



Larry Hogan
Governor
Boyd K. Rutherford
Lt. Governor
Gregory Slater
Acting Secretary

March 29, 2021

Mr. Gregory Murrill
Division Administrator
Attn: Dr. Kwame Arhin
Federal Highway Administration
Maryland Division
George H. Fallon Federal Building
31 Hopkins Plaza, Suite 1520
Baltimore MD 21201

Ms. Terry Garcia Crews
Regional Administrator
Attn: Mr. Ryan Long
Federal Transit Administration, Region III
1835 Market Street, Suite 1910
Philadelphia PA 19103-2968

Dear Mr. Murrill and Ms. Crews:

The Maryland Department of Transportation (MDOT) hereby amends the Fiscal Year (FY) 2019-2022 Maryland Statewide Transportation Improvement Program (STIP) to reflect funding for four new transit projects. These amendments were requested by the MDOT Maryland Transit Administration (MDOT MTA) for the FY 2021-2024 Baltimore Regional Transportation Board (BRTB) Transportation Improvement Program (TIP). The BRTB approved these amendments to the TIP on March 23, 2021, and MDOT has assigned Control #19-115 for this change to the STIP. The approvals and supporting documentation are attached.

The first amendment is for a new Building Blocks: Inclusive Transportation Planning Mobility Hubs project. This project adds \$225,000 in FTA Helping Obtain Prosperity for Everyone (HOPE) discretionary grant funding for a new community-based planning study of a mobility hub along the busy Fayette Street corridor in Baltimore. The federal grant will be matched with \$25,000 from MDOT MTA for a total investment of \$250,000.

The second amendment is for a new Light Rail LiDAR Track Survey project that adds \$150,000 in FTA Section 5312 Public Transportation Innovation Program discretionary grant funding. The project will survey the most critical and vulnerable areas on the Light RailLink system serving Baltimore, Maryland. The federal grant will be matched with \$150,000 from MDOT MTA for a total investment of \$300,000.

Mr. Gregory Murrill
 Ms. Terry Garcia Crews
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The third amendment is for a new Metro Subway Track Intrusion Detection and Alert System project. This project adds \$608,000 in FTA Section 5312 Public Transportation Innovation Program discretionary grant funding to develop, install and collect information on the effectiveness of a Metro SubwayLink track intrusion system in Baltimore, Maryland. The federal grant will be matched by \$608,000 from MDOT MTA for a total investment of \$1.216 million.

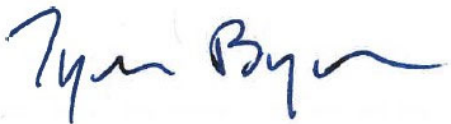
The fourth amendment reflects a recent FHWA Transportation Alternatives Program (TAP) discretionary grant funding that was recently awarded to MDOT MTA. TAP is a set-aside of the Surface Transportation Block Grant Program (STBG). When transferred to MDOT MTA, these funds will be flexed to FTA Section 5307 funding and will be utilized by MDOT MTA to complete the final design for two “Transit Priority Initiative” corridors. (\$1.76 million federal and \$440,000 matching). In addition, the funding will help MDOT MTA complete final design for a new bicycle and pedestrian connection between Cherry Hill and the Patapsco Light Rail station (\$624,000 federal and \$156,000 matching). This amendment reflects a total investment of \$2.98 million.

Project Name	STIP #	TIP #	Funding Source	Net Federal Change (000)
Building Blocks: Inclusive Transportation Planning Mobility Hubs:	42-2101-64	42-2101-64	HOPE	\$225
Light Rail LiDAR Track Survey Discretionary Grant	40-2102-64	40-2102-64	5312	150
Metro Subway Track Intrusion Detection and Alert System	40-2103-62	40-2103-62	5312	608
MDOT MTA Transportation Alternatives Program Grants	40-2104-29	40-2104-29	5307 Flex	2,384

Mr. Gregory Murrill
Ms. Terry Garcia Crews
Page Three

The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained. Should you have additional questions or concerns, please contact Mr. Dan Janousek at 410-865-1098, toll free 888-713-1414 or via e-mail at djanousek@mdot.maryland.gov. Of course, please feel free to contact me directly.

Sincerely,

A handwritten signature in blue ink that reads "Tyson Byrne". The signature is fluid and cursive, with the first name "Tyson" and last name "Byrne" clearly legible.

Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming

Attachment

cc: Mr. Dan Janousek, Regional Planner, OPCP, MDOT



March 23, 2021

Ms. Heather Murphy
Office of Planning & Capital Programming
Attn: Mr. Dan Janousek
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076-1415

Dear Ms. Murphy:

Enclosed are four amendments to the *2021-2024 Baltimore Region Transportation Improvement Program (TIP)* as approved by the Baltimore Regional Transportation Board (BRTB) on March 23, 2021. The documentation enclosed supports changes to the *2021-2024 TIP* for four MDOT Maryland Transit Administration projects:

- **Building Blocks: Inclusive Transportation Planning Mobility Hubs: 42-2101-64**
- **Light Rail LiDAR Track Survey Discretionary Grant: 40-2102-64**
- **Metro Subway Track Intrusion Detection and Alert System: 40-2103-62**
- **MDOT MTA Transportation Alternatives Program Grants: 40-2104-29**

The amendments were presented to the Technical Committee on March 2, 2021. In addition, the Interagency Consultation Group has determined that the projects are exempt from the requirement to determine conformity according to the Conformity Rule.

MDOT MTA has affirmed that fiscal constraint for their program of projects remains intact and has made a commitment to the match required.

Pursuant to the prescribed TIP amendment process MOU signed in 2014, the BRTB approved Resolutions #21-20, #21-21, #21-22, and #21-23 to support these changes to the *2021-2024 TIP*.



If you have any questions, please feel free to call me.

Sincerely,

A handwritten signature in black ink, appearing to read "T. Lang", written over a light blue circular background.

Todd R. Lang, Director
Transportation Planning

Enclosures

cc: Ms. Lara Bachman, MDOT MTA



Summary of 2021-2024 TIP Changes

Project Title	TIP Change Reason	Description	Type of Change
Building Blocks: Inclusive Transportation Planning Mobility Hubs 42-2101-64	This amendment adds a new project to the 2021-2024 TIP. MDOT MTA will receive \$225,000 in a 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 \$25,000 from MDOT MTA for a total investment of \$250,000.	Building Blocks: Inclusive Transportation Planning will utilize an FTA HOPE Discretionary grant to design a mobility hub along the Fayette Street corridor in Baltimore City. 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	Amendment
Light Rail LiDAR Track Survey Discretionary Grant 40-2102-64	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 FTA totaling \$150,000. 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 \$300,000 is added to the 2021-2024 TIP (\$150,000 federal/\$150,000 matching).	MDOT MTA will use this FTA Section 5312 Discretionary grant to survey the 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	Amendment



Project Title	TIP Change Reason	Description	Type of Change
<p>Metro Subway Track Intrusion Detection and Alert System 40-2103-62</p>	<p>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 \$608,000. 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 (\$608,000 federal/\$608,000 matching).</p>	<p>MDOT MTA will use this FTA Section 5312 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.</p> <p>MDOT MTA plans to install the system at the following Metro Subway station platforms: Lexington Market, Penn North, Upton, Shot Tower, and Mondawmin.</p> <p>Conformity Status: Exempt</p>	<p>Amendment</p>



<p>MDOT MTA Transportation Alternatives Program Grants 40-2104-29</p>	<p>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 and \$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 and \$156,000 matching). A total of \$2.98 million is being added to the 2021-2024 TIP.</p>	<p>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:</p> <ul style="list-style-type: none"> *Belair Road and Garrison Boulevard Transit Priority Initiatives: These two 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. <p>Conformity Status: Exempt</p>	<p>Amendment</p>
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BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #21-20**

**AMENDMENT TO THE 2021 – 2024 BALTIMORE REGION
TRANSPORTATION IMPROVEMENT PROGRAM**

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 Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2021-2024 Transportation Improvement Program for the Baltimore region at its August 25, 2020 meeting, with federal approval on October 19, 2020; and

WHEREAS, federal regulations require that all transportation-related projects must be listed in the approved Transportation Improvement Program with accurate funding schedules in order to be eligible for federal funding; and

WHEREAS, the Transportation Improvement Program consists of projects included in, and in support of, the region's long-range transportation plan and ongoing short-range planning efforts; and

WHEREAS, the Maryland Department of Transportation on behalf of the Maryland Transit Administration (MDOT MTA) has requested approval of an amendment to the 2021-2024 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, MDOT MTA is requesting to add a new project to the 2021-2024 TIP using an FTA Helping Obtain Prosperity for Everyone (HOPE) discretionary grant. Grant funding will be used to design a mobility hub along the busy Fayette Street corridor in Baltimore City (see attachment); and

WHEREAS, the Transportation Improvement Program, as amended, continues to display financial reasonableness and re-affirms the appropriate project selection criteria whereby all requirements for a Transportation Improvement Program in the Fixing America’s Surface Transportation Act are met; and

WHEREAS, this project is consistent with the federal emphasis on performance-based planning and programming, specifically the federal requirements pertaining to transit safety; and

WHEREAS, the Interagency Consultation Group has determined that this project is exempt according to the Conformity Rule (40 CFR Parts 51 and 93); and

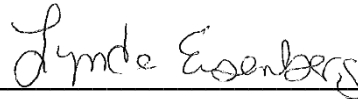
WHEREAS, the proposed Transportation Improvement Program amendment was presented to the Technical Committee on March 2, 2021.

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approves the attached amendment to the 2021-2024 Transportation Improvement Program for the Baltimore region and finds it to conform to the applicable Maryland State Implementation Plan and requirements of the 1990 Clean Air Act Amendments.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution on March 23, 2021.

3-23-2021

Date



Lynda Eisenberg, Chair

Baltimore Regional Transportation Board

Building Blocks: Inclusive Transportation Planning Mobility Hubs

TIP ID	42-2101-64	Year of Operation	2025
Agency	MTA - Transit	Project Type	Preservation and improvements
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	N/A
CIP or CTP ID(s)	1741	Est. Total Cost	\$250,000

Description:

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.

Justification:

This project complements ongoing, discrete projects in the existing corridor, specifically in Opportunity Zones, as identified within the Regional Transit Plan.

Amendment: 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.



Connection to Long-Range Transportation Planning Goals:

- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
- 6.A Improve System Security -- Provide security-related features at transit facilities or on transit vehicles.



Building Blocks: Inclusive Transportation Planning Mobility Hubs

(Funding in Thousands)

FTA Helping Obtain Prosperity for Everyone Discretionary Grant Program - New

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$225	\$25	\$0	\$0	\$0	\$0	\$0	\$0	\$250
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$225	\$25	\$0	\$0	\$0	\$0	\$0	\$0	\$250
Total	\$225	\$25	\$0	\$0	\$0	\$0	\$0	\$0	\$250



Larry Hogan
Governor
Boyd K. Rutherford
Lt. Governor
Pete K. Rahn
Secretary
Kevin B. Quinn, Jr.
Administrator

TO: MS. HEATHER MURPHY, DIRECTOR
MDOT OFFICE OF PLANNING AND CAPITAL PROGRAMMING

ATTN: MR. TYSON BYRNE, MANAGER
MDOT OFFICE OF PLANNING AND CAPITAL PROGRAMMING

FROM: MS. KATE SYLVESTER, DIRECTOR *KS*
MDOT MTA OFFICE OF PLANNING AND CAPITAL PROGRAMMING

DATE: February 8, 2021

SUBJECT: Amendment to the FY 2021-2024 BMC/BRTB TIP

MDOT MTA is requesting an Amendment to the FY 2021-2024 BMC/BRTB TIP. MDOT MTA will receive \$225K in an Federal Transit Administration (FTA) Helping Obtain Prosperity for Everyone (HOPE) 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.

The proposed action will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained.

After your review, please process the requested Amendment for inclusion in the FY 2021-2024 BMC/BRTB TIP. If you have any questions, please do not hesitate to contact Ms. Lara Bachman, MDOT MTA Office of Planning and Capital Programming, at 410-767-3135 or via email at lbachman@mdot.maryland.gov.

cc: Mr. Ian Beam, Regional Planner, Office of Planning & Capital Programming, MDOT
Mr. Dan Janousek, Regional Planner, Office of Planning & Capital Programming, MDOT

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #21-21**

**AMENDMENT TO THE 2021 – 2024 BALTIMORE REGION
TRANSPORTATION IMPROVEMENT PROGRAM**

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 Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2021-2024 Transportation Improvement Program for the Baltimore region at its August 25, 2020 meeting, with federal approval on October 19, 2020; and

WHEREAS, federal regulations require that all transportation-related projects must be listed in the approved Transportation Improvement Program with accurate funding schedules in order to be eligible for federal funding; and

WHEREAS, the Transportation Improvement Program consists of projects included in, and in support of, the region's long-range transportation plan and ongoing short-range planning efforts; and

WHEREAS, the Maryland Department of Transportation on behalf of the Maryland Transit Administration (MDOT MTA) has requested approval of an amendment to the 2021-2024 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, MDOT MTA is requesting to add a project to the 2021-2024 TIP utilizing a Section 5312 Public Transportation Innovation discretionary grant. Grant funding will use LiDAR technology to identify the most critical areas along the Light Rail transit system (see attachment); and

WHEREAS, the Transportation Improvement Program, as amended, continues to display financial reasonableness and re-affirms the appropriate project selection criteria whereby all requirements for a Transportation Improvement Program in the Fixing America’s Surface Transportation Act are met; and

WHEREAS, this project is consistent with the federal emphasis on performance-based planning and programming, specifically the federal requirements pertaining to transit safety and maintaining transit assets in a state of good repair; and

WHEREAS, the Interagency Consultation Group has determined that this project is exempt according to the Conformity Rule (40 CFR Parts 51 and 93); and

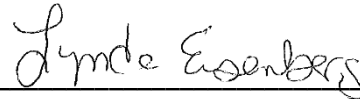
WHEREAS, the proposed Transportation Improvement Program amendment was presented to the Technical Committee on March 2, 2021.

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approves the attached amendment to the 2021-2024 Transportation Improvement Program for the Baltimore region and finds it to conform to the applicable Maryland State Implementation Plan and requirements of the 1990 Clean Air Act Amendments.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution on March 23, 2021.

3-23-2021

Date



Lynda Eisenberg, Chair

Baltimore Regional Transportation Board

Light Rail LiDAR Track Survey Discretionary Grant

TIP ID	40-2102-64	Year of Operation	2022
Agency	MTA - Transit	Project Type	Preservation and improvements
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	N/A
CIP or CTP ID(s)	1771	Est. Total Cost	\$300,000

Description:

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.

Justification:

This project will help MDOT MTA to improve lifecycle management and preventive maintenance across the agency. MDOT MTA is currently using Optram software as a linear asset decision support tool, enabling the agency to use real-time condition data to improve system safety and maintain assets in a state of good repair. The LiDAR track survey will provide the data needed to manage assets more effectively with Optram.

Amendment: 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).

1 Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.





LTR LiDAR Track Survey Discretionary Grant

(Funding in Thousands)

Section 5312 Public Transportation Innovation Discretionary Grant Program - New

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$150	\$150	\$0	\$0	\$0	\$0	\$0	\$0	\$300
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$150	\$150	\$0	\$0	\$0	\$0	\$0	\$0	\$300
Total	\$150	\$150	\$0	\$0	\$0	\$0	\$0	\$0	\$300



Larry Hogan
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TO: MS. HEATHER MURPHY, DIRECTOR
MDOT OFFICE OF PLANNING AND CAPITAL PROGRAMMING

ATTN: MR. TYSON BYRNE, MANAGER
MDOT OFFICE OF PLANNING AND CAPITAL PROGRAMMING

FROM: MS. KATE SYLVESTER, DIRECTOR *Kate*
MDOT MTA OFFICE OF PLANNING AND CAPITAL PROGRAMMING

DATE: February 8, 2021

SUBJECT: Amendment to the FY 2021-2024 BMC/BRTB TIP

MDOT MTA is requesting an Amendment to the FY 2021-2024 BMC/BRTB 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.

The proposed action will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained.

After your review, please process the requested Amendment for inclusion in the FY 2021-2024 BMC/BRTB TIP. If you have any questions, please do not hesitate to contact Ms. Lara Bachman, MDOT MTA Office of Planning and Capital Programming, at 410-767-3135 or via email at lbachman@mdot.maryland.gov.

cc: Mr. Ian Beam, Regional Planner, Office of Planning & Capital Programming, MDOT
Mr. Dan Janousek, Regional Planner, Office of Planning & Capital Programming, MDOT

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #21-22**

**AMENDMENT TO THE 2021 – 2024 BALTIMORE REGION
TRANSPORTATION IMPROVEMENT PROGRAM**

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 Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2021-2024 Transportation Improvement Program for the Baltimore region at its August 25, 2020 meeting, with federal approval on October 19, 2020; and

WHEREAS, federal regulations require that all transportation-related projects must be listed in the approved Transportation Improvement Program with accurate funding schedules in order to be eligible for federal funding; and

WHEREAS, the Transportation Improvement Program consists of projects included in, and in support of, the region's long-range transportation plan and ongoing short-range planning efforts; and

WHEREAS, the Maryland Department of Transportation on behalf of the Maryland Transit Administration (MDOT MTA) has requested approval of an amendment to the 2021-2024 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, MDOT MTA is requesting to add a new project to the 2021-2024 TIP using an FTA Section 5312 Public Transportation Innovation discretionary grant. Grant funding will be used to develop, install, commission, and collect information surrounding a metro track intrusion system (see attachment); and

WHEREAS, the Transportation Improvement Program, as amended, continues to display financial reasonableness and re-affirms the appropriate project selection criteria whereby all requirements for a Transportation Improvement Program in the Fixing America’s Surface Transportation Act are met; and

WHEREAS, this project is consistent with the federal emphasis on performance-based planning and programming, specifically the federal requirements pertaining to transit safety; and

WHEREAS, the Interagency Consultation Group has determined that this project is exempt according to the Conformity Rule (40 CFR Parts 51 and 93); and

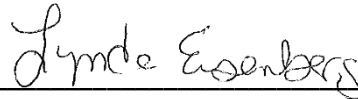
WHEREAS, the proposed Transportation Improvement Program amendment was presented to the Technical Committee on March 2, 2021.

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approves the attached amendment to the 2021-2024 Transportation Improvement Program for the Baltimore region and finds it to conform to the applicable Maryland State Implementation Plan and requirements of the 1990 Clean Air Act Amendments.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution on March 23, 2021.

3-23-2021

Date



Lynda Eisenberg, Chair

Baltimore Regional Transportation Board

Metro Subway Track Intrusion Detection and Alert System

TIP ID	40-2103-62	Year of Operation	2023
Agency	MTA - Transit	Project Type	Operations Support Equipment
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	N/A
CIP or CTP ID(s)	1742	Est. Total Cost	\$1,216,000

Description:

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.

Justification:

The technology will instantly alert train operators when someone is on the tracks to ensure passenger safety.

Amendment: 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).



Connection to Long-Range Transportation Planning Goals:

- 1.B Improve System Safety -- Apply safety-related management and operations techniques.
- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 6.A Improve System Security -- Provide security-related features at transit facilities or on transit vehicles.
- 6.C Improve System Security -- Apply security-related management and operations techniques.



Metro Subway Track Intrusion Detection and Alert System

(Funding in Thousands)

Section 5312 Public Transportation Innovation Discretionary Grant Program - **New**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$608	\$608	\$0	\$0	\$0	\$0	\$0	\$0	\$1,216
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$608	\$608	\$0	\$0	\$0	\$0	\$0	\$0	\$1,216
Total	\$608	\$608	\$0	\$0	\$0	\$0	\$0	\$0	\$1,216



Larry Hogan
Governor
Boyd K. Rutherford
Lt. Governor
Pete K. Rahn
Secretary
Kevin B. Quinn, Jr.
Administrator

TO: MS. HEATHER MURPHY, DIRECTOR
MDOT OFFICE OF PLANNING AND CAPITAL PROGRAMMING

ATTN: MR. TYSON BYRNE, MANAGER
MDOT OFFICE OF PLANNING AND CAPITAL PROGRAMMING

FROM: MS. KATE SYLVESTER, DIRECTOR *KS*
MDOT MTA OFFICE OF PLANNING AND CAPITAL PROGRAMMING

DATE: February 8, 2021

SUBJECT: Amendment to the FY 2021-2024 BMC/BRTB TIP

MDOT MTA is requesting an Amendment to the FY 2021-2024 BMC/BRTB 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.

The proposed action will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained.

After your review, please process the requested Amendment for inclusion in the FY 2021-2024 BMC/BRTB TIP. If you have any questions, please do not hesitate to contact Ms. Lara Bachman, MDOT MTA Office of Planning and Capital Programming, at 410-767-3135 or via email at lbachman@mdot.maryland.gov.

cc: Mr. Ian Beam, Regional Planner, Office of Planning & Capital Programming, MDOT
Mr. Dan Janousek, Regional Planner, Office of Planning & Capital Programming, MDOT

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #21-23**

**AMENDMENT TO THE 2021 – 2024 BALTIMORE REGION
TRANSPORTATION IMPROVEMENT PROGRAM**

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 Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2021-2024 Transportation Improvement Program for the Baltimore region at its August 25, 2020 meeting, with federal approval on October 19, 2020; and

WHEREAS, federal regulations require that all transportation-related projects must be listed in the approved Transportation Improvement Program with accurate funding schedules in order to be eligible for federal funding; and

WHEREAS, the Transportation Improvement Program consists of projects included in, and in support of, the region's long-range transportation plan and ongoing short-range planning efforts; and

WHEREAS, the Maryland Department of Transportation on behalf of the Maryland Transit Administration (MDOT MTA) has requested approval of an amendment to the 2021-2024 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, MDOT MTA is requesting to add three discretionary grants awarded to MDOT MTA through the FHWA Transportation Alternatives Program. These funds will be used to complete final design on the 2.4 mile Belair Road and 3.7 mile Garrison Blvd Transit Priority Initiative Corridors as well as final design on the Patapsco Pedestrian and Bicycle Connection project (see attachment); and

WHEREAS, the Transportation Improvement Program, as amended, continues to display financial reasonableness and re-affirms the appropriate project selection criteria whereby all requirements for a Transportation Improvement Program in the Fixing America’s Surface Transportation Act are met; and

WHEREAS, this project is consistent with the federal emphasis on performance-based planning and programming, specifically the federal requirements pertaining to safety; and

WHEREAS, the Interagency Consultation Group has determined that this project is exempt according to the Conformity Rule (40 CFR Parts 51 and 93); and

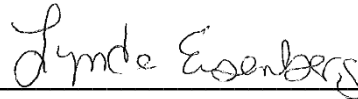
WHEREAS, the proposed Transportation Improvement Program amendment was presented to the Technical Committee on March 2, 2021.

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approves the attached amendment to the 2021-2024 Transportation Improvement Program for the Baltimore region and finds it to conform to the applicable Maryland State Implementation Plan and requirements of the 1990 Clean Air Act Amendments.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution on March 23, 2021.

3-23-2021

Date



Lynda Eisenberg, Chair

Baltimore Regional Transportation Board

MDOT MTA Transportation Alternatives Program Grants

TIP ID	40-2104-29	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Other
Project Category	Enhancement Program	Functional Class	NA
Conformity Status	Exempt	Physical Data	N/A
CIP or CTP ID(s)		Est. Total Cost	\$2,980,000

Description:

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.

Justification:

The purpose of these projects is to improve bus reliability, reduce travel times, and support enhanced pedestrian safety.

Amendment: 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.

Connection to Long-Range Transportation Planning Goals:

- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.





MDOT MTA Transportation Alternatives Program Grants

(Funding in Thousands)

Section 5307 Flex (STBG funds flexed to Section 5307) - New

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$2,384	\$596	\$0	\$0	\$0	\$0	\$2,980
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$2,384	\$596	\$0	\$0	\$0	\$0	\$2,980
Total	\$0	\$0	\$2,384	\$596	\$0	\$0	\$0	\$0	\$2,980



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TO: MS. HEATHER MURPHY, DIRECTOR
MDOT OFFICE OF PLANNING AND CAPITAL PROGRAMMING

ATTN: MR. TYSON BYRNE, MANAGER
MDOT OFFICE OF PLANNING AND CAPITAL PROGRAMMING

FROM: MS. KATE SYLVESTER, DIRECTOR *KS*
MDOT MTA OFFICE OF PLANNING AND CAPITAL PROGRAMMING

DATE: February 8, 2021

SUBJECT: Amendment to the FY 2021-2024 BMC/BRTB TIP

MDOT MTA is requesting an Amendment to the FY 2021-2024 BMC/BRTB TIP. MDOT MTA was awarded three Transportation Alternatives Program (TAP) discretionary grants through the Federal Highway Administration Surface Transportation Program. The first two total \$1.76M to complete the final design for 2.4-mile Belair Road & Garrison Boulevard Transit Priority Initiative Corridor. A \$440K state match will be provided by MDOT.

The third discretionary grant awarded to MDOT MTA is in the amount of \$624K to complete the final design for the Patapsco Pedestrian and Bicycle Connection project. A \$156K state match will be provided by MDOT.

The proposed action will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained.

After your review, please process the requested Amendment for inclusion in the FY 2021-2024 BMC/BRTB TIP. If you have any questions, please do not hesitate to contact Ms. Lara Bachman, MDOT MTA Office of Planning and Capital Programming, at 410-767-3135 or via email at lbachman@mdot.maryland.gov.

cc: Mr. Ian Beam, Regional Planner, Office of Planning & Capital Programming, MDOT
Mr. Dan Janousek, Regional Planner, Office of Planning & Capital Programming, MDOT

Transit Priority Initiative (TAP)

TIP ID #	Pending	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Enhancement
Project Category	Transit	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP / CTP Page #	Multiple	Est. Total Cost	\$ 2,980,000

Description	Justification
These projects will provide elements from MDOT MTA’s Transit Priority Toolkit including bus-bulb curb extensions at high ridership bus stops along the corridor. This will also complete the final design for the Patapsco Pedestrian and Bicycle Connection project phase 1 for a bicycle and pedestrian connection across Patapsco Avenue to improve bicyclist and pedestrian safety and access between Cherry Hill and Patapsco light rail station.	The purpose of this project is to improve bus reliability, reduce travel times, and support enhanced pedestrian safety.

Section 5307 Flex (Transportation Alternatives (TA) Program)

Phase	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY2021 Federal Funds	FY2021 Matching Funds	FY2022 Federal Funds	FY2022 Matching Funds	FY2023 Federal Funds	FY2023 Matching Funds	FY2024 Federal Funds	FY2024 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	\$ -	\$ -	\$ -	\$ -	\$ 2,384	\$ 596	\$ -	\$ -	\$ -	\$ -	\$ 2,980
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ -	\$ -	\$ 2,384	\$ 596	\$ -	\$ -	\$ -	\$ -	\$ 2,980

Funding Source(s) Total

Totals	Previous Requests		Annual Element		Federal Funding Requests (\$000)					
	Previous Federal Funds	Previous Matching Funds	FY2021 Federal Funds	FY2021 Matching Funds	FY2022 Federal Funds	FY2022 Matching Funds	FY2023 Federal Funds	FY2023 Matching Funds	FY2024 Federal Funds	FY2024 Matching Funds
	\$ -	\$ -	\$ -	\$ -	\$ 2,384	\$ 596	\$ -	\$ -	\$ -	\$ -