

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

**BALTIMORE REGIONAL TRANSPORTATION BOARD**

**RESOLUTION #16-4**

**RESOLUTION TO ENDORSE APPLICATIONS FOR FEDERAL ASSISTANCE THROUGH THE  
TRANSPORTATION ALTERNATIVES PROGRAM**

**WHEREAS**, the Baltimore Regional Transportation Board (BRTB) is the designated Metropolitan Planning Organization for the Baltimore region, encompassing the Baltimore Urbanized Area, and includes official representatives of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, and Howard, as well as representatives of the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, and the Maryland Transit Administration; and

**WHEREAS**, the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act established the Transportation Alternatives Program (TAP) with a defined set of eligible categories and provided a set-aside within the Surface Transportation Program; and

**WHEREAS**, MAP-21 allocates Transportation Alternatives Program funds for metropolitan areas over 200,000 in population to the designated Metropolitan Planning Organizations to conduct a competitive application process for that portion of the state's funding; and

**WHEREAS**, the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region has approved criteria for selecting projects as follows: 1) federal program eligibility and goals, 2) state planning goals, 3) regional and local planning goals, 4) health, environmental and community impact, and 5) program effectiveness. Projects will be consistent with the ten federally eligible categories identified for Transportation Alternatives Program funds and include: 1) provision of pedestrian and bicycle facilities; 2) safe routes for non-drivers; 3) conversion of abandoned railway corridors to trails; 4) scenic turnouts and overlooks; 5) outdoor advertising management; 6) historic preservation and rehabilitation of historic transportation facilities; 7) vegetation management; 8) archaeological activities; 9) stormwater mitigation; and 10) wildlife management; and

**WHEREAS**, ten applications for funding (totaling \$5,693,906) from the Transportation Alternatives Program for the Baltimore region were reviewed by a Subcommittee of professionals from fields related to active transportation and environmental mitigation utilizing established criteria. Six application(s) met all criteria to move forward and one for a smaller planning grant.

**NOW, THEREFORE BE IT RESOLVED** that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region has approved the following applications (Attachment 1) for funding with the money allocated directly to the Baltimore region, with a recommendation for the State Highway Administration to consider the remaining applications for statewide funds under 23 U.S.C. 213(c).

**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 28, 2015 meeting.

7-28-15

Date



John Powell, Chairman

Baltimore Regional Transportation Board

### Applications to the 2015 Transportation Alternatives Program

<i>Project name/limits:</i>	<b>South Shore Trail – Phase II</b> (Sappington Station Road to Bonheur Drive near MD 3)
<i>Project sponsor:</i>	Anne Arundel County Department of Recreation and Parks
<i>TAP request:</i>	<b>\$1,400,000</b>
<i>Total cost:</i>	\$3,423,489
<i>Project description:</i>	Continue phased development of South Shore Trail. Phase I going to construction in 2016 from Hansel Drive to Waterbury Road. Phase II provides a pedestrian connection for Millersville and Gambrills residents to the WB&A Trail.
<i>Plan goals:</i>	The applicant used an outdated application that did not ask about LRP goals; however the project summary emphasizes <b>accessibility</b> to other trails, Odenton MARC station and schools.
<i>Suggested award:</i>	<b>None at this time.</b> Will also be reviewed for consideration under statewide funding.
<i>Project name/limits:</i>	<b>Inner Harbor Crosswalks and Bicycle Wayfinding Enhancement</b> (Pratt St: Light St to President St, President St: Pratt St to Fleet St/The Promenade)
<i>Project sponsor:</i>	Baltimore City Department of Transportation
<i>TAP request:</i>	<b>\$1,050,000</b>
<i>Total cost:</i>	\$1,531,575
<i>Project description:</i>	Ten intersections will be upgraded to include high-visibility crossings, audible and visual countdown signals, and ADA ramp upgrades. Will also include pedestrian and bicycle way finding signage.
<i>Plan goals:</i>	1) <b>Improves safety</b> for non-motorized travelers, 2) <b>Preserves existing infrastructure</b> , 3) <b>Improves accessibility</b> for existing non-motorized demand by making the pedestrian experience more comfortable, 4) <b>Increases mobility</b> for vulnerable users, 5) <b>Preserves the environment</b> by reducing motorized traffic and mitigating poor air quality, 6) <b>Promotes prosperity and economic opportunity</b> by enhancing connections to businesses and development in the Inner Harbor that are dependent on pedestrian and bicycle traffic
<i>Suggested award:</i>	<b>\$1,050,000*</b>
<i>Project name/limits:</i>	<b>Historic Red Caboose Restoration at President Street Station</b>
<i>Project sponsor:</i>	Baltimore City Department of Transportation
<i>TAP request:</i>	<b>\$60,000</b>
<i>Total cost:</i>	\$97,477
<i>Project description:</i>	To restore and replace a historic caboose at President Street Station which is a key transportation/Civil War/African American heritage site.
<i>Plan goals:</i>	1) <b>Preserves existing infrastructure</b> and represents an investment in an existing historic rail station, 2) <b>Improves accessibility</b> by establishing linkages among various activity centers throughout the National and State Historic Trail system, 3) <b>Increases mobility</b> by enhancing access to pedestrian and bicycle networks and helps to sustain and balance capacity given its proximity to the water taxi, 4) <b>Preserves the environment</b> by conserving an important cultural resource, 5) <b>Promotes prosperity and economic opportunity</b> by supporting several livability principles and coordinating investments within state-designated growth areas and existing communities
<i>Suggested award:</i>	<b>None at this time.</b> Will also be reviewed for consideration under statewide funding.

<i>Project name/limits:</i>	<b>Pocket Wetland to Treat Highway Runoff at existing Manchester Skate Park</b> (In the area of MD 27 at MD 30)
<i>Project sponsor:</i>	Board of Carroll County Commissioners
<i>TAP request:</i>	<b>\$756,043</b>
<i>Total cost:</i>	\$1,003,643.88
<i>Project description:</i>	Construct a wetland to provide water quality treatment in the Double Creek watershed for 99.3 acres of drainage area of which 27.55 acres are impervious surface with 7.85 acres of transportation-related impervious surface.
<i>Plan goals:</i>	1) <b>Preserves the Environment</b> by a) investing in transportation programs and projects that reduce surface runoff and protect water resources and b) preserving and protecting natural resources by decreasing stream bank erosion and enhancing fish habitat
<i>Suggested award:</i>	<b>None at this time.</b> Will also be reviewed for consideration under statewide funding.
<i>Project name/limits:</i>	<b>Admiral Heights Entrance Median and Sidewalks</b> (Sampson Place/Porter Drive & Cedar Park Rd)
<i>Project sponsor:</i>	City of Annapolis Department of Planning
<i>TAP request:</i>	<b>\$145,200</b>
<i>Total cost:</i>	\$181,500
<i>Project description:</i>	Construction of a 100 foot long by 30 foot wide oval median and reconfiguration of the expansive intersection of Sampson Place/Porter Drive with Cedar Park Road and the addition of 500 linear feet of sidewalk. Sidewalks and crosswalks along the north side of Cedar Park Road to provide a safe route to Germantown Elementary School.
<i>Plan goals:</i>	1) <b>Improves safety</b> , particularly for children accessing Germantown Elementary School, 2) <b>Improves accessibility and increases mobility</b> by providing pedestrian and bicycle facilities to establish a link between activity centers
<i>Suggested award:</i>	Insufficient documentation at this time. The team recommends an award, <b>to be determined</b> , to complete initial planning.
<i>Project name/limits:</i>	<b>Eldersburg Elementary School SRTS</b> (Johnsville Rd: Victor Drive to Bartholow Rd)
<i>Project sponsor:</i>	Board of Carroll County Commissioners
<i>TAP request:</i>	<b>\$255,565</b>
<i>Total cost:</i>	\$319,456
<i>Project description:</i>	Construct 800 linear feet of ADA compliant sidewalk, ramps, curb and gutter, as well as 2 crosswalks. The project also addresses current and anticipated stormwater management by re-establishing a swale on Liberty High School property, installing a pipe and expanding the stormwater management pond also located at the high school.
<i>Plan goals:</i>	SRTS applications don't ask about BRTB goals.
<i>Suggested award:</i>	<b>\$255,565*</b>

<i>Project name/limits:</i>	<b>Patuxent Branch Trail Paving</b> (Trailhead at Old Guilford Road to Vollmerhausen Road)
<i>Project sponsor:</i>	Howard County Office of Transportation
<i>TAP request:</i>	<b>\$1,092,000</b>
<i>Total cost:</i>	\$1,380,000
<i>Project description:</i>	To pave the unpaved portions of the existing Patuxent Branch Trail.
<i>Plan goals:</i>	1) <b>Preserves existing infrastructure</b> by fully paving the existing soft surface of the trail, 2) <b>Improves accessibility</b> by increasing transportation alternatives in all modes for all segments of the population and establishing linkages among job, transit, and activity centers, 3) <b>Increases mobility</b> by providing additional and improved capacity in the bicycle network and enhancing transit/rail capacity through improved access, 4) <b>Preserves the environment</b> by enhancing the ability to connect to activity centers without a car, 5) <b>Promotes prosperity and economic opportunity</b> by coordinating with county plans and due to its location in a state-designated growth area. It also connects employment and activity centers and provides access to existing communities
<i>Suggested award:</i>	<b>\$1,092,000*</b>
<i>Project name/limits:</i>	<b>Potomac Street Two-Way Cycle Track</b> (Eastern Avenue to Boston Street)
<i>Project sponsor:</i>	Baltimore City Department of Transportation
<i>TAP request:</i>	<b>\$568,431</b>
<i>Total cost:</i>	\$781,431
<i>Project description:</i>	Repurpose a 2 lane one-way street to one lane allowing for parking protected, 2-way cycle track and a landscape buffer to provide a protected bike connection between Patterson Park and the Canton Waterfront.
<i>Plan goals:</i>	1) <b>Improves safety</b> of the bicycle network by further developing the protected bike network, 2) <b>Preserves existing infrastructure</b> by calming traffic and reducing unnecessary wear and tear on an underused residential street, 3) <b>Improves accessibility and mobility</b> for bicyclists in the neighborhood by removing Potomac Street as a barrier and leveraging low stress neighborhood streets that connect to Potomac, 4) <b>Preserves the environment</b> by promoting non-motorized transportation and reducing reliance on automobiles for short trips
<i>Suggested award:</i>	<b>\$568,431*</b>
<i>Project name/limits:</i>	<b>Sykesville Middle School SRTS</b> (Springfield Avenue to Central Avenue)
<i>Project sponsor:</i>	Carroll County Bureau of Comprehensive Planning
<i>TAP request:</i>	<b>\$53,048</b>
<i>Total cost:</i>	\$66,310
<i>Project description:</i>	Remove and repair existing sidewalk which is in need of repair as well as install new sidewalk along the southbound side of MD 851 near Sykesville Middle School.
<i>Plan goals:</i>	SRTS applications don't ask about BRTB goals
<i>Suggested award:</i>	<b>\$53,048*</b>

<i>Project name/limits:</i>	<b>Inner Harbor Jones Falls Trail Enhancements</b> (Calvert Street to Market Place)
<i>Project sponsor:</i>	Baltimore City Department of Transportation
<i>TAP request:</i>	<b>\$313,728</b>
<i>Total cost:</i>	\$392,160
<i>Project description:</i>	To reduce conflicts, stain green the existing 11 foot wide, two-way concrete path to better delineate it as a bike path and deter pedestrians and parked trucks.
<i>Plan goals:</i>	1) <b>Improves safety</b> by better delineating space for bicyclists with an aim towards reducing bike/pedestrian conflicts and collisions, 2) <b>Preserves the existing infrastructure</b> , 3) <b>Improves accessibility</b> for bicyclists to the Inner Harbor, 4) <b>Improves mobility</b> for bicyclists by reducing and controlling conflicts with pedestrians, 5) <b>Preserves the environment</b> by reducing motorized traffic and mitigating poor air quality, 6) <b>Promotes prosperity and economic opportunity</b> by enhancing non-motorized access to downtown Baltimore and Pratt Street where parking is limited.
<i>Suggested award:</i>	<b>\$313,728*</b>

\* means that this is a recommended level of funding pending discussion with SHA on certain components of the application.

Baltimore region requests total \$5,693,906

Baltimore region funds available = \$3,569,756

Team recommendation = \$3,332,772 plus an award to be determined for Admiral Heights

Aberdeen/Bel-Air/Havre de Grace requests total \$0

Aberdeen/Bel-Air/Havre de Grace funds available = \$572,365 (will carry over to next solicitation)

Statewide funds available = \$10,000,000 (State committee to meet over next two months)