



MULTIMODAL TRANSPORTATION BOARD

November 23, 2021 - 7:00 pm

Held via WebEx Event

Ellicott City MD 21043

AGENDA

Regular monthly meeting

- 1) **Approval of Agenda for Meeting – Chairperson Schoen**
- 2) **Approval of October 26th Meeting Minutes – Chairperson Schoen**
- 3) **Public Comment – General Topics** *(Participants that have signed up in advance will have 3 minutes each to address the MTB)*
- 4) **New Business/Ongoing Business**
 - i. Summary of Federal Infrastructure Bill – Bruce Gartner..... (20 minutes)
 - ii. Recent Grant Applications – Bruce Gartner..... (5 minutes)
- 5) **Development Project Updates – Brooks Phelps..... (5 minutes)**
- 6) **Office of Transportation Updates**
 - i. Complete Streets Update and MTB Resolution of Support – Chris Eatough..... (30 minutes)
 - ii. Transit Driver Shortage and Service Implications.....(5 minutes)
- 7) **Future Meeting Items**
 - i. Complete Streets Implementation Updates-Ongoing
 - ii. Update MTA Service (Express Bus, MARC)
- 8) **Adjournment**
- 9) **Next Meeting – December 16, 2021, 7pm**

Total time estimate: 70 minutes

**LEGISLATIVE ANALYSIS FOR COUNTIES - Adapted from NACO Update -11/7/21
THE INFRASTRUCTURE INVESTMENT & JOBS ACT (Transportation and related provisions)**

SUMMARY: On November 5, the U.S. House of Representatives passed the Infrastructure Investment and Jobs Act [HR 3684](#). The bipartisan infrastructure legislation provides \$973 billion over five years from FY 2022 through FY 2026, including \$550 billion in new investments for all modes of transportation, water, power and energy, environmental remediation, public lands, broadband and resilience. In addition to providing authorizations for a wide variety of programs, the IJA also makes supplemental appropriations to several federal agencies.

Counties play a major role <https://www.naco.org/blog/april-county-explorer-update-county-role-infrastructure> in America's transportation and infrastructure network, owning and operating 44 percent of public roads and 38 percent of bridges -- more than any other level of government. Simultaneously, counties directly support 78 percent of public transit systems and 34 percent of airports that keep our residents connected in every corner of the country. Each year, counties invest \$134 billion in the construction of infrastructure and the maintenance and operation of public works.

"Counties applaud the U.S. House and Senate for this much-needed, bipartisan infrastructure bill," said Matthew Chase, NACo Executive Director. "We appreciate our House and Senate partners who worked with us to develop this comprehensive legislation. It will help rebuild our nation's infrastructure and economy by investing in locally owned infrastructure and preserving local decision-making."

View NACo's full press statement on passage of the IJA here [Counties Applaud Bipartisan Infrastructure Bill Signed Into Law, Renew Commitment to Partner on Implementation \(naco.org\)](#)

Above baseline investments for sectors addressed in IJA include:

- Transportation: \$284 billion
- Water: \$55 billion
- Broadband: \$65 billion
- Energy & Power: \$73 billion
- Env remediation: \$21 billion
- Western water infr: \$8.3 billion
- Resiliency: \$46 billion

IJA directs \$284 billion in above baseline spending toward all modes of transportation and \$266 billion for other infrastructure sectors. [Legislative Analysis for Counties: The Infrastructure Investment & Jobs Act \(naco.org\)](#)

As is the case in the American Jobs Plan, IJA directs most of its investments – nearly 52 percent – toward modernizing and making improvements to transportation infrastructure, with the majority of funding reserved for highways, roads and bridges:

IJA TRANSPORTATION FUNDS View Chart <<https://infogram.com/bif-by-the-numbers-1h7j4dv00omv94n?li>

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MAJOR PROVISIONS FOR COUNTIES

- Raises the off-system bridge set-aside by five percent, resulting in a \$330 million increase to \$1.035 billion annually
- Significantly increases the number of competitive grant opportunities via supplemental appropriations to the U.S. Department of Transportation
- Increases the cap on Private Activity Bonds from \$15 billion to \$30 billion
- Provides \$1 billion for the Federal Emergency Management Agency (FEMA) Building Resilient Infrastructure and Communities (BRIC) program
<https://www.naco.org/blog/fema-announces-116-billion-fy-2021-hazard-mitigation-assistance-grants>
- Fully funds the Safeguarding Tomorrow through Ongoing Risk Mitigation (STORM) Act which will allow state and local governments to utilize low interest loans for pre-disaster mitigation activities
- New competitive grant program for local gov to address and eliminate at-grade rail crossings
- New, \$40 billion Bridge Investment Program that off-system bridges will be eligible for to repair, replace and rehabilitate
- Increases project thresholds for categorical exclusion, making more projects eligible for streamlining
- Fails to address the solvency of the Highway Trust Fund, requiring a \$118 billion bailout from the general fund of the U.S. Treasury to fund highway and transit programs
- \$5 billion over five years for a new grant program to support activities that reduce the likelihood and consequence of impacts to the electric grid due to extreme weather, wildfire and natural disaster

TRANSPORTATION FUNDING FOR MARYLAND

According to the White House, Maryland will receive at least \$6.9 billion for improvements to highways, water infrastructure, airports and internet service. Based on increased formula funding over the next five years, Maryland will likely receive:

- \$4.1 billion in federal highway funding and \$409 million for bridge repairs; more than 2,201 miles of highway and 273 bridges in poor condition in Maryland
- \$1.7 billion to improve public transportation in the state; about 23% of transit vehicles in the state are past their useful life, according to the White House.

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PROGRAM OR PROVISION	DESCRIPTION	Type of Program (Policy/Formula / Grant)	Level of Benefit to Howard County (high/med/low/NA)	Types of Projects/ Initiatives
<p>MAKES CHANGES TO THE SURFACE TRANSPORTATION BLOCK GRANT (STBG) \$72 B OVER 5 YEARS Increases the off-system bridge set-aside \$5.18 billion over five years Funding for TAP will increase by becoming 10 percent of the entire STBGP before other set-asides. The percentage states are required to sub-allocate to local governments based on population increases from 50 to 59 percent, and an option is available for states to sub- allocate up to 100 percent.</p>	<p>The set-aside will increase from 15 percent to 20 percent of a state's FY 2009 share of the no-longer-existent Highway Bridge Program, resulting in an increase of \$258 million annually from current law. Low-water crossings will become eligible. Creates new eligibilities.</p> <p>New projects will become eligible for STBG funds, including the:</p> <ul style="list-style-type: none"> ➤ Installation of electric vehicle (EV) charging infrastructure ➤ Installation of measures to protect a transportation facility from cyber threats ➤ Projects to increase tourism ➤ Increases funding for Transportation Alternatives Program (TAP) \$7.2 billion over five years 			
<p>ESTABLISHES NEW NATIONAL INFRASTRUCTURE PROJECT ASSISTANCE GRANTS \$15B OVER 5 YEARS</p>	<p>Counties can apply directly to USDOT for these competitive funds to assist with:</p> <ul style="list-style-type: none"> ➤ Highway and bridge projects ➤ At-grade rail crossings ➤ Intercity passenger rail systems ➤ Public transit <p>Projects may also be bundled if total costs can reasonably be expected to exceed \$500 million. Projects of regional and national significance that also provide public benefit will be given priority.</p>			
<p>INCREASES CAP ON STATE PAYMENTS TO ADDRESS AT-GRADE CROSSINGS</p>	<p>The cap in the Section 130 program will increase from \$7,500 to \$100,000. The federal cost share will also increase to 100 percent for projects eliminating at-grade rail-highway crossings.</p>			
<p>INCREASES FUNDING FOR THE NATIONALLY SIGNIFICANT FREIGHT AND HIGHWAY PROJECTS (INFRA) GRANT PROGRAM \$8B OVER 5 YEARS</p>	<p>The bill will appropriate \$3.2 billion over five years, in addition to authorizing \$4.8 billion in Highway Trust Fund contract authority. Thirty percent of the funds are reserved for small projects in rural areas, and the federal share for those projects will increase from 60 to 80 percent.</p>			
<p>NEW BRIDGE INVESTMENT PROGRAM (BIP) OVER 5 YEARS (\$27.5B FORMULA) The federal share for projects is no more than 50 percent for large projects (defined as those costing more than \$100 m) and no more than 80 percent for any other project. Off-system bridges are eligible.</p>	<p>Eligible projects are defined as those meeting the following goals, including:</p> <ul style="list-style-type: none"> ➤ Reducing the number of bridges already in poor condition or those that are in fair condition but are at risk of falling into poor condition in the next three years ➤ Reducing the number of bridges and the amount of individual vehicle miles traveled (VMT) over bridges in poor or vulnerable condition, as well the VMT over bridges that do not meet current design standards or that have weight restrictions 			

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NEW RECONNECTING COMMUNITIES PILOT PROGRAM \$1 BILLION OVER 5 YEARS	Planning Grants \$150 million over five years. Counties can apply directly for planning funds to carry out feasibility studies on the impact of removing or mitigating physical infrastructure barriers, including within communities, to improve accessibility and facilitate economic development at an 80 percent federal share. Applications will be evaluated on criteria including the age of the facility, its impact on accessibility and its current role in meeting traffic demands.			
NEW RECONNECTING COMMUNITIES PILOT PROGRAM \$1 BILLION OVER 5 YEARS	Capital Construction Grants \$350 million over five years. USDOT will make awards to the owner of an eligible facility, including at-grade crossings, limited access highways, viaducts and other principal arterial facilities acting as a barrier. The facility owner could partner with a county to carry out eligible projects, including the removal, retrofit or mitigation of an eligible facility and the replacement of an existing facility with a new facility that restores connectivity.			
NEW COMPETITIVE GRANT PROGRAM TO ADDRESS THREATS TO PEDESTRIANS \$25 MILLION OVER 5 YEARS	Counties can apply directly to USDOT for funds for bollard installation, defined as a "project to install raised concrete or other metal posts on a sidewalk adjacent to a roadway to are designed to slow or stop a vehicle." The federal share is up to 100 percent.			
NEW COMPETITIVE GRANT PROGRAM FOR INFRASTRUCTURE \$10 BILLION OVER FIVE YEARS USDOT will be required to ensure geographical diversity and a balance between rural and urban areas in project selections, with 50 percent of the funding reserved for projects between \$100 million and \$500 million. Should a project not be selected, the applicant can request technical assistance.	Counties can apply directly to USDOT for a new competitive program to provide single or multi-year grants to carry out projects that generate national or regional economic mobility or safety benefits. Other federal assistance could be used to meet local match requirements, not to exceed a maximum of 80 percent federal share. Eligible projects include: <ul style="list-style-type: none"> ➤ Highway or bridge projects ➤ Freight intermodal or freight rail projects with a public benefit, including ports Rail-highway grade separation or elimination projects ➤ Intercity passenger rail projects and public transportation projects Certain projects can also be bundled. Eligible project costs include: ➤ Development phase activities ➤ Construction, reconstruction and rehabilitation Real property procurement ➤ Environmental mitigation 			
A NEW COMPETITIVE GRANT PROGRAM TO ELIMINATE AT- GRADE RAIL-HIGHWAY CROSSINGS \$2.5 BILLION OVER FIVE YEARS \$500 million will be provided annually	Counties can apply directly to USDOT for these competitive grants funds, at an 80 percent federal cost share, to meet the following goals of: <ul style="list-style-type: none"> ➤ Eliminating frequently blocked at-grade crossings Improving the health and safety of communities and reducing the impacts of rail operations on underserved communities ➤ Improving mobility and commerce Eligible Projects Include: <ul style="list-style-type: none"> ➤ Closing or separating at-grade crossings; Track relocation ➤ Installing protective devices and other technological solutions that improve safety ➤ Planning, environmental review and design activities related to an eligible project 			

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AUTHORIZES THE REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE) GRANT PROGRAM (FORMERLY BUILD/TIGER) FOR THE FIRST TIME \$7.5 BILLION OVER FIVE YEARS	The RAISE program will become an authorized program for the first time. This flexible, competitive grant program – formerly named both BUILD and TIGER by previous administrations – is widely utilized by counties to carry out a variety of eligible infrastructure projects. Similar to current law, surface transportation projects with significant local or regional impacts are eligible, including projects to replace and rehabilitate culverts or prevent stormwater runoff. Grant award amounts are limited to \$25 million, and the 50/50 split for urban-rural project selection remain.			
AUTHORIZES ADDITIONAL FUNDING FOR THE NATIONALLY SIGNIFICANT FREIGHT AND HIGHWAY PROJECTS (INFRA) GRANT PROGRAM \$3 BILLION OVER FIVE YEARS	Similar to the RAISE program, counties can apply directly to USDOT for INFRA grants, which are awarded on a competitive basis, have a variety of eligible uses under current law. Funding is authorized at the following levels: FY 2022: \$1.1 billion FY 2023: \$1.2 billion FY 2024: \$1.3 billion FY 2025: \$1.4 billion FY 2026: \$1.5 billion			
EXPANDS ELIGIBILITIES UNDER THE CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS (CRISI) GRANT PROGRAM \$5 BILLION OVER FIVE YEARS	CRISI program eligibilities will be expanded to include eligibilities for the following: <ul style="list-style-type: none"> ➤ Development and implementation of measures to prevent trespassing ➤ Research and development to advance innovative rail projects ➤ Preparation of emergency plans for communities through which hazardous materials are transported by rail 			
EXTENDS RESTORATION AND ENHANCEMENT GRANT (REG) PROGRAM PROJECT TIMELINES \$250 MILLION OVER FIVE YEARS	The amount of time the Restoration and Enhancement grant program can provide funds to support a route will be extended from three to six years. Counties can utilize REG funds to expand or enhance intercity passenger rail. Counties directly support 78 percent of the nation’s public transit systems, including intercity passenger rail.			
NEW RAILROAD CROSSING ELIMINATION PROGRAM \$3 BILLION OVER FIVE YEARS	Counties can apply directly to USDOT for competitive awards to carry out highway-rail or pathway rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods. Eligible projects include: <ul style="list-style-type: none"> ➤ Grade separations or closures ➤ Track relocations ➤ Installment of protective devices ➤ Using intelligent transportation solutions At least 20 percent of the funds will be reserved for rural or tribal areas. The federal cost share cannot exceed 80 percent.			

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REFORMS AND RENAMES THE FEDERAL-STATE PARTNERSHIP FOR STATE OF GOOD REPAIR GRANT PROGRAM \$42.5 BILLION OVER 5 YEARS (\$7.5 B AUTHORIZATION \$36 B APPROPRIATION)	<p>The Federal-State Partnership for State of Good Repair grant program will be renamed the <i>Federal- State Partnership for Intercity Passenger Rail grant program</i>, and project eligibilities will be expanded to allow for new capacity, including by:</p> <ul style="list-style-type: none"> ➤ Expanding or establishing new intercity passenger rail service Improving intercity rail service performance and efficiency ➤ Carrying out planning and environmental studies associated with an eligible project 			
ESTABLISHES A NEW CORRIDOR IDENTIFICATION AND IMPLEMENTATION PROGRAM	<p>A new Corridor Identification and Development Program will be created to facilitate the development of intercity passenger rail corridors. Counties will be eligible to submit corridor proposals.</p>			
ESTABLISHES A NEW SAFE STREETS AND ROADS FOR ALL GRANT PROGRAM \$5 BILLION OVER FIVE YEARS	<p>Counties can apply directly to USDOT for competitive awards to support and implement local safety initiatives to prevent death and serious injury on roads and streets, known as Vision Zero and Toward Zero Deaths national strategies. \$200 million is authorized annually to carry out the program; however, the appropriations portion of the bill will provide \$1 billion annually.</p>			
ESTABLISHES A NEW STRENGTHENING MOBILITY AND REVOLUTIONIZING TRANSPORTATION (SMART) GRANT PROGRAM \$500 MILLION OVER FIVE YEARS	<p>Counties can apply directly to USDOT for competitive awards to carry out demonstration projects focused on smart city or community technologies and systems, including those focused on:</p> <ul style="list-style-type: none"> ➤ Coordinated automation Connected vehicles ➤ Intelligent, sensor-based infrastructure Systems integration ➤ Commerce delivery and logistics Drones ➤ Smart grid technologies <p>Both development and construction phase activities are eligible costs. Certain restrictions apply, including:</p> <p>No more than 40 percent of the funds awarded to primarily benefit large communities No more than 30 percent awarded to benefit midsized communities. No more than 30 percent awarded to benefit rural communities</p>			

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MAKES CHANGES TO THE CAPITAL INVESTMENT GRANT (CIG) PROGRAM	<p>The bill makes several changes to the program, including:</p> <ul style="list-style-type: none"> ➤ Raising the threshold for federal assistance from \$100 million to \$150 million and total project cost from \$300 million to \$400 million for Small Starts projects ➤ Requiring New Starts, Small Starts and core capacity improvement project applicants to make progress toward meeting the performance targets set in section 5326(c)(2) in order to receive a grant ➤ Requiring core capacity improvement projects be located in a corridor that is projected to be at or over capacity within the next ten years, rather than the next five years, before moving into the engineering phase ➤ Allowing applicants to bundle multiple projects that meet certain requirements and restrictions Requiring USDOT to establish a CIG Dashboard displaying information on each project seeking a grant agreement 			
CODIFIES "ONE FEDERAL DECISION" PERMIT STREAMLINING PROVISIONS	<p>USDOT will be required to take several steps to implement new streamlining policies, including:</p> <ul style="list-style-type: none"> ➤ Developing a two-year timeline for completing environmental reviews on major projects— defined as a project requiring multiple reviews, permits or studies ➤ Issuing any related authorizations, no later than 90 days following a record of decision issuance Limiting reviews to 200 pages ➤ Requiring federal agencies to identify existing categorical exclusions that, if also applied by another agency, will have the potential to expedite project delivery. Finally ➤ Requiring USDOT to annually report to Congress the time it takes to complete reviews required by the National Environmental Protection Act (NEPA) for commonsense reforms to the NEPA process 			
EXPEDITES EVALUATIONS FOR PROJECTS WITHIN AN OPERATIONAL RIGHT-OF-WAY	<p>Federal agencies will be required to provide, at minimum, a preliminary review of applications for projects within an operational right-of-way within 45 days of submission. Other deadlines are also created, and federal agencies not meeting a prescribed timeline is subject to reporting requirements.</p>			
INCREASES COST THRESHOLDS ELIGIBLE FOR CATEGORICAL EXCLUSIONS	<p>For small projects, the threshold increases from \$5 million to \$6 million; for large projects, it increases from \$30 million to \$35 million, thereby making more projects eligible</p>			
CLIMATE	<p>New competitive grant programs and state sub-allocation requirements for counties to address climate change would be created.</p>			

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<p>CHARGING AND FUELING INFRASTRUCTURE GRANTS \$2.5 BILLION OVER FIVE YEARS</p>	<p>Counties can apply directly to USDOT for funds to carry out eligible projects that promote the deployment of infrastructure for EVs and hydrogen, propane and natural gas in designated areas. Propane refueling infrastructure is restricted to medium and heavy-duty vehicles. Fifty percent of total program funds will be distributed annually through Community Grants for the installation of EV and alternative fueling infrastructure on public roads, schools and in other publicly accessible locations. Rural areas, low- and middle-income neighborhoods, and communities with either limited parking or a high number of multiunit housing will be prioritized for awards. The federal cost share will be 80 percent, with an additional requirement that – as a condition of contracting with an eligible entity to carry out a project under this section – a private entity is responsible for the local match.</p>			
<p>CARBON REDUCTION FORMULA PROGRAM \$6.42 BI OVER 5 YEARS State will be required to provide OA. When obligation authority is provided alongside contract authority, the entity in receipt of OA is able to obligate – or spend – the funds designated for their area, versus OA remaining with the state and the state retaining control over project selection.</p>	<p>A state will be required to sub-allocate 65 percent of funds apportioned for this purpose on a per-capita basis to counties and other local governments in the same way STBGP funds are distributed.</p> <p>Eligible projects include public transit projects, trails and other projects to facilitate non-motorized users of the road, the replacement of streetlights with energy-efficient alternatives, purchase or lease of zero-emissions construction equipment, among several others.</p>			
<p>PROTECT GRANT PROGRAM \$8.7 B OVER 5 YEARS (\$7.3 BILLION FORMULA \$1.4 BILLION COMPETITIVE)</p>	<p>In addition to a formula component, the new PROTECT program will also provide competitive grants counties can apply for directly through USDOT to enhance the resiliency of infrastructure assets, including projects to improve coastal infrastructure and evacuation routes. The program creates four subgrants to distribute the funds:</p> <ul style="list-style-type: none"> ➤ Planning Grants (\$140 million) ➤ Resilience Improvement Grants (\$980 million) ➤ Community Resilience and Evacuation Route Grants (\$140 million) At-Risk Coastal Infrastructure Grants (\$140 million) <p>The federal cost share ranges from 80 to 100 percent for various projects eligible under this section. There are also opportunities to reduce the local match requirements by meeting a voluntary resiliency planning requirement.</p>			
<p>HEALTHY STREETS PROGRAM \$500 MILLION OVER FIVE YEARS The federal cost share is 80 percent, with a waiver of up to 100 percent available at the discretion of USDOT</p>	<p>Counties with a disproportionate number of communities of color, defined in the legislation as, in a state, a Census block where the total percentage of residents who identify as nonwhite is more than 50 percent, or USDOT determines it to be eligible for funding under this program. Eligible projects include the installation of cool and/or porous pavements and the expansion of tree cover with the goal of reducing urban heat centers and improving air quality.</p>			

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OTHER PROVISIONS OF INTEREST

REQUIRES AN EVALUATION OF THE RAILWAY-HIGHWAY CROSSINGS PROGRAM

USDOT will be required to evaluate the requirements of the railway-highway crossings program and whether the structure of the program provides sufficient incentives and resources to states and local agencies to make changes at highway-rail grade crossings that are most effective at reducing deaths, among other goals.

ESTABLISHES A BLOCKED CROSSING PORTAL PILOT PROGRAM

The FRA will be required to establish a blocked crossing portal to collect information about blocked highway-rail grade crossings from the public in order to identify frequent and long-duration blocked highway-rail grade crossings; conduct outreach to communities, emergency responders and railroads; support collaboration in the prevention of incidents at highway-rail grade crossings, and assess the impacts of blocked crossings. The program will last for three years. View the FRA's blocked crossing incident reporter here <<https://www.fra.dot.gov/blockedcrossings/>> .

REQUIRES EVALUATION AND IMPROVEMENT OF LOCAL INFRASTRUCTURE DATA ANALYSIS TOOLS The Bureau of Transportation Statistics (BTS) will be directed to perform outreach to state and local planning and infrastructure decision-making officials to determine the data analysis tools needed to assist local communities in making infrastructure decisions. Based on the outreach, BTS will be required to create a plan for reviewing and updating existing data analysis tools and developing any new tools necessary to assist local communities in making infrastructure investments.

NEW INTERGOV WORKING GROUP FOR ELECTRIC VEHICLES (EVS) USDOT, in conjunction with the U.S. Department of Energy, will be required to establish an EV working group tasked with making recommendations regarding the "development, adoption, and integration of light-, medium-, and heavy-duty EVs into the transportation and energy systems of the U.S." An organization representing local governments, such as NACo, will be among other required members of the group.

ESTABLISHES A RISK AND SYSTEM RESILIENCE ASSESSMENT INTERGOVERNMENTAL PROCESS USDOT will be required to work with federal, state and local agencies to develop a process for quantifying annual risk in order to increase system resilience within the nation's surface transportation system. USDOT will be instructed to provide guidance and technical assistance to state and local agencies on the process.

AUTHORIZES THE USE OF LOCAL HIRING PREFERENCE IN FEDERALLY FUNDED INFRASTRUCTURE PROJECT Federal transportation grant recipients, including counties, are authorized to implement a local hiring preference, including through pre-hire agreements.

URBANIZED AREA FORMULA GRANTS (5307) The bill requires that section 5307 recipients serving an urbanized area with a population of 200,000 or more **include in their comprehensive agency safety plan a risk reduction program for transit operations** to improve safety by reducing the number and rates of accidents, injuries, and assaults on transit workers. It also requires that *a joint labor-management safety committee be formed to approve the safety plan.*

The bill also establishes a new safety set aside. These 5307 recipients will be required **to allocate at least .75 percent of their funds to safety-related projects eligible under section 5307**. If the recipient failed to meet the performance targets for risk reduction established by the safety committee, the recipient will be required to use the set-aside for projects reasonably likely to help meet those targets.

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PUBLIC TRANSPORTATION EMERGENCY RELIEF (PTER) The bill requires PTER applicants, including counties, to demonstrate **proof of all necessary and required insurance coverage prior to receiving a grant.**

TRANSIT SAFETY The bill requires recipients of federal funding provided by the Federal Transit Administration (FTA) to report ***additional data for inclusion in the National Transit Database, including data on assaults of transit workers and bus-related fatalities.***

RAISES THE CAP ON PRIVATE ACTIVITY BONDS The cap will increase from \$15 billion to \$30 billion, which will allow counties to enter into additional public-private partnerships to supplement future surface transportation projects with private investments, which ultimately supports broader community and economic development.

MAKES AMENDMENTS TO THE TIFIA PROGRAM Several changes include:

- Lifting the requirement that counties and other borrowers prepay their loans with excess revenues if those revenues are used for surface transportation
- Increasing the threshold for TIFIA projects from \$75 million to \$150 million
- Adding new eligibilities, including infrastructure projects located near transportation facilities, airport-related projects, and the acquisition of plant and wildlife habitats to mitigate any project-related environmental impacts

LOCALS ELIGIBLE FOR FUNDING ALTERNATIVES PROGRAM Counties can apply directly to USDOT for funds to carry out eligible activities, including testing the design and equity of implementing an alternative user fee among income groups and rural and urban drivers and other activities associated with transitioning away from the federal gas tax. The federal cost share will be 80 percent for entities who have not received a previous grant under the program and 70 percent for those who have.

ESTABLISHES NEW CRITERIA FOR METROPOLITAN PLANNING ORGANIZATIONS (MPOS) TO CONSIDER WHEN DESIGNATING COUNTY AND OTHER LOCAL REPRESENTATIVES MPOs will be required to consider the equitable and proportional representation of the population of the metropolitan area when designating officials or representatives. This section will also enhance coordination among MPOs designated within the same area.

ADDRESSES THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)

Allows counties to determine local roadway design. The MUTCD will be updated to remove the requirement that local roads must be built to state standards, allowing for counties and other local governments to use the FHWA-approved roadway design of their choice. It creates new standards to facilitate the rollout of EV charging stations.

Requires USDOT to update the MUTCD. The required update will provide for the protection of vulnerable road users, testing and integrating automated vehicle technology, the installation of electronic traffic. It also incorporates recommendations issued by the National Committee on Uniform Traffic Control Devices that have not yet been incorporated.

ESTABLISHES A NEW RURAL SURFACE TRANSPORTATION GRANT PROGRAM | \$2 B OVER 5 YEARS A rural area is defined as "an area outside an urbanized area with a population over 200,000." Eligible counties can apply directly to USDOT for these funds to carry out a wide variety of highway and bridge projects that increase connectivity, improve safety, and facilitate the movement of goods and people at a federal cost share of 80 percent. Counties can also bundle projects. Annual amount increases from \$300 to \$500 million between FY2022 and FY 2026

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RURAL PROGRAMS: Creates a new program for counties to apply directly to USDOT for this new competitive grant program. Can be used to carry out eligible projects that reduce collisions and/or improve habitat connectivity and codifies an initiative of the previous administration which seeks to address disparities in rural transportation. Under IJJA, USDOT is required to create an internal ROUTES Council tasked with providing technical assistance to rural areas for grant applications, researching and developing strategies to resolve rural transportation issues; and gathering information from stakeholders.

CREATES A NEW COMPETITIVE GRANT PROGRAM FOR MODERNIZING ENERGY INFRASTRUCTURE| \$3 BILLION OVER FIVE YEARS

Counties can apply directly to USDOE for the new Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program to carry out demonstration projects focusing on advancing smart community technologies. USDOE would be required to ensure geographic diversity in making awards. Selection criteria includes the extent to which an entity has:

- Public transportation system capable of integration with other systems to improve mobility
- Population density and needs that will be suitable for a demonstration project under this program
- Has the capacity and leadership to carry out the proposed project transparently and likely to be successful
- Access to advanced data and technology

Eligible projects include:

- Planning activities and environmental reviews
- Pre-engineering and design work
- Procurement of real property
- and Construction activity

Certain projects will be prioritized. At the request of an applicant, USDOE will provide technical assistance. Finally, a successful applicant will be required to submit to USDOE two years after the date of award a report containing a benefit-cost analysis assessing the cost of deploying the project to the compared benefits, as well as data how an entity is meeting the project goals.

ESTABLISHES A CARBON DIOXIDE TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION (CIFIA) PROGRAM| \$2.1 BILLION OVER FIVE YEARS

\$600 million is authorized annually in FY 2022 and FY 2023 and \$300 million in each FY 2024 through FY 2026 to establish a CIFIA loan program that will provide flexible, *low-interest loans* for carbon dioxide transportation infrastructure projects and grants for new infrastructure to facilitate future growth. Counties utilize transportation alternatives, like low-pollutant emission vehicles, mass transit and carpools to help decrease carbon dioxide emission. CIFIA would expand ability to implement local programs.

EXPANDS ENERGY EFFICIENCY AND CONSERVATION BLOCK GRANT PROGRAM ELIGIBILITIES| \$550 MILLION IN FY 2022

Funds will remain available until expended. New eligibilities include:

- Programs for financing energy efficiency, renewable energy, and zero-emission transportation Capital investments
- Projects and programs that leverage public-private partnerships
- Programs allowing rebates, grants or other incentives for the purchase and installation of renewable energy technologies

LEGISLATIVE ANALYSIS FOR COUNTIES - Adapted from NACO Update -11/7/21
THE INFRASTRUCTURE INVESTMENT & JOBS ACT (Transportation and related provisions)

FUNDS THE BUILDING RESILIENT INFRASTRUCTURE AND COMMUNITIES (BRIC) PROGRAM | \$1 BILLION OVER FIVE YEARS BRIC, which replaced the FEMA Pre-Disaster Mitigation Program, provides funding to states and local governments to strengthen the resilience of critical infrastructure, such as transportation, energy, water supply and communications. View the FY 2021 BRIC Notice of Funding Opportunity [here](#)

FUNDS FLOOD MITIGATION ASSISTANCE GRANTS | \$3.5 BILLION OVER FIVE YEARS The competitive grant program provides funding to state and local governments for projects that reduce or eliminate the risk of repetitive flood damage to buildings insured by the National Flood Insurance Program

FUNDS THE AIRPORT IMPROVEMENT PROGRAM | \$15 BILLION OVER FIVE YEARS

\$3 billion will be provided annually over FY 2022 through FY 2026 from the general fund of the U.S. Treasury and remain available for the following three years after the year in which it was provided. Funding will be distributed annually in the following ways:

- No more than \$2.4 billion through formulas to primary airports
- No more than \$500 million apportioned for general aviation and commercial service airports
- \$20 million for recipients of contract tower program competitive awards

The bill also clarifies that no AIP funds can go toward debt service.

CREATES NEW "GROUNDSIDE" COMPETITIVE GRANT PROGRAM FOR AIRPORT IMPROVEMENTS | \$5 BILLION OVER FIVE YEARS

The new program provides \$1 billion annually for competitive awards to carry out eligible projects to improve the aging infrastructure of airport terminals, which will be confined to:

- On-airport rail access projects
- Relocating, reconstructing, repairing or improving an airport-owned traffic control tower

No more than 55 percent for large hubs, 15 percent for medium hubs; 20 percent for small hubs; and 10 percent for nonprimary airports could be awarded annually. The federal cost share of a project will be 80 percent for large and medium-size airports and 95 percent for small and nonprimary airports. Projects that would increase access and capacity will be prioritized.

Development Project Report for the Howard County Multimodal Transportation Board November 23, 2021

The Development Project Report for the Howard County Multimodal Transportation Board for plans going through the county review process.

The report is composed of:

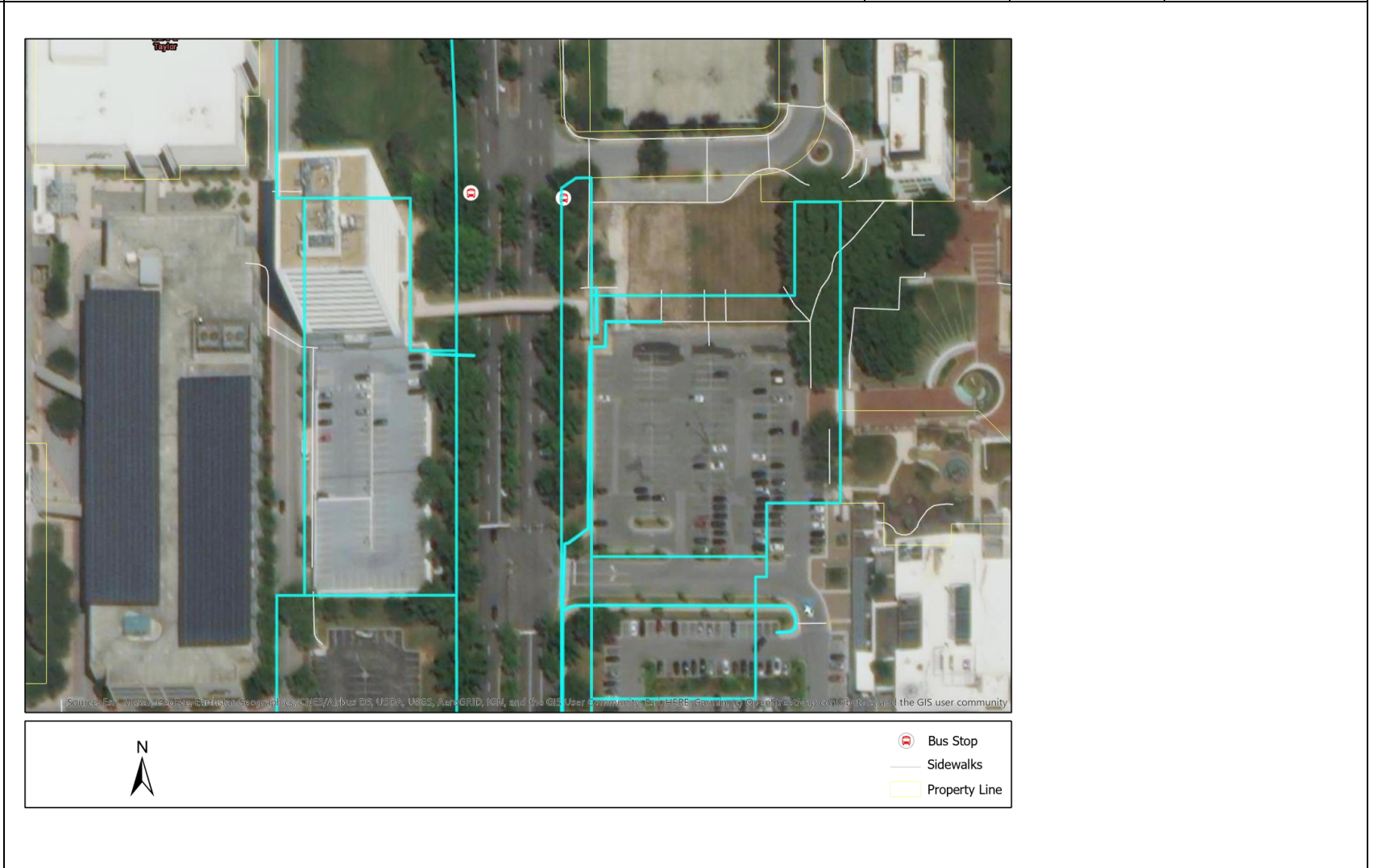
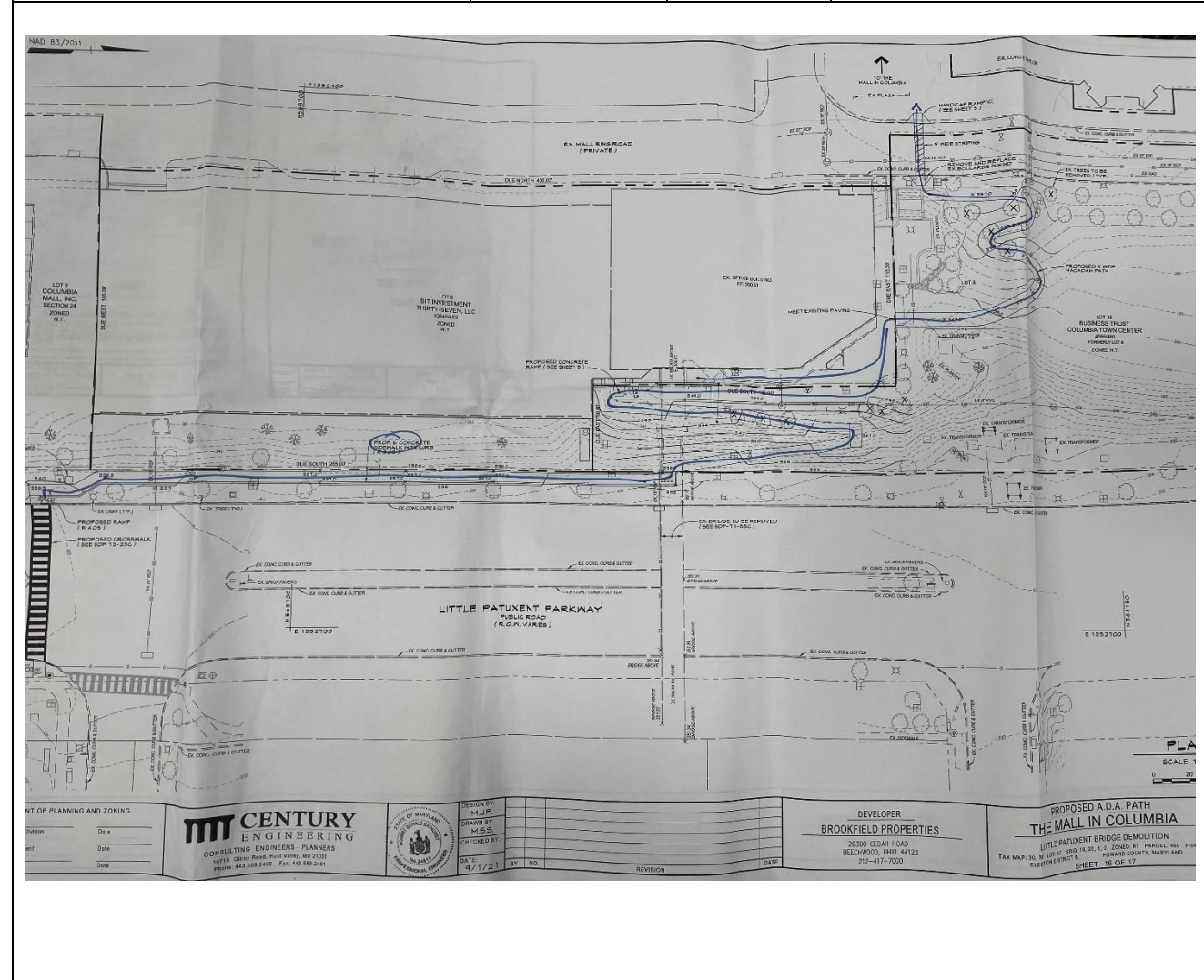
1. Upcoming development related public meetings for projects with transportation impacts.
2. A selection of plans submitted since the last MTB on 10/26/2021 to about one week before the regularly planned MTB meeting on 11/23/2021. This selection is based on staff assessment of plans that might be of interest to the MTB based on transportation impact, size and location.
3. Updates on already previously submitted development projects.

Upcoming Public Meetings

Project	Meeting Date	Meeting Type	Notes
Review of Plan No. 21-15 New Cultural Center Garage Elevation, Columbia MD	November 24	Design Advisory Panel	Online review meeting. 7:00 p.m. Public Attendee Registration link: www.howardcountymd.gov/DAP Public Call-in toll number: 1-650-479-3207 / Access code: 2319 117 8256
BA 775-D - CBI Homes, Inc.	December 9	Board of Appeals	Appeal of Hearing Examiner Decision of school facilities surcharge in excess of 1.32 per sq. ft. (3683 Folly Quarter Rd., Ellicott City) WebEx Hearing - Registration Pending. 6:30 p.m.

Newly Submitted Development Plans

Plan Name	Plan Number	Units	Description	OOT Comments	Bike/Ped	Transit	Next Steps
The Mall In Columbia Redline Revision	SDP-97-158	N/A	Proposed ADA Sidewalk, crosswalk and ramp for Little Patuxent Parkway Crossing to replace bridge from Rouse building site.	OOT commented that the LPP crossing should have a lead pedestrian interval of 7 seconds and the pedestrian crossing of the Whole Foods entrance should be on recall.	Yes	Yes	OOT submitted comments.



Plan Review Updates on Previous Plans presented to the MTB
Items in red text are changes/updates since the prior report

Month entered for MTB	Plan Name	Plan Number	Roads/Streets	Number of Units/Sq. Ft.	Description	Comments	Bike/Ped	Transit	Plan Status / Next Steps
Sept-21	Maple Lawn School	SDP-21-050	Roosevelt Blvd/Business Parkway	9,665 sq ft	Commercial daycare facility.	Bike parking needed on site -4' sidewalk should be 5' -Extend sidewalk along full frontage -We want to see sidewalk along Roosevelt to the west to connect to existing sidewalk near the subdivision.	Yes	Yes	Resubmit. Developer met with OOT about comments, OOT and DPZ are discussing requirements.
Aug-21	Corridor Square Parcel B	SDP-21-051	MD 103 /Meadowridge	20 units	Residential and commercial.	Please provide accessible ped signal improvements to/from the US 1 NB stop including curb ramps and crossing ped improvements.	Yes	No	Resubmit. No update.
June-21	Paddock Pointe – Phase 4	SDP-21-037	12201 Laurel Park Blvd, Laurel 20723	368 apartments		OOT would like to see the addition of bicycle parking and pedestrian design improvements.	Yes	No	Resubmit. No update.
May-21	Enclave at Hines Farm	SDP-21-038	Approximate Address: 10752 Scaggsville Rd, Laurel, MD 20723	63 age restricted, 34 SFD/29 townhomes		Connect the new street to Tipton Drive and Jandy Avenue to create a new through street. Extend sidewalk frontage along entirety of project on Scaggsville Road until the intersection at Jandy Avenue. Bike plan calls for the addition of sharrows.	Yes	No	Resubmit. No update.
Apr-21	G&R Maple Lawn	ZB-1127M	Northside of Scaggsville Road near Murphy Road	505	This is a rezoning request to increase the approved number of housing units by 473 in one portion of Maple Lawn.	<p>Bike lanes on the full project frontage, including extending the bike lanes to Maple Lawn Blvd.</p> <p>The entrance road into the community does not appear to have direct driveway access and the traffic study did not reference a proposed classification, the design speed of the road should reflect the county's complete streets policy.</p> <p>The importance of the proposed connection to Federal Street is referenced several times. This connection will provide both redundancy and access; completing this connection is critical to overall operations.</p> <p>The entrance road from MD 216 into the site should include a 10 foot wide shared use pathway. The pathway element should continue along the proposed internal road network to the intersection with Federal Street.</p> <p>The proposed pathway connection to the school site does not provide a high quality connection to and through the school campus, as well as the other phases of Maple Lawn. To ensure this phase integrates with other phases of Maple Lawn, especially the commercial sections, the petitioner should develop, in coordination with the Howard County School System, a visible, lit and well-designed gateway pedestrian and cyclist connection to West Market Place.</p> <p>The petitioner references providing public transit facilities in the business and other districts. Howard County is planning to implement an extension of the Flash transit line from Montgomery County to Downtown Columbia, via Maple Lawn Boulevard and Johns Hopkins Road. This route will require several new stops, including potential stops on Maple Lawn Boulevard at MD 216 and Johns Hopkins Road. The petitioner should coordinate with OOT to locate stops, and contribute funding, to construct bus stops.</p> <p>The petitioner references a Transportation Demand Management Plan. Reviewed by zoning board.</p>	Yes	Yes	DPZ staff report completed. No update.

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Plans removed from table
Emerson SDP-21-017
Columbia EZ Storage SDP-20-077
United Way Daycare SDP-21-023
Elms at Elkridge SDP-21-001
Chapelgate Woods F-21-011
Talbott Springs ES SDP-20-051
Bethany Glen SDP-19-005
Westmount Phase IV F-21-032
Roslyn Rise SDP-21-030
Dorsey Overlook SDP-20-074
Woodmere Retail SDP-21-045

Complete Streets Design Manual Overview



November 23, 2021

Howard County Complete Streets Policy - Passed by Council Resolution 120-2019 on 10/7/19



What is a complete street?

Complete streets are safe streets for all. They vary in different places and contexts, but they often include some or all the elements below.



Sidewalks

Facilitate travel for all users, including people in wheelchairs, with level, unobstructed, and wide walkways

Curb ramps

Accommodate wheelchairs, baby strollers, and bicycles with smooth transitions between sidewalks and roadways

Roadway

Manage travel speed, enhance safety, and provide predictability

Crosswalks

Direct pedestrians to preferred, clearly marked street crossing locations and increase driver awareness

Grass buffer

Separate the street and sidewalk and provide space for trees, light posts, and signs

Howard County's Complete Streets Policy

Design Guidelines:

This policy shall provide the policy context, themes and tone for Howard County Design Manual Volume III, Complete Streets and Bridges. *Design of Complete Streets in Howard County shall draw on established state of the art street design guidelines including but not limited to national guidance from the Federal Highway Administration (FHWA), the American Association of State Highway and Transportation Officials (AASHTO), and the National Association of City Transportation Officials (NACTO). In addition to reliance on established street design guidelines, the design of Complete Streets in Howard County will be flexible and responsive to the evolving nature of transportation needs and innovation in design practice.*

Howard County's Complete Streets Policy

Implementation:

*The County shall establish a routine process for project delivery that reflects the Complete Streets policy. The Department of Public Works, Department of Planning and Zoning, Office of Transportation, and all other relevant County departments and agencies will **review, seek and incorporate public input and amend current design standards, including the Design Manual** and the portions of the Subdivision and Land Development Regulations that apply to roadway and bridge construction or reconstruction, to ensure that they reflect the best available standards and effectively implement this policy. **Updates to the Design Manual shall be finalized by the County Executive and submitted to Council within 24 months of County Council's vote to approve this policy.** The County will issue interim updates to design guidance while the Design Manual is being updated.*

Howard County's Complete Streets Policy

- Requires updating the County's practices to ensure that our streets are designed and built with everyone in mind
 - ✓ Biannual status memos to County Council (ongoing)
 - ✓ Community Engagement Plan
1 year
 - Design Manual Updates (Volume III, Roads & Bridges)**
2 years
 - Subdivision and Land Development Regulations
3 years, following adoption of General Plan update

Complete Streets Implementation Team

- Includes a balance of County staff and external stakeholders
- Met 35 times since December 2019
- Provided 981 written comments



OVERVIEW OF DESIGN MANUAL CHANGES

Design Manual, Volume III

Revisions based on established design guidance and best practices including:

- American Association of State Highway and Transportation Officials (AASHTO)
- Federal Highway Administration (FHWA)
- Maryland State Highway Administration (MDOT SHA)
- National Cooperative Highway Research Program (NCHRP)
- Institute of Transportation Engineers (ITE)
- National Association of City Transportation Officials (NACTO)

Summary of Volume III Updates

- Chapter 1: New Street Types
- Chapter 2: New tools for pedestrian, bicycle, and transit design; speed management tools. Focus on safety for all users.
- Chapter 3: New shared use pathway bridges and underpasses; revisions to retrofit standards
- Chapter 4: Revisions deferred to coordination with subdivision regulations; updated growth rate
- Chapter 5: Added bicycle studies and updated pedestrian studies

Summary of Volume IV Updates

- New typical sections for new construction street types
- New details for speed management measures
- Revisions to existing R-series details based on updated Volume III guidance
 - Primarily sidewalk widths



PUBLIC PROCESS SUMMARY

Public Process - Response

- Workshop 1 - Design Manual Overview October 14, 2021: Sixteen members of the public attended
- Workshop 2 - Design Manual Technical Overview October 21, 2021: Forty-three members of the public attended
- 160 combined questions and comments from the workshops and online questionnaire

Items Being Finalized

- Background growth rate
- Target speed for Neighborhood Connector Street

Clarification: FHWA Interim vs Experimental Approval

- Several treatments on the FHWA interim approval list are included in the Howard County Complete Streets Design Manual, with the note:

It should be noted that use of treatments which have a FHWA Interim Approval require state and federal approval. In order to use the [FEATURE NAME], approval should be obtained through MDOT SHA according to Section 1A.10 of the MdMUTCD (Ref. 10).

- These treatments are:
 - Rectangular Rapid Flashing Beacons
 - Two-Stage Bicycle Turn Boxes
 - Intersection Bicycle Boxes
 - Bicycle Signal Faces
 - Green Colored Pavement for Bike Lanes

Schedule

- November 23, 2021 – Multimodal Transportation Board Presentation
- December 14, 2021 – Public Works Board vote
- Mid-December – Pre-File with County Council
- January 2022 – County Council consideration
- Early 2022 – Design Manual Training
- 2022 – Subdivision and Land Development Regulations and related Design Manual changes



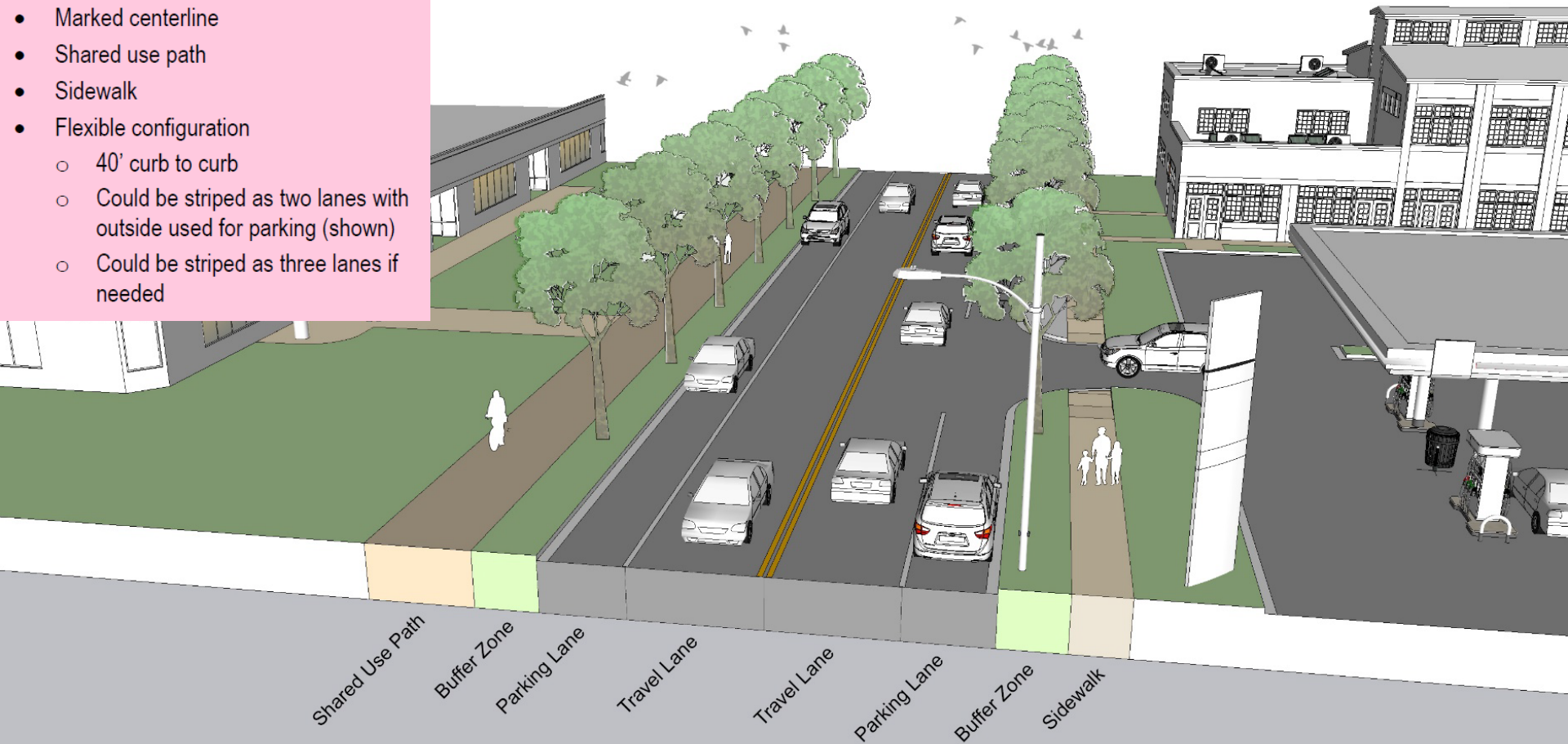
Questions?

Design Manual Website:
www.howardcountymd.gov/DM-updates

Industrial Street

Features:

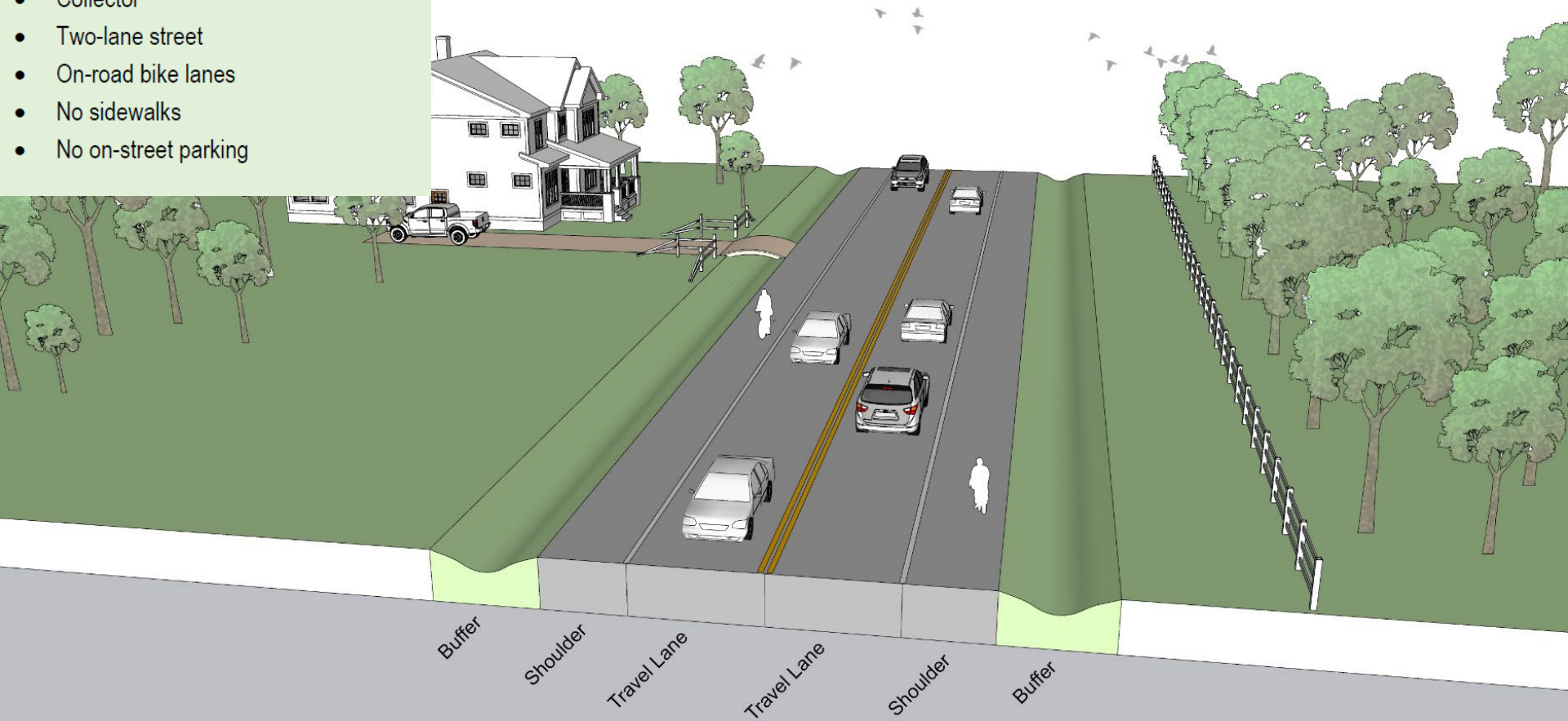
- Industrial areas
- Marked centerline
- Shared use path
- Sidewalk
- Flexible configuration
 - 40' curb to curb
 - Could be striped as two lanes with outside used for parking (shown)
 - Could be striped as three lanes if needed



Country Road

Features:

- Rural/low density areas
- Collector
- Two-lane street
- On-road bike lanes
- No sidewalks
- No on-street parking



Rural Development Street

Features:

- Rural/low-density residential areas
- Low volume two-way traffic
- Shared lane
- No on-street parking



Public Process – Chapter 1 Revisions

- General: Clarifications re: “Motor Vehicle Traffic”
- Section 1.3.C – New Street Types
 - Noted intent to provide curb extensions, median refuges
 - Noted that Neighborhood Connectors are intended to have consolidated access points
 - Noted Neighborhood Street 2 has optional centerline markings for low volumes
- Section 1.3.D – Scenic Road improvement clarification
- Section 1.3.E – Pathways providing similar access do not need to be parallel
- Chapter 1 Appendix B (TIPS) – Removed from Manual

Public Process – Chapter 2 Section 2 Revisions

- Section 2.2.C.8 – Added path centerline markings
- Section 2.2.E.10 (various) –
 - Speed Management devices to accommodate all users / not interrupt bicycle facilities
 - Speed Management device design must consider roadway sightlines;
 - Speed Management device spacing reset by stop conditions;
 - Speed humps not preferred in new construction



Public Process – Chapter 2 Section 2 Revisions

- Section 2.2.E.10.c - Clarified that DPW may install other devices when a neighborhood declines speed humps
- Section 2.2.E.10.d – Separated chart rows noting street types for 1 lane / 2 lane street narrowing
- Section 2.2.G – Added vertical offset information regarding:
 - Bikeway separation
 - Shared Use Paths

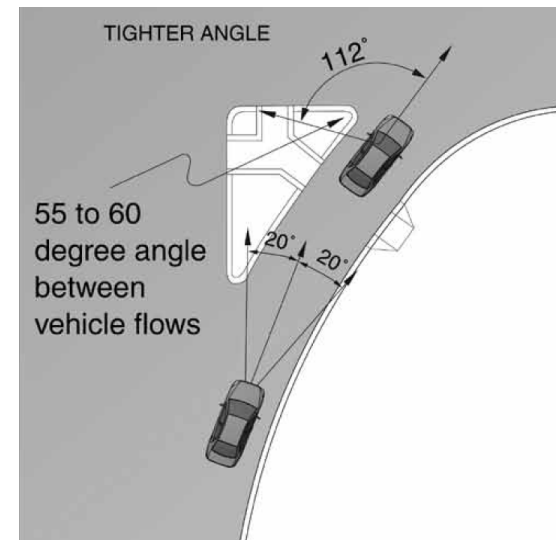
TABLE 2-12
Appropriate Speed Management Treatment for New Streets Matrix

Category	Measure	Street Types (New Construction)											Page Reference	
		Boulevard	Town Center Connector	Town Center Street	Parkway	Neighborhood Connector	Neighborhood Street 1	Neighborhood Street 2	Neighborhood Yield Street	Alley	Industrial Street	Country Street		Rural Development Street
Road Narrowing	Road Diet	0	X	X	0	X	X	X	X	X	X	X	X	
	Lane Diet	See default Street Type dimensions in Section 1.3.C											1-11	
Vertical Measures	Speed Hump	X	X	X	X	X	0	0	0	X	X	X	0	
	Raised Crosswalk	X	X	X	X	X	0	0	0	X	X	X	0	
	Raised Intersection	X	X	X	X	0	0	0	0	X	X	X	X	
Horizontal Measures	Raised Center Median Island	0	0	0	X	0	0	0	0	X	X	X	X	
	Intersection Curb Extension	0	0	0	X	0	0	0	0	X	X	X	X	
	One-Lane Midblock Street Narrowing	X	X	X	X	X	X	X	0	X	X	X	X	
	Two-Lane Midblock Street Narrowing	X	X	0	X	0	0	0	X	X	X	X	X	



Public Process – Chapter 2 Section 4 Revisions

- Section 2.4.B.4 – Clarified intent of “receiving lane” for turning vehicles
- Section 2.4.B.6 – Restructured auxiliary lane section
- Section 2.4.B.9 – Emphasized that channelized turn lanes should be designed for low vehicle speeds

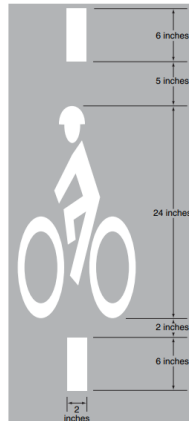


Source: Institute of Transportation Engineers.

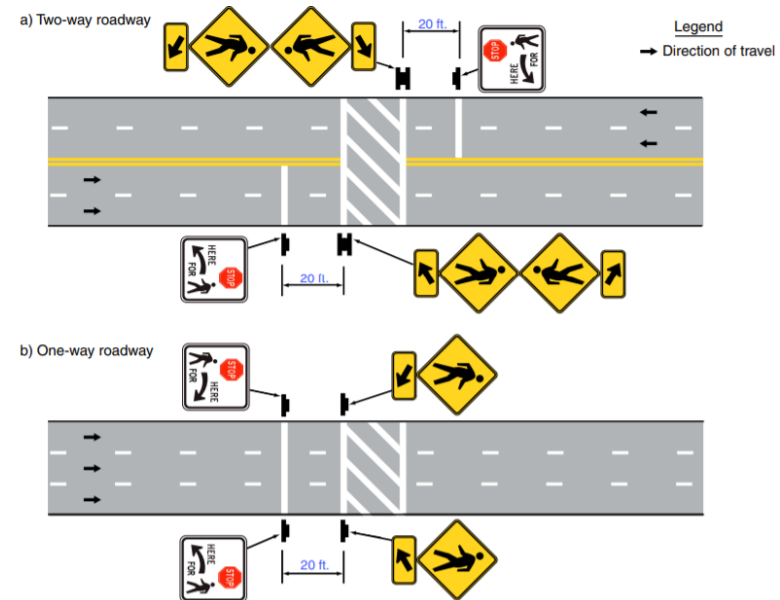
Public Process – Chapter 2 Section 4 Revisions

- Section 2.4.E – Pedestrian signalization and midblock crossing guidance
- Section 2.4.G –
 - Intersections should not interrupt bicycle accommodation
 - Notes re: FHWA interim approvals
 - Signal timing for bicycles
 - Signal bicycle detection

Figure 9C-7. Bicycle Detector Pavement Marking



Source: Maryland Manual on Uniform Traffic Control Devices (2009)



Source: Maryland Manual on Uniform Traffic Control Devices (2009)

Public Process – Chapter 2 Other Revisions

- 2.6.B – On-Street Parking Chart revisions
- 2.8.I – Bus Stop guidance updates
 - In-lane bus stops common
 - Continue bicycle facilities past bus pull-outs
- 2.8.J – Scenic Road improvement clarification
- Appendix J (Speed Hump Policy) removed

**TABLE 2-24
ON STREET PARKING**

Zoning Classification	Average Daily Traffic	Street Type*
SFD: RC, RR	N/A	Rural Development Street
SFD: Other Districts Except R-MH	<2,000	Neighborhood Yield Street 24'
SFD: Other Districts Except R-MH	≥2,000	Neighborhood Yield Street 26'
R-MH, SFA, Apts.	<1,000	Neighborhood Yield Street 26'
R-MH, SFA, Apts.	≥1,000	Neighborhood Yield Street 28'

Public Process – Chapter 5 Revisions

- Section 5.2.C.1 – Provided more guidance on evaluating mid-block crossing retrofits



- Section 5.2.C.2 – Acknowledged Shared Use Path crossings of freeways, rivers



Design Manual, Volume IV

Revisions have been made consistent with Volume III, primarily:

- Revised Typical Sections to the new street types
- Added Speed Management device details
- Updated pavement section chart to add new street types
- Revised sidewalk widths
- Updated Tee Turnaround details