive	Trail construction
Baltimore City		Pimlico Elementary School	Non-infrastructure and infrastructure improvements to promote safe routes to school
Carroll County	Eldersburg Elementary – Johnsville Road	Victor Drive to Bartholow Road	Sidewalk improvements to promote safe routes to school
Harford County	Aberdeen MARC Station Connectivity	Aberdeen MARC Station - Polk Street to East Bel Air Avenue	Bicycle and pedestrian improvements
Harford County	Ma & Pa Connector Trail Segment 2	Main Street to North Avenue	Trail construction
Howard County	Patuxent Branch Trail	Old Guilford Road to Vollmerhausen Road	Trail paving
Queen Anne’s County	Cross County Connector Trail	Kent Narrows Road	Trail construction
Areawide Environmental Projects (60-9506-38)			
Anne Arundel County	US 50 & I-97	US 50 from Prince George’s County Line to I-97 and I-97 from US 50 to MD 3	Roadside vegetation management and native plant establishment
Baltimore County	I-83	I-695 to Pennsylvania State Line	Roadside vegetation management and native plant establishment
Baltimore County		At MD 145 and MD 165	TMDL stream restoration of Little Gunpowder Falls Tributary at MD 145 and MD 165
Howard County	I-95	Prince George’s County Line to Baltimore County Line	Roadside vegetation management and native plant establishment
Regional	Various	Various	TMDL drainage improvements
Areawide Congestion Management Projects (60-9504-04)			
Anne Arundel County	MD 794	MD 794 at Wayson’s Corner	Widening of entrance for bus access
Anne Arundel, Baltimore, and Howard Counties	US 1	Various	Installation of ITS and CAV capable field devices

Regional	N/a	N/a	Transportation Systems Management and Operations (TSMO) Planning Activities
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 43	At Honeygo Boulevard	Geometric improvements
Baltimore County	MD 147	At Joppa Road	Geometric improvements
Baltimore and Harford Counties	Various	Various	ADA sidewalk upgrades
Carroll County	MD 32	At Johnsville Road/Bennett Road	Geometric improvements
Carroll County	MD 140	At Mayberry Road	Geometric improvements
Howard County	MD 103	US 29 to Long Gate Shopping Center Entrance	Geometric improvements
Howard County	US 1	Prince George's County Line to Doctor Patel Drive	Sidewalks, crosswalks, and intersection improvements
Regional	Various	Various	Modification, reconstruction, and installation of traffic signals
Areawide Bridge Replacement and Rehabilitation Projects (60-9310-13)			
Anne Arundel County	Various	Bridges 0200405, 0200406, 0206100, 0213400, 0216100, 0217700, and 0222800	Cleaning and painting
Baltimore County	MD 695	Bridge 0324800 over Cove Road	Bridge rehabilitation
Baltimore County	I-70	Bridge 0323900	Deck replacement and overlay
Baltimore County	Various	Bridges 0304300, 0324400, 0327605, 0327606, and 03417X0	Cleaning and painting
Howard County	MD 94	Bridge 1309400 over I-70	Bridge rehabilitation
Regional	Various	Various	Minor rehabilitation and preservation of bridges and other structures
Areawide Resurfacing and Rehabilitation Projects (60-9501-11)			
Baltimore County	MD 140	East Pleasant Hill Road to Stockdale Avenue	Resurfacing and Baltimore County water line replacement

Howard County	MD 32	At Dorsey Run Road interchange	Resurfacing
Howard County	I-95	Baltimore County Line to MD 100	Resurfacing
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	Traffic barrier upgrades

APPENDIX E

PROJECTS BETWEEN FUNDING STAGES OR ON HOLD

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
12-1413-56	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
12-1601-13	Orleans Street Bridge over I-83 and City Streets	Baltimore City	2028	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
12-2005-13	Brehms Lane over Herring Run	Baltimore City	2027	Highway Preservation	Bridge repair/deck replacement
12-2006-99	Citywide Transportation Plan	Baltimore City	2021	Miscellaneous	Miscellaneous
12-2009-13	Howard Street over I-83, CSX, Amtrak, and Jones Falls	Baltimore City	2030	Highway Preservation	Bridge repair/deck replacement
12-2015-13	Waterview Avenue over Ramp to 295	Baltimore City	2027	Highway Preservation	Bridge repair/deck replacement
13-1406-42	Security Boulevard Extension	Baltimore County	2018	Highway Capacity	New or extended roadways
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

APPENDIX F

FY 2021-2024 TIP AMENDMENT AND ADMINISTRATIVE MODIFICATION LOG

Summary of 2021 – 2024 TIP Amendments and Administrative Modifications

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
40-2101-05	Low or No Emission (Low-No) Bus Program	MDOT Maryland Transit Administration	This amendment adds \$2.95 million in FTA Section 5339(c) Low or No Emission Vehicle discretionary grant program funds along with \$2.95 million in state matching funds to the 2021-2024 TIP. MDOT MTA was awarded funds from this discretionary grant program to purchase three new electric buses and associated charging infrastructure.	The Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) will receive funds to purchase three new electric buses and associated charging infrastructure as it transitions to a zero emissions fleet. MDOT is providing the \$2.95 million in matching funds. Conformity Status: Exempt	Resolution #21-5: 9/22/2020
13-2001-13	Phoenix Road Bridge No. BC6507 over Gunpowder Falls & NCR Trail	Baltimore County	This amendment adds the project to the 2021-2024 TIP by shifting construction funding from FY 2020 to FY 2021. The project was included in the 2020-2023 TIP and was originally scheduled to advertise for construction in FY 2020. However, delays in right-of-way acquisition delayed advertisement until FY 2021, necessitating inclusion of the project in the 2021-2024 TIP. Construction funding includes \$9.6 million in federal STBG funds along with \$2.4 million in local matching funds.	This project replaces Bridge No. BC6507 on Phoenix Road over the Gunpowder Falls and the NCR Trail. The bridge is located in Baltimore County, but is owned and maintained by Baltimore City as it is located within the Loch Raven Reservoir. The construction phase is funded with federal funds originally intended for Baltimore County. Both Baltimore City and Baltimore County are contributing matching funds. The old bridge provided 20' of clear roadway width for two lanes and no shoulders. The new bridge will provide 30' clear roadway width (between traffic barriers) for two 12' lanes and two 3' shoulders. Engineering was completed in FY 2019 with local funds only. Conformity Status: Exempt	Resolution #21-6: 9/22/2020
12-1218-07	Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	Baltimore City	This amendment shifts FY 2021 funding from the construction phase to the planning and engineering phases. Construction funds decrease by a total of \$4.5 million (\$3.6 million federal STBG/\$900,000 matching). Planning funds increase by \$1.575 million (\$1.26 million federal STBG/\$315,000 matching) and engineering funds increase by \$2.925 million (\$2.34 million federal STBG/\$585,000 matching). The total amount of funding in the project remains unchanged. The funds shifted to the engineering and planning phases will be utilized for the traffic signal timing optimization project.	Intelligent Transportation System (ITS) related work includes but is not limited to: traffic signal system integration, traffic signal timing optimization, traffic surveillance camera expansion, traffic signal replacement and upgrade, fiber optic connections, variable message signs, and traffic detector upgrade, including geometric improvement of intersections. Projects included in this TIP ID are: CCTV and signal rewiring citywide, installation of fiber optic and copper communications citywide, ITS deployment and upgrades citywide, geometric improvements at multiple intersections, traffic signal reconstruction, and traffic signal timing optimization. Engineering funds were included in FY 2019. FY 2021 planning and engineering funds are for the traffic signal timing optimization project. Conformity Status: Exempt	Resolution #21-8: 9/22/2020

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
11-1601-19	McKendree Road Culvert over Lyons Creek	Anne Arundel County	This administrative modification adds federal Surface Transportation Block Grant program funds in FY 2021 to complete engineering. This is not a new project phase as engineering funds were first obligated in FY 2017. Preliminary design and NEPA are complete, with final design delayed by both the pandemic and the design review process. Anne Arundel County's initial design estimate was based on averaging the costs of recent similar designs. The anticipated costs to complete engineering are in excess of the original estimates, necessitating additional funds to complete engineering. Engineering funds are added in the amount of \$490,000 (\$392,000 federal/\$98,000 local). Funding in the TIP increases from \$967,000 to \$1.457 million.	This project is to remove and replace the culvert on McKendree Road over Lyons Creek to correct the structurally deficient condition of the existing multicell culvert. Three foot shoulders are planned on both sides of the road. Engineering funds were first included in FY 2017. Conformity Status: Exempt	Admin Mod: 11/6/2020
15-1601-13	Glenville Road Bridge #30 over Mill Brook	Harford County	This administrative modification adds federal Surface Transportation Block Grant program funds in FY 2021 for the engineering phase and shifts construction funds from FY 2023 to FY 2024. Engineering is not a new project phase as engineering funds were included in FY 2018 of the 2018-2021 TIP. The project encountered significant delays during the consultant selection process, necessitating the addition of engineering funds to the 2021-2024 TIP. Engineering funds are added in the amount of \$410,000 (\$328,000 federal/\$82,000 local). Funding in the TIP increases from \$1.325 million to \$1.735 million. The total cost of the project is unchanged.	This project includes replacement of the bridge that carries Glenville Road over Mill Brook. Three foot shoulders are planned on both sides of the road. Conformity Status: Not Exempt	Admin Mod: 11/6/2020
30-2101-82	Dundalk Marine Terminal Resiliency and Flood Mitigation Improvements	MDOT Maryland Port Administration	This amendment adds a \$10 million Better Utilizing Investments to Leverage Development (BUILD) discretionary grant to the 2021-2024 TIP. MDOT MPA was awarded funds to provide resiliency and flood mitigation improvements at the Dundalk Marine Terminal. MDOT is providing \$26.7 million in state matching funds for a total project cost of \$36.7 million. A total of \$25.23 million is being added to the 2021-2024 TIP, with funding continuing through FY 2026.	This project will enable MDOT MPA to provide resiliency and flood mitigation improvements at the Dundalk Marine Terminal (DMT). The project will install sea curbs to prevent the terminal from flooding during storm surges; install back flow preventers on 15 existing storm drain outfalls to prevent storm surges from flooding low level areas on the terminals; and install a new 10' by 5' concrete box culvert to increase the capacity of the existing collection system to handle extreme rainfall events. MDOT is providing a total of \$26.7 million in state matching funds, with improvements continuing through FY 2026. Engineering for the project is complete. Conformity Status: Exempt	Resolution #21-9: 11/24/2020

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
40-1602-05	Urban Transit Systems – Capital Assistance	MDOT Maryland Transit Administration	This administrative modification updates FTA Section 5307 and 5339 funds in FY 2021 to reflect the difference between the forecasted and actual award in Harford County. Section 5307 funds decrease by \$296,000 along with a decrease of \$74,000 in matching funds. Section 5339 funds decrease by \$182,000 along with a decrease of \$46,000 in matching funds. FY 2021 funds will be used for one heavy duty bus replacement, seven small bus replacements, and continued preventive maintenance. Total funding in the TIP decreases from \$4.999 million to \$4.401 million.	This project provides capital assistance for the purchase of vehicles, equipment, and facilities, for Harford County (Harford County Transportation Services). Planned FY 2021 purchases include a heavy duty bus replacement, 7 small bus replacements, and continued preventive maintenance. Conformity Status: Exempt	Admin Mod: 11/30/2020
40-9501-05	Rural Transit Systems – Capital Assistance	MDOT Maryland Transit Administration	This administrative modification updates FTA Section 5339 funds in FY 2021 to reflect the difference between the forecasted and actual awards to the grant sub-recipients. Section 5339 funds decrease by \$166,000 along with a decrease of \$41,000 in matching funds. FY 2021 funds will be used for 4 small bus replacements, 3 heavy duty bus replacements, and 7 small cutaway buses. Total funding in the TIP decreases from \$2.185 million to \$1.978 million.	This project provides 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, Baltimore County (Baltimore County Office on Aging), Carroll County (Carroll Transit), and Howard County (Howard Transit). Planned FY 2021 purchases include 4 small bus replacements for Baltimore County, 3 heavy duty bus replacements for Howard County, and 7 new small cutaway buses for Anne Arundel County. Conformity Status: Exempt	Admin Mod: 11/30/2020
40-9502-05	Small Urban Transit Systems - Capital Assistance	MDOT Maryland Transit Administration	This amendment updates FTA Section 5307 and 5339 funds in FY 2021. Section 5307 funds decrease by \$30,000 along with a decrease of \$8,000 in matching funds. These funds will be used for preventive maintenance in Carroll County and are changing to match the actual award as opposed to the forecasted amount. Section 5339 funds increase by \$729,000 along with an increase of \$182,000 in matching funds. This increase is due to providing federal funds to the city of Annapolis, which historically received state funding. Total funding in the TIP increases from \$1.632 million to \$2.505 million.	This project provides 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, the city of Annapolis, Anne Arundel County and Howard County. Planned FY 21 purchases include preventive maintenance and 3 small bus replacements in Carroll County as well as 2 heavy bus replacements and a maintenance lift in the city of Annapolis. Conformity Status: Exempt	Resolution #21-10: 12/15/2020

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
67-2101-03	MD 835C Sidewalk: Cockey Lane to Old Love Point Road	MDOT State Highway Administration	This amendment adds a new project to the 2021-2024 TIP funded with a repurposed Section 1702 High Priority Project congressional earmark. The project funds engineering in the amount of \$170,000 (\$161,000 federal/\$9,000 matching) for a sidewalk where none currently exists along MD 835C. The original earmark (ID MD055) provided \$306,000 for the design and construction of the Cross Island Trail. This project ultimately received a federal Transportation Alternatives program grant and did not make use of the earmarked funds. The original MD055 earmark required that repurposed funds be used within 25 miles of the original project location. The sidewalk will be located within 1/4 mile of the now complete Cross Island Trail.	<p>This project will provide a sidewalk where none currently exists along MD 835C (Love Point Road) between Old Love Point Road and Cockey Lane in Stevensville. The sidewalk will be constructed on the east side of the roadway, following the northbound lane of MD 835C. It is anticipated to be 5 feet wide and will include ADA ramps on named side roads. Inclusion of depressed sidewalk along driveways and crosswalk markings on side roads will be determined during design.</p> <p>The project is funded for engineering only at this point. It is funded with a repurposed Section 1702 High Priority Project earmark. The original earmark (MD055) was \$306,000 dedicated for the design and construction of the Cross Island Trail in Queen Anne's County.</p> <p>Conformity Status: Exempt</p>	Resolution #21-11: 12/15/2020
65-2101-13	US 1: Bridge Replacements at Tollgate Road and Winters Run	MDOT State Highway Administration	This amendment adds a new project to the 2021-2024 TIP. MDOT SHA is converting funding for engineering from state to federal funding, necessitating the inclusion of the project in the 2021-2024 TIP. The amendment adds \$1.31 million (\$.332 million federal/\$.978 million matching) in engineering funds and \$5.168 million (\$4.886 million federal/\$.282 million matching) in construction funds. The estimated total cost of the project is \$15.35 million, with funding continuing beyond the timeframe covered by the TIP.	<p>The project will replace bridge no. 12066 over Tollgate Road and bridge no. 12065 over Winters Run along US 1 in Bel Air. The bridge over Tollgate Road will maintain three 12-foot lanes with a 10' 6" shoulder on each side of the roadway. The bridge over Winters Run will maintain two 12-foot lanes with a 10' shoulder on one side of the roadway and a 19' 6" shoulder on the other side.</p> <p>Conformity Status: Exempt</p>	Resolution #21-12: 12/15/2020
60-9508-19	Areawide Safety and Spot Improvements	MDOT State Highway Administration	This administrative modification adds funds to the planning, engineering, and construction phases to reflect updated program-wide expenditures for this areawide project. Planning funds increase by a total of \$2.85 million: HSIP planning funds increase by \$2.15 million (\$1.72 million federal/\$430,000 matching) and STBG planning funds increase by \$700,000 (\$560,000 federal/\$140,000 matching). Engineering funds increase by a total of \$2 million: HSIP engineering funds increase by \$500,000 (\$400,000 federal/\$100,000 matching) and NHPP engineering funds increase by \$1.5 million (\$1.2 million federal/\$300,000 matching). Construction funds increase by a total of \$10 million (\$8 million federal HSIP/\$2 million matching). Total funding in the TIP increases from \$188.8 million to \$203.65 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: 1/8/2021

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
60-9501-11	Areawide Resurfacing and Rehabilitation	MDOT State Highway Administration	This administrative modification adds STBG funds to the planning and engineering phases to reflect updated program-wide expenditures for this areawide project. Planning funds increase by a total of \$2.00 million (\$1.60 million federal STBG/\$400,000 matching). Engineering funds increase by a total of \$500,000 (\$400,000 federal STBG/\$100,000 matching). Total funding in the TIP increases from \$402.7 million to \$405.2 million.	<p>This is an ongoing program to provide periodic resurfacing and upgrading of auxiliary features on State highways. These are non-capacity improvements which may include but are not limited to milling, patching, sealing, and resurfacing of existing deteriorated state roadways. Other improvements such as ADA or guardrail may be included incidental to other resurfacing and rehabilitation improvements.</p> <p>Conformity Status: Exempt</p>	Admin Mod: 1/8/2021
63-2002-13	I-695: Bridge Replacement on Putty Hill Avenue	MDOT State Highway Administration	This administrative modification increases funding for the construction phase in fiscal years 2021 and 2022. The increase in construction funds is needed for the relocation of BGE and Verizon utilities. Federal NHPP funds increase in the amount of \$447,000 along with \$112,000 in matching funds in both FY 2021 and FY 2022. Total funding in the TIP increases from \$12.265 million to \$13.383 million. The year of operation shifts from 2022 to 2023 and the estimated total cost increases from \$15.7 million to \$16.7 million.	<p>This project replaces bridge no. 0317400 on Putty Hill Avenue over I-695. The new bridge will maintain two 12' lanes and include 6' bicycle-compatible shoulders with 5'8" sidewalks on both sides of the bridge.</p> <p>The engineering and right-of-way phases for this project were originally funded as part of the Areawide Bridge Replacement and Rehabilitation project (60-9310-13).</p> <p>Conformity Status: Exempt</p>	Admin Mod: 1/8/2021
60-9504-04	Areawide Congestion Management	MDOT State Highway Administration	This administrative modification adds NHPP funds to the engineering and construction phases to reflect updated program-wide expenditures for this areawide project. Construction funds increase by a total of \$1.0 million (\$800k federal NHPP/\$200k matching). Engineering funds increase by a total of \$600k (\$480k federal NHPP/\$120k matching). Total funding in the TIP increases from \$83.2 million to \$84.8 million.	<p>This is an ongoing program to provide traffic control, management, and monitoring on State highways. These improvements may include but are not limited to the employment of variable message signs, video for traffic management (CCTV), traffic management detectors, signal systemization and remote timing, permanent congestion monitoring systems employed by the CHART program, deployment of local jurisdiction intelligent transportation system (ITS) projects, and the development of park-and-ride facilities. This project also includes a program that replaces older drayage trucks serving the Port of Baltimore with newer trucks that meet or exceed 2007 EPA emissions certified engine standards.</p> <p>Conformity Status: Exempt</p>	Admin Mod: 1/8/2021

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
16-0436-13	Bridge Repairs and Deck Replacement	Howard County	This amendment updates the project scope to include one bridge replacement and nine bridge rehabilitation projects. The additional bridges are the last 10 listed in the project description, beginning with Sheppard Lane over Middle Patuxent River. The 2021-2024 TIP must include these projects so that MDOT SHA can prepare and finalize NEPA documents for approval. Engineering funds are added to FY 2021 in the amount of \$777,000. Engineering is fully funded by Howard County. Construction funds are added to FY 2022 in the amount of \$4.627 million (\$3.702 million federal STBG/\$925,000 matching). The total amount of funding in the TIP increases from \$8.959 million to \$14.363 million. Howard County anticipates completing these bridge projects in FY 2023.	This project is to repair/replace bridge decks at the following locations with a mix of county match and federal funding. The project also includes emergency structure reconstruction: River Road over Rockburn Branch; Henryton Road over tributary to the Patapsco River (HO-0105); Pindell School Road over Hammond Branch; Daisy Road over Little Cattail Creek; Pfefferkorn Road over Middle Patuxent River; Carroll Mill Road over Benson Branch; Sheppard Lane over Middle Patuxent River; Watersville Road over Hay Meadow Branch; Henryton Road over tributary to Patapsco River (HO-0053); Old Montgomery Road over Lake Elkhorn Branch; Tamar Drive over Little Patuxent River; Snowden River Pkwy over Robert Fulton Dr (SB & NB); Guilford Road over Middle Patuxent River; Park Circle Drive over Deep Run; Broken Land Pkwy over Little Patuxent River Conformity Status: Exempt	Resolution #21-17: 1/26/2021
61-2101-13	MD 173: Bridge Replacement over Rock Creek	MDOT State Highway Administration	This amendment adds a new project to the 2021-2024 TIP. MDOT SHA is converting funding for engineering from state to federal funding, necessitating the inclusion of the project in the 2021-2024 TIP. The amendment adds \$531,000 (\$414,000 federal/\$117,000 matching) in engineering funds. The estimated total cost of the project is \$5.176 million.	The project will replace bridge no. 0204600 over Rock Creek in Pasadena. The bridge over Rock Creek will maintain two 11-foot lanes with a 5' 5" shoulder on each side of the roadway. Conformity Status: Exempt	Resolution #21-19: 2/23/2021
40-1805-64	Metro Light Rail System Preservation and Improvements	MDOT Maryland Transit Administration	This administrative modification shifts \$19.469M of Section 5307 Urbanized Area Formula Program funding from FY 2021 to FY 2022 to reflect anticipated obligation of FY 2020 funds. Total funding in the TIP remains the same at \$80,392,000.	This is an ongoing project to rehabilitate Light Rail and Metro facilities, infrastructure, track, and equipment, including replacing interlockings, repairing tunnel liners and doors, the installation of a new intrusion track and alert system, and the design and installation of new fiber optic cables. In addition to the matching funds listed, MTA has committed \$182.7 million in state dollars. Conformity Status: Exempt	Admin Mod: 3/5/2021
42-2101-64	Building Blocks: Inclusive Transportation Planning Mobility Hubs	MDOT Maryland Transit Administration	This amendment adds a new project to the 2021-2024 TIP. MDOT MTA will receive \$225K in a Federal Transit Administration (FTA) Helping Obtain Prosperity for Everyone (HOPE) Discretionary grant to fund a community-based planning study of a mobility hub, including passenger amenities such as shelters, ticket vending machines and real-time signage, along the busy Fayette Street corridor in Baltimore. The federal grant will be matched with \$25K from MDOT MTA for a total investment of \$250K.	Building Blocks: Inclusive Transportation Planning will utilize an FTA Helping Obtain Prosperity for Everyone (HOPE) discretionary grant to design a mobility hub along the busy Fayette Street corridor in Baltimore. The project will use a human-centered design framework that is directly informed by community members and transit users closest to the service. Design may include shelters, benches, ticket vending machines, real-time signage, and other components important to mobility and choice for transit riders. The project limits are the northeast corner of Fayette Street and Caroline Street, bound by Lexington Street to the north, encompassing two current bus stops. Conformity Status: Exempt	Resolution #21-20: 3/23/2021

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
40-2102-64	Light Rail LiDAR Track Survey Discretionary Grant	MDOT Maryland Transit Administration	This amendment adds a new project to the 2021-2024 TIP. MDOT MTA was awarded a Section 5312 Public Transportation Innovation Program discretionary grant from the Federal Transit Administration totaling \$150K. This funding will be used to identify the most critical and vulnerable areas along the Light Rail transit system using LiDAR technology. A total investment of \$300K is added to the 2021-2024 TIP (\$150K federal/\$150K matching).	MDOT MTA will use this FTA Section 5312 Public Transportation Innovation Program discretionary grant to survey the MDOT Light Rail transit system. LiDAR remote sensing technology will allow MDOT MTA to identify the most critical areas along the guideway and to analyze historical trends at precise locations to determine the root cause of track-related problems. The project will provide MDOT MTA with GIS and CAD mapping products that are more accurate, timely, and cost-effective. This improved data will significantly reduce track geometry defects moving forward. Conformity Status: Exempt	Resolution #21-21: 3/23/2021
40-2103-62	Metro Subway Track Intrusion Detection and Alert System	MDOT Maryland Transit Administration	This amendment adds a new project to the 2021-2024 TIP. MDOT MTA was awarded a Section 5312 Public Transportation Innovation Program discretionary grant from the Federal Transit Administration totaling \$608K. This funding will be used to develop, install, commission and collect information for the effectiveness and lessons learned surrounding a Metro track intrusion system. A total of \$1.216 million is added to the 2021-2024 TIP (\$608k federal/\$608k matching).	MDOT MTA will use this FTA Section 5312 Public Transportation Innovation Program discretionary grant to develop, install, and collect information on the effectiveness of a Metro Subway track intrusion system. The track intrusion detection and alert system will build off Metro Subway's existing technology, adding light detection and ranging (LIDAR) scanning devices at five subway station platforms that will communicate with train operators in real-time. The track intrusion detection and alert system will further enhance safety and expedite response time through track intrusion warnings at each platform. Flashing amber LED lights will warn all agency personnel near the track intrusion detection. MDOT MTA plans to install the system at the following Metro Subway station platforms: Lexington Market, Penn North, Upton, Shot Tower, and Mondawmin. Conformity Status: Exempt	Resolution #21-22: 3/23/2021
40-2104-29	MDOT MTA Transportation Alternatives Program Grants	MDOT Maryland Transit Administration	This amendment adds a new project to the 2021-2024 TIP including three discretionary grants awarded to MDOT MTA through the FHWA Transportation Alternatives Program. These projects include funds to complete final design for two Transit Priority Initiative corridors (\$1.76 million federal/\$440,000 matching). The third award will complete final design for a bicycle and pedestrian connection between Cherry Hill and the Patapsco Light Rail station (\$624,000 federal/\$156,000 matching). A total of \$2.98 million is added to the 2021-2024 TIP.	This is an ongoing program that includes funds associated with MDOT MTA sponsored projects receiving awards through the Transportation Alternatives Program (TAP). TAP is a set-aside of the Surface Transportation Block Grant Program. When transferred to MDOT MTA, these funds are flexed to FTA Section 5307. The TAP awards currently funded under this project include: *Belair Road and Garrison Boulevard Transit Priority Initiatives: These projects will complete final design for improvements along Belair Road and Garrison Boulevard. *Patapsco Pedestrian and Bicycle Connection: This project will complete final design for a bicycle and pedestrian connection between Cherry Hill and the Patapsco Light Rail station. Conformity Status: Exempt	Resolution #21-23: 3/23/2021

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
15-1001-13	Abingdon Road Bridge #169 over CSX Railroad	Harford County	This administrative modification adds \$252,000 (\$201,000 federal/\$51,000 matching) in STBG funds to the engineering phase in FY 2021. This is not a new phase as engineering funds were included in a previous TIP. These funds reflect additional engineering funds needed to revise and finalize Type, Size, and Location (TS&L) plans to reflect the selected single span bridge alternative. Funding will also be used to complete the NEPA process. Total funding in the TIP increases from \$2.9 million to \$3.152 million.	This project includes replacement of the bridge that carries Abingdon Road over the CSX Railroad tracks. A five foot sidewalk is planned on one side of the road. Engineering funds were included in a previous TIP. Conformity Status: Exempt	Admin Mod: 3/19/2021
40-1204-64	Bus and Rail Preventive Maintenance	MDOT Maryland Transit Administration	This administrative modification increases Section 5307 funding by \$388,000 (\$311,000 Federal/\$77,000 Matching) in FY 2021. Section 5337 decreases by \$306,000 (\$245,000 Federal/\$61,000 Matching) in FY 2021. These modifications are a result of actual Federal Transit Administration apportionments versus the MDOT MTA original estimated apportionment. Total funding in the TIP increases from \$195.52 million to \$195.602 million.	Provides preventative maintenance on the Bus, Light Rail and Metro systems to improve safety, reliability, and passenger comfort. Conformity Status: Exempt	Admin Mod: 3/26/2021
13-1204-13	Old Court Road Bridge No. B-0237 over Bens Run	Baltimore County	This amendment adds the project to the 2021-2024 TIP by shifting construction funds from FY 2020 to FY 2021. The project was included in the 2020-2023 TIP and was originally scheduled to be advertised for construction in FY 2020. Delays in the PS&E review delayed the advertisement until October 2020 necessitating the inclusion of the project in the FY 2021-2024 TIP. The amendment adds \$1.9 million (\$1.44 million Federal STBG/\$460,000 matching) in construction funds. The estimated total cost of the project remains the same at \$2.1 million.	Superstructure replacement for Bridge No. B-237 on Old Court Road over Bens Run. The existing bridge has two 5 foot sidewalks. The new superstructure will maintain the existing cross section. Engineering funds were included in FY 2014. Conformity Status: Exempt	Resolution #21-27: 5/25/2021
40-2105-05	Buses and Bus Facilities Discretionary Grant	MDOT Maryland Transit Administration	This amendment adds a new project to the FY 2021-2024 TIP. MDOT MTA was awarded a Section 5339 (b) Bus and Bus Facilities Discretionary Grant from the Federal Transit Administration totaling \$4.795 million. This funding will be used to replace diesel buses in Harford County with Compressed Natural Gas Buses, to purchase replacement transit vehicles and implement an automated bus stop announcement system in Howard County, and replace older vehicles in Carroll County. A total of \$5.603 million is added to the FY 2021-2024 TIP (\$4.795 million federal/\$808,000 matching)	The Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) will receive funding to assist in the financing of buses and bus facilities capital projects, including replacing, rehabilitating, purchasing or leasing buses or related equipment, and rehabilitating, purchasing, constructing or leasing bus-related facilities. Conformity Status: Exempt	Resolution #21-28: 5/25/2021

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
70-2101-54	MARC Martin's Yard Power Switch	MDOT Maryland Transit Administration	This amendment adds a new project to the FY 2021-2024 TIP. MDOT MTA was awarded a Consolidated Rail Infrastructure and Safety Improvement (CRISI) Discretionary Grant from the Federal Transit Administration totaling \$3.1 million. This funding will be used to replace and upgrade a switch on the Northeast Corridor mainline with an automated control switch that can be integrated into Amtrak's remote operation system. A total of \$6.2 million is added to the FY 2021-2024 TIP for Planning and Construction (\$3.1 million federal/\$3.1 matching).	The Martin's Yard Northeast Corridor (NEC) Switch Modernization Project will replace and upgrade an old, manually thrown switch on the NEC mainline with an automated control switch that can be integrated into Amtrak's remote operation system. Conformity Status: Exempt	Resolution #21-29: 5/25/2021
70-2102-54	MARC Martin's Storage Yard Project	MDOT Maryland Transit Administration	This amendment adds a new project to the FY 2021-2024 TIP. MDOT MTA was awarded a State of Good Repair discretionary grant from the Federal Transit Administration totaling \$9.40 million. This funding will be used to construct two additional storage tracks at Martin's Yard to absorb displaced train sets from Penn Station in Baltimore. A total of \$13.0 million is added to the FY 2021-2024 TIP for Planning and Construction (\$9.4 million federal/\$3.6 million matching).	This project will construct two additional storage tracks at Martin's Yard to absorb train sets displaced from Baltimore Penn Station. This will allow state-of-good repair work and additional capacity at the Baltimore station. Conformity Status: Exempt	Resolution #21-30: 5/25/2021
61-2101-13	MD 173: Bridge Replacement over Rock Creek	MDOT State Highway Administration	This administrative modification decreases engineering funds in FY 2021 by \$7,000 (-\$12,000 federal/\$5,000 matching) and increases engineering funds in FY 2022 through FY 2024 by \$187,000 (\$220,000 federal/-\$33,000 matching) for a total increase of \$180,000. The overall increase in funding is necessary to complete final design and to adjust the funding as a result of the use of toll credits. The estimated total cost for this bridge replacement remains the same at \$5.176 million.	The project will replace bridge no. 0204600 over Rock Creek in Pasadena. The bridge over Rock Creek will maintain two 11-foot lanes with a 5' 5" shoulder on each side of the roadway. Conformity Status: Exempt	Admin Mod: 5/07/2021
12-1218-07	Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	Baltimore City	This administrative modification shifts Engineering funds to Planning funds in FY 2021 in the amount of \$2.925 million (\$2.24 million federal STBG funds/\$585,000 matching). Planning funds will be used specifically for the Traffic Signal Optimization project. The estimated total cost for this Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements project remains the same at \$17.100 million	Intelligent Transportation System (ITS) related work includes but is not limited to: traffic signal system integration, traffic signal timing optimization, traffic surveillance camera expansion, traffic signal replacement and upgrade, fiber optic connections, variable message signs, and traffic detector upgrade, including geometric improvement of intersections. Projects included in this TIP ID are: CCTV and signal rewiring citywide, geometric improvements at multiple intersections, traffic signal reconstruction, and traffic signal timing optimization. Engineering funds were included in FY 2019. FY 2021 planning and engineering funds are for the traffic signal timing optimization project. Conformity Status: Exempt	Admin Mod: 5/07/2021

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
15-2002-13	Hookers Mill Road Bridge #13 over Bynum Run	Harford County	This administrative modification shifts engineering funds from FY 2020 to FY 2021 in the amount of \$500,000 (\$400,000 federal STBG funds/\$100,000 matching). The shift in funds is a result of delays in the consultant selection process necessary to perform the engineering services. Additionally, shifting engineering funds will accurately reflect the county Capital Improvement Program in the FY 2021-2024 TIP. The estimated total cost for this bridge replacement remains the same at \$3.18 million.	This project includes replacement of the entire bridge that carries Hookers Mill Road over Bynum Run. The design is anticipated to include 30-foot clear roadway consisting of two 11-foot travel lanes and two 4-foot shoulders with sidewalks on one side. Engineering funds were included in FY 2020. Conformity Status: Exempt	Admin Mod: 7/09/2021
63-1704-13	US 1: Bridge Replacement over CSX	MDOT State Highway Administration	This administrative modification increases construction funds in FY 2021 by \$1.102 million (\$882,000 federal NHPP funds/\$220,000 matching). The increase in funds is necessary to reimburse CSX Transportation for safety, engineering, and flagging operations during construction which provided safety of construction workers and trains. The estimated total cost for this bridge replacement increases to \$35.275 million.	The project will replace bridge no. 03008 along US 1 (Washington Boulevard) over CSX Railroad track and property. An 8-foot shoulder is planned on both sides of the roadway. Conformity Status: Exempt	Admin Mod: 7/09/2021
61-1701-41	MD 175: National Business Parkway to McCarron Court	MDOT State Highway Administration	This administrative modification adds engineering funds in FY 2021 in the amount of \$966,000 (\$680,000 federal STBG funds/\$286,000 matching). This modification reflects additional State and Federal funds, including the use of tolls credits, obligated in FY 2021. This modification will allow the authorization of federal funds for the design phase after MDOT SHA initially closed out design in July 2019 due to the termination of the original project. These design funds will be used to finalize design and prepare the project to re-advertise, reflecting the newest design changes to include upgraded bicycle facilities. The estimated total cost for this bridge replacement increases to \$80.00 million.	This project will widen MD 175 from National Business Parkway to McCarron Court from two lanes to six lanes, including through the MD 295 interchange. It also reconfigures ramps in the northeast and southwest quadrants of the MD 295 interchange to create signalized left turns at MD 175. Bicycle and pedestrian facilities will be provided. This project was significantly delayed due to BGE utility realignment which resulted in the termination of the project contract. Project re-advertisement is scheduled for December 2020 once utility issues are resolved. The estimated total cost has increased \$3.9 million due to additional engineering, ROW, and utility needs. This project is Phase 1 of the improvements identified in the MD 175: MD 295 to MD 170 corridor project (TIP ID #61-0605-41). Phase 2, MD 175: Disney Road to Reece Road has TIP ID #61-1601-41. Conformity Status: Not Exempt	Admin Mod: 7/09/2021

APPENDIX G

PUBLIC PARTICIPATION

Join us at a virtual public meeting

JUNE 17

Learn more at baltometro.org

INVESTING IN THE REGION'S FUTURE

The Baltimore Regional Transportation Board (BRTB) has a **\$4.04 Billion transportation plan** for the region and we **want to know what you think!**

BRTB

INVESTING IN THE REGION'S FUTURE



2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND AIR QUALITY CONFORMITY DETERMINATION

OPEN COMMENT PERIOD

Tue, June 8 – Fri, July 9

VIRTUAL PUBLIC MEETING

Thu, June 17 – 7:00 PM



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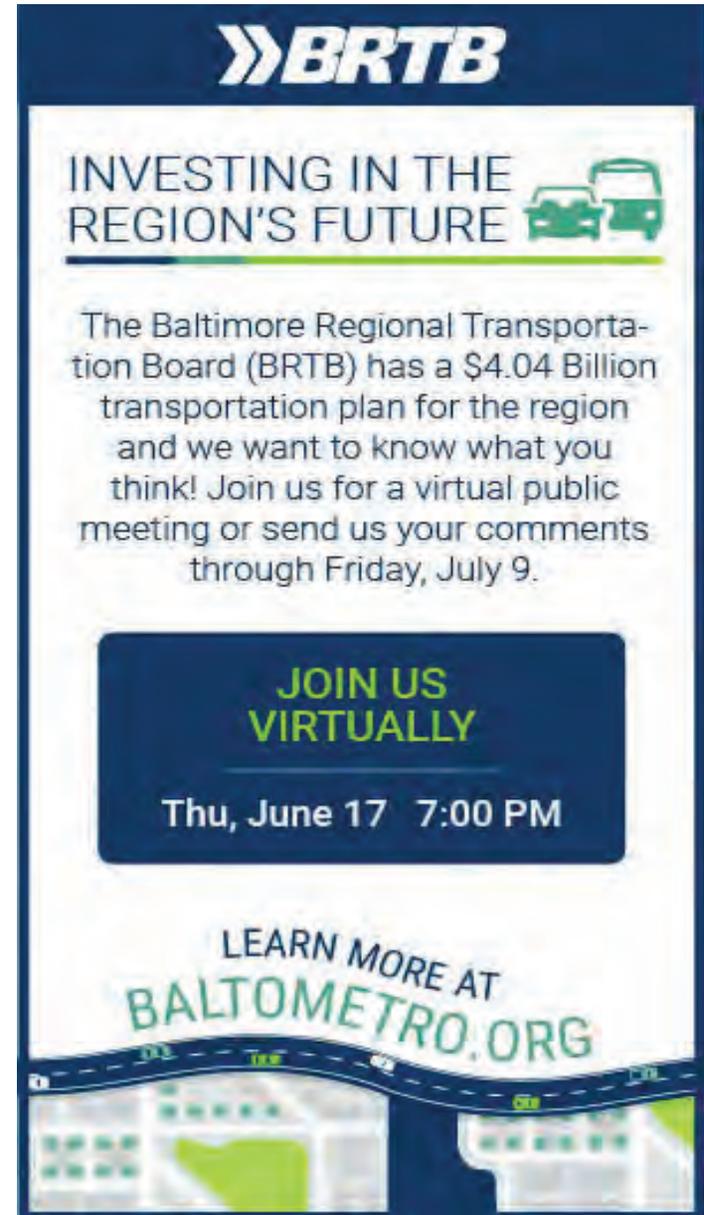
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The Baltimore Regional Transportation Board (BRTB) has a \$4.04 Billion transportation plan for the region and we want to know what you think! Join us for a virtual public meeting or send us your comments through July 9.

JOIN US VIRTUALLY
Thu, June 17 @ 7:00 PM

Learn more at
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The Baltimore Regional Transportation Board (BRTB) has a \$4.04 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 Friday, July 9.

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PRESS RELEASE



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

**\$4 BILLION IN TRANSPORTATION PROJECTS
OPEN FOR PUBLIC COMMENT**

BRTB considers approval of the draft 2022-2025 Transportation Improvement Program and the associated Air Quality Conformity Determination.

BALTIMORE, MD (Tuesday, June 8, 2021) – The Baltimore Regional Transportation Board (BRTB), as the metropolitan planning organization (MPO) for the Baltimore region, seeks public comments through **Friday, July 9** on two transportation-related documents – the draft 2022-2025 Transportation Improvement Program (TIP) and the associated Air Quality Conformity Determination.

Those interested in learning more about the draft 2022-2025 TIP and Air Quality Conformity may do so by visiting the interactive [story map](#). Comments will be accepted through the [interactive request map](#) by email at h2050@publicinput.com, Twitter [@BaltiMetroCo](#), [@BaltimoreInvolved](#), or #BRTBplans, or by leaving a voicemail at 255-925-2801 X 8248.

Comments will also be accepted at the virtual public meeting on Thursday, June 17th at 7pm. Learn more and register at www.publicinput.com/h2050

Draft 2022-2025 Transportation Improvement Program (TIP)

The draft 2022-2025 TIP is the list of regional transportation projects requesting federal funding in the near term. It includes **\$4.64 billion** in proposed funding (federal, state, local, toll revenues) for highway, transit, bicycle and pedestrian projects during the next four years. The funding goes toward maintaining, operating and expanding the transportation system. These projects support regional goals such as accessibility, safety, and prosperity. Funding identified in the TIP is based on funding reasonably expected to be available from all sources.

The draft 2022-2025 TIP includes 129 projects, 6 of which are new.

Please view the draft 2022-2025 TIP through the BRTB's [interactive request map](#) or learn more in our [story map](#). The draft 2022-2025 TIP is also available in PDF format for download: [Draft 2022-2025 TIP](#).

Analysis of Air Quality Conformity

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

The Air Quality Conformity Determination report details a comprehensive analysis of Baltimore region mobile source emissions as a result of implementing the draft 2022-2025 TIP. The conformity determination is available in PDF format for download. Download the Draft Conformity Determination of the draft 2022-2025 TIP: [Conformity Determination](#)

###

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

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



Baltimore Metropolitan Council
1500 Whetstone Way, Suite 300, Baltimore, MD 21230

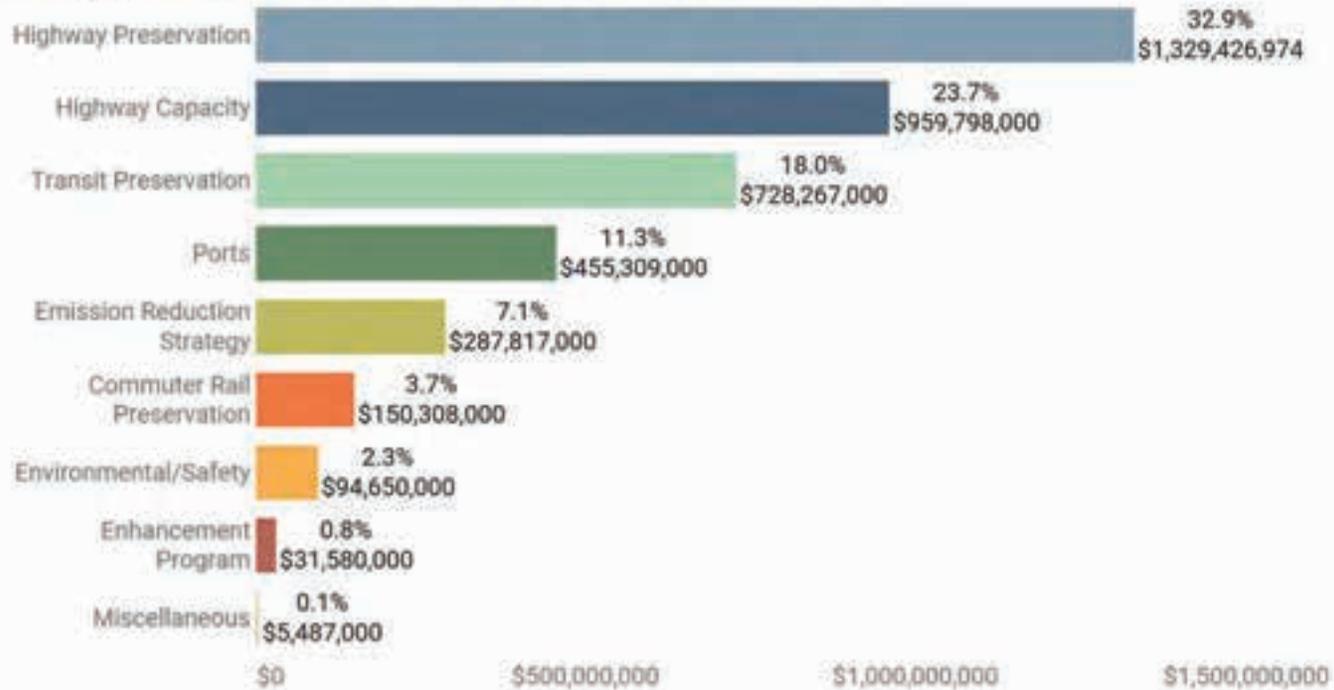
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Overview of the Draft 2022-2025 TIP

- **129 federally-funded and regionally significant projects**
 - 6 are new projects
- **\$4.04 billion in proposed federal, state and local money**
 - \$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 Draft 2022-2025 TIP



How to Share Your Thoughts

- **Comment Period: June 8 through July 9, 2021**
- **Comments accepted by**
 - Interactive TIP project map featuring comment tool
 - Email: comments@baltometro.org
 - Mail: 1500 Whetstone Way, Suite 300 | Baltimore, MD 21230
 - Fax: 410-732-8248
 - Twitter: @BaltoMetroCo | @BmoreInvolved | #BRTBlistens
- **Learn more at a Virtual Public Meeting**
 - Thursday, June 17 at 7 p.m.



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



Interactive Mapping Features

TIP 2021-2024 Public Comments

Filter list by map

Carroll County: Shepherds Mill Road Bridge ...	0
Carroll County: Stone Chapel Road Bridge o...	0
Harford County: Trappe Church Road Bridg...	0
Harford County: Stafford Road Bridge #162 ...	0
Harford County: Hookers Mill Road Bridge #...	0
Harford County: Grier Nursery Road Bridge ...	0
Harford County: Glenville Road Bridge #30 o...	0
Harford County: Stafford Road Bridge #24 o...	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.

BMC

BRTB

COMMENTS baltometro.org/sites/default/files/bmc_documents/general/transportation/tip/22-25/22-25TIP_Comments.pdf

BRTB RESPONSE baltometro.org/sites/default/files/bmc_documents/general/transportation/tip/22-25/22-25TIP_Comments_BRTBResponse.pdf



SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

Many of the comments below are shortened for purposes of space. Full comments were 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 TIP and Conformity Determination documents.

1. Lori Franceschi

Comment: There's a lot of stuff I could say, but really, the thing that stands out for me is basically none of this money is for improving stuff INSIDE Baltimore. Who cares about highways? The roads in the city are enough to damage most vehicles. There is no rail, and 405 would land that.

BRTB Response: Baltimore City projects total over \$227 million in the FY 2022-2025 TIP. While many of the projects are roadway rehabilitation and bridge replacement projects, many of these projects contain elements that enhance bicycle and pedestrian accommodations. Most of these projects include new or upgraded ADA compliant sidewalks. Please see the [list of Baltimore City selected projects](#) for additional information. One constraint to note is that Federal formula funding for roadway projects is distributed by USDOT separately from transit funding. It would require federal legislation to alter that formula and distribution of funds in this region. Funds distributed for transit are being utilized for a variety of MDOT MTA and local projects.

The East-West Bus Corridor is a comprehensive suite of investments that will facilitate more efficient transit trips, improve multi-modal connections, and address existing safety issues. This project will address existing challenges in the corridor, offering near term transit investments to better connect people to jobs, education, amenities, and leisure activities while the region considers long term options via the Regional Transit Plan.

Additionally Baltimore City is funding several non-motorized improvements. The 25th Street Rehabilitation from Greenmount Avenue to Kirk Avenue includes a mixed-use trail for pedestrians and bicyclists and the \$2.2 million Middle Branch Phase 2 project constructs 0.8 miles of trail as part of the Baltimore Greenway Loop.

The FY 2022-2025 TIP also includes several projects not listed under Baltimore City that do not include roadway improvements. MDOT MTA is committing over \$400 million in funds, including over \$200 million of state funds, to reconstruct the Howard Street Tunnel. When complete, the new tunnel will allow double stacked containerized cargo to and from the Port of Baltimore, thus alleviating a major freight rail bottleneck on the east coast and reducing truck trips within Baltimore City.

MDOT MTA has numerous pedestrian, bus, light rail and MARC improvement projects that fall within the limits of Baltimore City or are of a regional nature that benefit the City. The Patapsco Pedestrian Bridge Connection is a Transportation Alternatives Program project that includes \$780,000 to design a bicycle and pedestrian connection between Cherry Hill and the Patapsco Light Rail Station.

MDOT MTA also includes \$192.2 million over the next four years for bus and Rail Preventive Maintenance projects. These projects for buses, light rail and metro systems will help to ensure safety, reliability and comfort for passengers.

Note: This matrix includes a summary of comments received during the public comment period with responses from the BRTB. Additional comments that may have been submitted verbally at a BRTB meeting, but for a note are not included. Please refer to meeting minutes at www.baltometro.org for documentation of any verbal comments received during BRTB meetings.



SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

MDOT MTA has also \$394 million in state funds for Metro and Light Rail Rolling Stock Overhaul and Replacement to provide modern and reliable equipment which will enhance passenger comfort and ensure better reliability and improved safety. Additionally, \$26.3 million, including \$9.3 in state funds is dedicated to MARC Rolling Stock and Replacement. This will extend the life of trains and provide safe and reliable MARC service.

MDOT MTA has also committed over \$187 million to Metro and Light Rail System Preservation and Improvements which will improve service and safety of the Light Rail and Metro Systems.

And finally, MDOT MTA is providing \$62.2 million including over \$4.7 million in state funds, for MARC improvements which will help improve and maintain safety and quality of the MARC infrastructure.

2. Brian Seal

Comment: In 2020, and we are still rolling out millions of dollars for projects that will expand roads, but are allocating just a few million for bike projects, and a bit more for generally unconnected transit projects. While climate change is not as steep of a curve as COVID, it's still a looming crisis, and many of these projects will be around in 50 years from now: Seriously, are we still going around and widening the beltway? Even a tenth of that \$285 million could be revolutionary for bike or transit projects.

BRTB Response: There is a wide range of projects in the TIP which support all modes of transportation. There are a number of transit and bicycle projects in the planning stage with support in the current Unified Planning Work Program and more that sponsors have requested HASE grants for, such as Tobbin Road and Baltimore Greenways.

3. Greater Washington Partnership

Comment: We commend the Board for the addition of the East-West Priority Bus Corridor to the TIP, an essential project to better connect the Baltimore metro area, improve transportation equity, and improve access to employment centers for East and West Baltimore residents. This is a critical first step to realizing the region's Central Maryland Regional Transit Plan.

BRTB Response: The BRTB appreciates support for this project. In FY 2022 Baltimore City will complete engineering and move to construction beginning in FY 2023. This is a critical corridor and we look forward to service beginning in 4 years.

Comment: With MDOT MTA, we encourage you to work to identify other short term Priority Bus Corridors projects from the Central Maryland Regional Transit Plan that can be advanced in the next few years, such as the north-south corridor from Towson to Downtown Baltimore City.

BRTB Response: BMC coordinates regularly with MDOT MTA via the RTP Implementation Team to discuss progress on corridors as well as other recommendations from the RTP. While two corridors have been identified by MDOT MTA to begin further planning, MDOT MTA has worked with the BRTB to allow the BMC and consultants to begin to screen corridors to prepare information on which are prepared to apply for FTA funding under the Capital Investment Grant guidelines. BMC is exploring a screening process now and plans to release an RFP this fall for assistance in screening several corridors in FY 2022. It is anticipated that there will be a similar task in the FY 2023 UPWP.

Comment: With Amtrak and MDOT, we encourage you to coordinate to see if there is a need to identify near term funds in the RTP for the replacement of the B&P Tunnel, which will be named the Frederick Douglass Tunnel, or speed up the redevelopment and track enhancements at Baltimore.

Note: This matrix includes a summary of comments received during the public comment period with responses from the BRTB. Additional comments that may have been submitted verbally at a BRTB meeting, but for a note are not included. Please refer to meeting minutes at www.baltometro.org for documentation of any verbal comments received during BRTB meetings.

Penn Station. The tunnel replacement project was formally announced June 16, with Governor Hogan directing MDOT to coordinate with Amtrak and USDOT to create a funding plan for the project which is still a few years away from breaking ground.

BRTB Response: A significant project to undertake, the new tunnel will replace the deteriorated B&P Tunnel and will address ongoing issues with fire/life safety systems, congestion and delays (as this is the largest rail bottleneck between Washington and New Jersey), increase redundancy. As this was a relatively recent announcement by MDOT and Amtrak, we are working with them to understand what the next steps will be. The improved tunnel is scheduled to be operational in 2026.

Comment: With the City of Baltimore, we encourage you to identify funding opportunities in the TIP for the completion of the Baltimore Greenway Trails Network, a 25-mile loop around the city of Baltimore that will provide safe pedestrian and bike access to many of the city's employment centers. 25 miles are already complete, but a few segments, such as the Norfolk Southern Corridor and the IJGL corridor, are not currently in active design or construction phases.

BRTB Response: As the recent federal discussions focused on providing funds for improved infrastructure begin to solidify and the Biden Administration gets its staffing at USDOT in place, we expect that more and significant grant funding will be forthcoming for these types of projects. Be assured that the BRTB and the City of Baltimore remain vigilant in identifying and seeking such funds for the Baltimore Greenway as well as other significant greenway/shared use facilities.

Comment: With the City of Baltimore, MDOT, and the Federal Delegation, we encourage you to support a planning process to remove the Highway to Nowhere (US 40) that divides West Baltimore and limits social and economic mobility for far too many residents and businesses.

BRTB Response: As the recent federal discussions focused on providing funds for improved infrastructure begin to solidify and the Biden Administration gets its staffing at USDOT in place, we expect that more and significant grant funding will be forthcoming for these types of projects. Be assured that the BRTB and the City of Baltimore remain vigilant in identifying and seeking such funds.

Comment: As the Baltimore Region Transit Governance and Funding Study is expected to wrap up this summer, which identifies options for governance and funding reform, we encourage the Board to identify a next step, such as study that identifies the preferred reform option and lays out a regional implementation strategy.

BRTB Response: The BRTB was asked by legislative leaders, the Central Maryland Regional Transit Plan Commission and the MDOT MTA to provide alternatives and options for consideration. The study and the final report will outline six alternative options but will not be narrowing these down to a single option or recommendation.

4. Paul Emmert

Comment: Incorporate health impacts to the modeling & assessment modules. There should be evaluations of expanded human health metrics related to the TIP projects and the human health risks should be weighted and included in the prioritization of projects to be funded. The TIP and the Conformity Determination are required because the Baltimore region does not meet the national standard for ground level ozone. The EPA also has classified the region as a "maintenance" area for carbon monoxide (CO) and fine particulate matter (PM_{2.5}). Related to socioeconomic forecasting, the air quality effects of growth should in my view include the quantification of the impact on environmental justice and human health outcomes. The TIP should incorporate an alternatives

analyses to determine which projects are most necessary from the perspective of public health and which are most damaging. Without these linked aspects, the decision makers are not evaluating the full set of "effects."

BRTB Response: The Environmental Protection Agency (EPA) sets National Ambient Air Quality Standards (NAAQS) for six criteria pollutants in order to provide public health protection, including protecting the health of "sensitive" populations such as asthmatics, children, and the elderly. As required under the Clean Air Act, it must be shown that the adoption of a TIP conforms to the purpose of the State's State Implementation Plan (SIP) for meeting these Federal air quality standards. The Clean Air Act outlines how conformity supports the purpose of the SIP - which means federal approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone. For an MPO in nonattainment of the standards, this is demonstrated by meeting emissions budgets as determined in coordination with the EPA based on the SIP. The conformity determination emissions analysis for the 2022-2025 TIP and 2019 Long Range Transportation Plan (Maximize2045), as completed through interagency consultation and in concert with the Maryland Department of the Environment, resulted in emissions well below the SIP budget and therefore demonstrates conformity with the NAAQS protecting public health.

The BRTB recognizes that more can be done to protect public health. There is a Healthy Communities study underway as part of the FY 2021 TIPWP to look at current and best practices in the areas of Capital Improvement Programs (CIP) and promoting healthy communities. This effort will be completed by late September or early October. The final report will include recommendations for jurisdictions to better to promote healthy communities through the built environment. BMC staff will work with local jurisdictions as future TIP and LRTIP(s) are developed to find ways to include the recommendations from this study into individual projects. Please note, the Baltimore region is no longer within nonattainment or maintenance of CO or PM₁₀.

Comment: Develop planning scenarios which exceed the required thresholds and base projects on the most stringent criteria, not necessarily the required minimum. Related to signal timing... planning needs to ratchet down and plan for a horizon that is even stricter in terms of the federal standards applied. The same general comment goes for the statement in the Conformity document that it uses "the base year 2012." The question to me is why would Maryland base its calculations on a budget that is outdated by 9 years?

BRTB Response: Emissions were estimated for each horizon year and compared to the 2012 8-hour ozone Reasonable Further Progress (RFP) State Implementation Plan (SIP) budget. The 8-hour ozone RFP SIP was prepared by the Maryland Department of the Environment (MDE) and contains motor vehicle emissions budgets for volatile organic compounds (VOC) and nitrogen oxides (NO_x), the precursors to ozone. The RFP budgets were determined by EPA as adequate for use in conformity determinations, as published in the Federal Register on February 22, 2016.

Comment: The TIP budget Dedicates Too Small a Portion to Emission Reduction Strategy (ERS) Projects. I urge the TIP staff to seek more opportunities and direct more funds to ERS as opposed to other surface projects.

BRTB Response: Members are actively applying to discretionary grants and are pursuing the inclusion of more ERS projects. Outside of the TIP, members look to funding through grants offered by the Maryland Energy Administration and MDE and also participate in the Volkswagen (VW) settlement program to promote electric vehicle deployment and renewable energy in Maryland.

Comment: Address Climate Change Reduction Actions in Relation to the TIP. The term 'climate change' is used only six times in the TIP and it is identified in footnotes for the road projects. How will these TIP projects increase or decrease impacts from climate change by 2045?

BRTB Response: Members are looking into ways to incorporate climate change considerations. One major task in the UPWP involves infrastructure in a changing climate, under which a Baltimore region wide toolkit is being developed to guide operations and maintenance departments in including climate change considerations in their decision making. This activity will be extended further to address areas of interest expressed by BRTB members.

Comment: Associated with this question is also need to identify the cumulative impact from TIP projects. I believe that all TIP projects should be accounted for and not made exempt or non-exempt and should be explicitly modeled to understand cumulative effect. I urge the TIP staff to quantify the environmental and human health impacts from road expansion. I would also like to have the benefit of knowing what the impact of associated air emissions from air/road and rail transportation sectors, which should be factored in to the TIP. If the conformity determination process envisions that long-range transportation plans and short-term programs contribute to air quality improvement objectives delineated in the State Implementation Plan, then it is important to identify and link the SIP to the TIP.

BRTB Response: Transportation conformity is required under CAA Section 176(c) to ensure that Federally-supported transportation activities are consistent with ("conform to") the purpose of a State's SIP. Transportation conformity applies to surface transportation projects and establishes the framework for improving air quality to protect public health and the environment. The Clean Air Act outlines that conformity for the purpose of the SIP means federal approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone. For an MPO in nonattainment of the NAAQS, this is demonstrated by meeting emissions budgets as determined in coordination with the EPA based on the SIP. Since the Baltimore region is in nonattainment of the 2008 and 2015 Ozone NAAQS, an air quality conformity determination in which ozone precursors are estimated is required. Code of Federal Regulations (CFR) Part 93, Section 126 identifies a list of projects which are exempt from the requirement to determine conformity. Additionally, CFR Part 93, Section 127 identifies a list of projects which are exempt from regional emissions analysis requirements. Through interagency coordination, more specifically the Interagency Consultation Group, the exemption status of each TIP project is confirmed prior to completing the regional conformity determination emissions modeling. Projects identified as exempt are therefore not included in the emissions analysis. Quantifying the environmental impacts of TIP projects is completed at the project level by the project sponsor, as opposed to regional level, during the National Environmental Policy Act review process. The EPA considers public health when setting National Ambient Air Quality Standards.

General conformity is a similar Clean Air Act requirement to transportation conformity, but applies to projects and plans outside of surface transportation such as airport activities. The Maryland Department of the Environment carries out robust air quality monitoring and improvement programs, including the Mobile Sources Control Program, which work to reduce emissions from non-road vehicles such as aircraft, marine vessels, and locomotives.

5. CMTA

Comment: MDOT MTA's Capital Needs Inventory is not directly referenced in the TIP so it is difficult to verify whether funding to address those specific needs has increased. ... we are encouraged to see that this year's TIP has the highest amount, both in real dollars and as a percentage of the Budget.

BRTB Response: The BRTB recognizes that the traditional framework of the TIP does not help the public to identify important transportation priorities that have been funded in State spending plans such as MDOT MTA's CNI. BMC staff will meet with MDOT MTA to determine ways to improve the identification of MTA CNI projects in future TIPs if they are also included in the MDOT MTA's Capital Needs Inventory.

Comment: ADA is referenced ... but since it is not its own discrete category it is difficult to know whether funding has increased. ... lack of ADA compliance suggests that this is an area where the region should be directing more resources.

BRTB Response: The BRTB is committed to improving bicycle and pedestrian safety and access across the region. MDOT has introduced new technologies such as the HAWK beacons that are improving pedestrian crossing conditions in Annapolis and elsewhere in the State. The region searches for discretionary grant opportunities at the Federal and State level to help provide more resources but isn't always successful in identifying enough programs for needed investments. When possible, targeted investments are possible such as the trails you mentioned. These are key investments that will improve active transportation connectivity and safety.

Comment: Similar to ADA, bicycle facilities are often spread throughout many projects and it's difficult to track overall regional spending levels. We're glad to see a portion of the Greenway Trails Network included in this program. We do not see evidence that other trails or separated bike facilities are being prioritized.

BRTB Response: Another place in the TIP to look for bicycle projects is under MDOT SHA's Anywide Transportation Alternatives Project. The TIP include \$28.6 million for a range of projects. Some of them awarded funding from the previous year are located in <https://www.baltimore.org>. However the TIP is specifically to identify requests for federal funding, a source of funding outside of the TIP includes the Maryland Bikeways Grants, where Baltimore City was awarded funding in each of the last three years. Other jurisdictions in the region have also had funds awarded through this program.

Comment: We are pleased to see "East-West Bus Corridor", which corresponds with an Early Opportunity Transit corridor identified in the RTP. However, that is the only project that mentions the RTP.

BRTB Response: The BRTB is pleased that the MDOT MTA has produced the RTP and that MDOT has programmed funding for an East-West Bus Corridor study from the RTP. The East-West Priority Corridor will provide a broad range of investments designed to address existing challenges in the corridor, offering near-term investments to facilitate more efficient transit trips, improve multi-modal connections, and address existing safety issues. Planned strategies include dedicated bus lanes, peak only bus lanes, intersection queue jump for buses, transit signal priority, bus stop optimization and accessibility improvements, and bus bulbs. The BRTB is also pleased the MDOT MTA is studying a bus hub in Towson. The BRTB will be studying additional corridors this year to help accelerate the pace of planning, analysis and future investment.

6. Transit Choices

Comment: Ineffective - The single largest category of spending in the Draft TIP is for highway capacity projects that are supposed to "fix congestion".

BRTB Response: Nearly seventy percent of the funds under the highway capacity category go to one project being advanced by the Maryland Transportation Authority. This project is not utilizing any federal funds, it is in the TIP for air quality purposes. The I-95 corridor is a major trade and travel corridor and serves major distribution facilities and the Port of Baltimore. The I-95 project includes improvements to the inner shoulder to allow additional capacity in the morning and evening commute periods. The I-95 project includes improvements focused on making better use of the existing facility by allowing limited access to (or "use of") the inner shoulder during peak hours to alleviate current congestion.

Comment: Inequitable - Investments in transportation do not impact all populations equally. The proposed 21-24 TIP's topded investments in widening highways are aimed at improving mobility for higher income people and those with private automobiles. Additionally, it will further entrench structural inequities that disadvantage some populations over others.

BRTB Response: Every region supports a robust multi-modal system where a variety of improvements are supported. Significant efforts are underway to assess and deliver a transportation system that supports all segments of our society.

Comment: Unhealthy - Transforming our dirty transportation system has long been an urgent public health issue.

BRTB Response: The EPA sets National Ambient Air Quality Standards (NAAQS) for six criteria pollutants in order to provide public health protection, including protecting the health of "sensitive" populations such as asthmatics, children, and the elderly. EPA conducts research that provides the critical science to develop and implement Clean Air Act regulations that protect the quality of the air we breathe, and EPA is required by the Clean Air Act to perform periodic reviews of the science upon which the standards are based and the standards themselves. As required under the Clean Air Act, it must be shown that the adoption of a TIP conforms to the purpose of the State's State Implementation Plan (SIP) for meeting these federal air quality standards. The Clean Air Act outlines that conformity to the purpose of the SIP means federal approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone. For an MPO without nonattainment this is demonstrated by meeting emissions budgets as determined in coordination with the EPA based on the SIP. The conformity determination emissions analysis for the 22-25 TIP and 2019 Long Range Transportation Plan, as completed through interagency consultation and in concert with the Maryland Department of the Environment, resulted in emissions well below the SIP budget and therefore demonstrates conformity with the NAAQS protecting public health.

Comment: Environmentally unsustainable - Widening highways while shortchanging investment in public transportation does not meet the challenge of climate change. We understand that the vast majority of the highway capacity spending is on two projects already underway (the I-95 Express Toll Lane (extension) and I-695 widening), and that it may be impractical to cancel these projects. However, there are five highway capacity projects that are new to the 21-24 TIP (see Table B.2: New Projects in the 2021-2024 TIP).

BRTB Response: As stated elsewhere, no new highway capacity projects were added to the TIP while new transit projects have been included.

7. Baltimore-Washington Transportation Research Group

• Regarding SCMAQ.LV, the proposed project to be wholly inconsistent with the widely accepted transportation needs of both the corridor of focus, as well as the wider region.

• SCMAQ.LV would represent a major misallocation of scarce transportation dollars (and even more scarce rail dollars), a huge step backwards in the relationship between transit transportation and the environment - we urge the rejection of any funding consideration or support by the State of Maryland for this project, and instead push for the immediate funding of what we have determined to be the "Preferred Option" for fast train service in the Baltimore-Washington corridor: Express MARC Service.

• we have determined that MARC could run a full express service (1 train each way per hour, Baltimore to Washington, 6am-6pm every weekday) on existing tracks with existing equipment, tomorrow, if it chose to do so.

• Who is going to buy that \$60 ticket for this service when \$8 tickets are available that take only 14 minutes longer, and drop the passenger in a more central location?

BRTB Response: We appreciate your opinion on the SCMAQ.LV project. At this time the project is in the planning phase utilizing Federal Railroad Administration funds. While some jurisdictions are already on the record opposing this project, if it advances through planning before a decision of its future is determined.

8. Shays

Comment: Looking at Baltimore City, remember there is a Complete Streets ordinance.

BRTB Response: The BRTB is aware of the ordinance and recognizes that other jurisdictions in the region have similar efforts. Several years ago the BRTB funded a study to advance Complete Streets planning and Baltimore City has shared their work with the BRTB's Bicycle and Pedestrian Advisory Group.

Comment: Show Mayday at Camden Yards, not Penn Station

BRTB Response: Thank you for finding that inconsistency, the maps have been corrected.

9. Graham Projects

Comment: We need East West choo choo

BRTB Response: Presently a train or light rail is not planned within the TIP project along the East-West Corridor. This project is slated to be completed in 2025.

10. Eli Poisson

Comment: Regional transportation priorities are terrible

BRTB Response: We appreciate your opinion and will continue to advance a regional program based on guidance from our members.



SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

2022-2023 Transportation Management Program - I-67/197
Appendix A: Public Comments and Responses

11. Jed Weeks

Comment: We challenged the PAC so they stopped meeting.

BRTB Response: We regret that is your perception of what occurred. The BRTB approved a consultant task to evaluate the effectiveness of a wide range of public involvement activities and products. The team, led by WSP provided a range of recommendations. One recommendation did relate to the PAC. The BRTB has decided to explore the option of building a virtual advisory panel in order to engage a wider audience from around the region. If the larger, virtual panel works well, that may be the main vehicle for input moving forward. If it does not the BRTB will consider a revised format for the PAC. Staff are currently working with a consultant team to outline what a virtual panel would look like and how it would operate. We hope you'll stay tuned for updates and consider applying for the virtual panel in the future.

12. Myles Muehberger

Comment: Increasing vehicle lanes along the inner loop of 695 would only serve to create more vehicular traffic. This phenomenon is known as "induced traffic demand" and is well documented and proven to occur. As a current driver of this route for work, I strongly oppose the additional lane proposal. Instead the proposed space for the lane and some existing lanes should be used to create a rail and/or trail system. We are far past the time to continue focusing travel on automobiles rather than public transit. A rail and trail system would provide greater opportunity for all residents in the area, especially those who are people of color and lower income, the primary residents within the area inside the beltway, to travel to destinations as needed. It would also provide sustainable reuse of the highway space in Baltimore County, Maryland, the US, and the world need to move away from automobile infrastructure that contributes to global warming.

BRTB Response: MDOT SIA considered possible uses of the space available and determined that the inner shoulder would be suitable for monitoring and evening use to alleviate the strain of "rush hour" traffic.

13. Daniel Paschall

Comment: Greenway Middle Branch Phase 2. This is an important project for the Baltimore Greenway Trails Network and the East Coast Greenway.

BRTB Response: Thank you. We agree it will be a critical link.

14. Robert Waldman

Comment: Parole Transportation Center - Without the opportunity to give it much thought, take my comment for what you think is its worth. The transit site at the Annapolis Mall is maybe adequately situated at Route 650 and ramps to/from I 97, and there is already public transit and parking. But it is removed from the bulk of the population of Annapolis, which is closer to Parole. I suggest a presentation to the Planning Commission of Annapolis as to your thinking. Please contact Dr. Sally Nash, Dir of Planning & Zoning, City of Annapolis.

BRTB Response: The Anne Arundel and Annapolis members of the BRTB have contacted you regarding the Parole Transportation Center project. Your suggestions are welcome and we hope you continue to engage with our members on issues you are concerned about.

Comment: McKendree Road Culvert over Lyons Creek: This is the first I have heard of this nearly \$2M project, and I am not only on the Annapolis Planning Commission but also am the Chairman of the

www.baltimore.org

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Note: This memo includes a summary of comments received during the public comment period with responses from the BRTB. Additional comments that may have been submitted verbally at a BRTB meeting prior to a vote are not included. Please refer to meeting minutes at www.baltimore.org for documentation of any verbal comments received during BRTB meetings.



SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

2022-2023 Transportation Management Program - I-67/197
Appendix A: Public Comments and Responses

local community association. I would appreciate, and would collaborate with, a presentation (even by Zoom) to the local community and another to the Planning Commission. You may contact me as to both. I am concerned that this project may miss stormwater benefits and that the community knows nothing about it.

BRTB Response: The Anne Arundel and Annapolis members of the BRTB have contacted you regarding this bridge project. Your suggestions are welcome and we hope you continue to engage with our members on issues you are concerned about.

www.baltimore.org

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Note: This memo includes a summary of comments received during the public comment period with responses from the BRTB. Additional comments that may have been submitted verbally at a BRTB meeting prior to a vote are not included. Please refer to meeting minutes at www.baltimore.org for documentation of any verbal comments received during BRTB meetings.

APPENDIX H

ASSOCIATED BRTB RESOLUTIONS

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

BALTIMORE REGIONAL TRANSPORTATION BOARD RESOLUTION #22-1

APPROVAL OF THE BALTIMORE REGION 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM AND THE ASSOCIATED CONFORMITY DETERMINATION OF THE 2022-2025 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 2022-2025 Baltimore Region Transportation Improvement Program was prepared in response to Fixing America's Surface Transportation (FAST) Act, and meets all of the requirements of the May 2016 final rule governing the development of metropolitan plans and programs, and all projects and activities funded in the FY 2022-2025 TIP have been developed in relationship to the regionally adopted *Maximize2045: A Performance-Based Transportation Plan*; and

WHEREAS, the FY 2022-2025 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 2022-2025 Transportation Improvement Program and *Maximize2045*," dated July 2021, provides the basis for a finding of conformity to the 8-hour ozone national ambient air quality standard (NAAQS) SIP for the Baltimore region, which includes meeting the 2012 Reasonable Further Progress motor vehicle emissions budgets, as determined adequate by U.S. EPA. This addresses three ozone NAAQS: 1997, 2008, and 2015. (Attachment 1: Tables 1 through 2); and

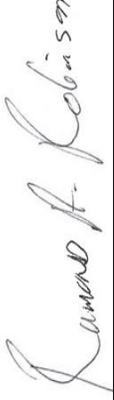
WHEREAS, a range of outreach strategies were employed to share information about the FY 2022-2025 Baltimore Region Transportation Improvement Program including a public review from June 8 to July 9, 2021. The public review included presentations to BRTB subcommittees and one virtual public meeting. The draft FY 2022-2025 TIP document was also supported by an online Storymap, dashboard, and interactive map. Some 30 comments were submitted and considered by the BRTB; and

WHEREAS, the FY 2022-2025 Baltimore Region Transportation Improvement Program uses federal and matching funds for the following project categories: 32.9 percent highway preservation, 23.7 percent highway capacity, 18.0 percent transit preservation, 11.3 percent ports, 7.1 percent emission reduction strategies, 3.7 percent commuter rail preservation, 2.3 percent environmental and/or safety, 0.8 percent enhancement program, 0.1 percent miscellaneous, 0.05 percent transit capacity, and 0.0 percent commuter rail capacity.

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board approves the FY 2022-2025 Baltimore Region Transportation Improvement Program.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the aforementioned resolution at its July 27, 2021 meeting.

7-27-21



Date

Ramond Robinson, Chair
Baltimore Regional Transportation Board

Attachment 1

Table 4. VOC Emissions Test Results (average summer weekday, tons/day)

	2022	2025	2035	2045
Total Emissions	19.1	16.3	10.3	9.4
Conformity Budget¹	40.2	40.2	40.2	40.2
Conformity Result	Pass	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 5. Weekday NOx Emissions Test Results (average summer weekday, tons/day)

	2022	2025	2035	2045
Total Emissions	34.4	25.2	15.6	15.2
Conformity Budget¹	93.5	93.5	93.5	93.5
Conformity Result	Pass	Pass	Pass	Pass

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

APPENDIX I

GLOSSARY OF TERMS

GLOSSARY OF TERMS

3-C	Coordinated, comprehensive, and continuing	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
HPMS	Highway Performance Monitoring System	STIP	State Transportation Improvement Program
HSIP	Highway Safety Improvement Program	SOV	Single Occupancy Vehicle
ICG	Interagency Consultation Group	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		