

BALTIMORE REGION
FY 2013 UNIFIED PLANNING WORK PROGRAM
FOR TRANSPORTATION PLANNING

APRIL 24, 2012

PREPARED FOR THE
BALTIMORE REGIONAL TRANSPORTATION BOARD
The designated Metropolitan Planning Organization
for the Baltimore Region

The BRTB is staffed by the:



BALTIMORE METROPOLITAN COUNCIL

Offices @ McHenry Row
1500 Whetstone Way, Suite 300
Baltimore, Maryland 21230-4767

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FY 2013 UNIFIED PLANNING WORK PROGRAM
FOR TRANSPORTATION PLANNING**

**Kevin Kamenetz
Chairman
Baltimore Regional Transportation Board**

**Todd R. Lang
Director
Transportation Planning
Baltimore Metropolitan Council**

April 2012

**Produced under the auspices of the Baltimore Regional Transportation Board,
the Metropolitan Planning Organization for the Baltimore Region**

**Baltimore Metropolitan Council
Offices @ McHenry Row
1500 Whetstone Way, Suite 300
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BALTIMORE REGIONAL TRANSPORTATION BOARD

Member

The Honorable Joshua J. Cohen
Mayor, City of Annapolis

The Honorable John R. Leopold
Anne Arundel County Executive

The Honorable Stephanie Rawlings-Blake
Mayor, City of Baltimore

The Honorable Kevin Kamenetz, Chairman
Baltimore County Executive

The Honorable Haven Shoemaker
Carroll County Board of Commissioners

The Honorable David R. Craig, Vice Chairman
Harford County Executive

The Honorable Ken Ulman
Howard County Executive

The Honorable Beverley K. Swaim-Staley
Secretary, Maryland Department
of Transportation

The Honorable Robert Summers, Ph.D.
Secretary, Maryland Department
of the Environment

The Honorable Richard E. Hall
Secretary, Maryland Department
of Planning

Administrator Ralign T. Wells
Maryland Transit Administration

Empowered Representative

Mr. Jon L. Arason

Mr. Harvey Gold

Mr. Jamie Kendrick

Mr. Emery Hines

Ms. Jolene G. Sullivan

Mr. Tony McClune

Mr. Ben Pickar

Mr. Don Halligan

Ms. Diane Franks

Ms. Bihui Xu

Mr. Arnold "Pat" Keller

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BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #12-20**

ENDORING THE FISCAL YEAR 2013 UNIFIED PLANNING WORK PROGRAM AND BUDGET, APPROVING ITS SUBMISSION TO BOTH THE FEDERAL TRANSIT ADMINISTRATION AND FEDERAL HIGHWAY ADMINISTRATION, AS WELL AS AUTHORIZING THE BALTIMORE METROPOLITAN COUNCIL TO ENTER INTO CONTRACTUAL ARRANGEMENTS WITH THE MARYLAND DEPARTMENT OF TRANSPORTATION AND LOCAL JURISDICTIONS TO CARRY OUT THE WORK ACTIVITIES OUTLINED IN THE WORK PROGRAM

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

WHEREAS, the Baltimore Regional Transportation Board was established to manage and provide direction to the Unified Planning Work Program and Budget; and

WHEREAS, Title 23 of the U.S. Code, as amended by the 1973 Federal Aid Highway Act, and Section 8 of the Urban Mass Transportation Act of 1964, as amended, provide funds to assist in the financing of studies and other transportation planning activities; and

WHEREAS, the 1990 Clean Air Act Amendments, the Americans with Disabilities Act, and the Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users have established regulations and procedures which require a Metropolitan Planning Organization to develop plans and programs which will support: 1) the economic vitality of the metropolitan area; 2) increase the safety of the transportation system for motorized and non-motorized users; 3) increase security for transportation system users; 4) increase the accessibility and mobility options available to people and for freight; 5) protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns; 6) enhance the integration and connectivity of the transportation system, across and between modes; 7) promote efficient system management and operation; and 8) emphasize preservation of the existing transportation system; and

WHEREAS, consistent with the Final Rule for Metropolitan Transportation Planning, the Baltimore Regional Transportation Board provided a 30-day (February 16 to March 16, 2012) public participation opportunity during the preparation of the Unified Planning Work Program and Budget. A presentation was made to the Citizens Advisory Committee and a number of comments were received and responded to before the scheduled vote; and

WHEREAS, the Baltimore Regional Transportation Board has prepared a work program and budget (Attachment) for Fiscal Year 2013 in compliance with applicable federal programs and regulations; and

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board endorses the Fiscal Year 2013 Unified Planning Work Program and Budget; approves its submission to the appropriate federal agencies; and authorizes the Baltimore Metropolitan Council to enter into contractual arrangements with the Maryland Department of Transportation and the local governmental recipients of federal metropolitan planning funds to carry out the work outlined in the Fiscal Year 2013 Unified Planning Work Program.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution at its April 24, 2012 meeting.

April 24, 2012

Date



Emery Hines, Chairman
Baltimore Regional Transportation Board

FY 2013 UPWP BUDGET

SOURCES

	FHWA	FTA	MDOT	LOCAL	TOTAL
FY13 Appropriations	\$3,258,169	\$1,054,795	\$582,826	\$888,597	\$5,784,387
Cumulative Carryover	\$914,122	\$327,194	\$155,164		\$1,396,480
FY 13 Available Funds	\$4,172,291	\$1,381,989	\$737,990	\$888,597	\$7,180,867

USES

BMC Staff	\$4,250,000
Consultants	\$715,000
BMC Total	\$4,965,000
City of Annapolis	\$217,700
Anne Arundel County	\$282,080
Baltimore City	\$581,225
Baltimore County	\$239,430
Carroll County	\$120,815
Harford County	\$112,740
Howard County	\$390,440
State Highway Administratio	\$32,110
Local Total	\$1,976,540
TOTAL USES	\$6,941,540

WORK PROGRAM BY TASK & FUND SOURCE
(\$)

	FHWA	FTA	MDOT	LOCAL*	TOTAL
UPWP Management	368,586	122,086	53,500	69,168	613,340
Legislative Coordination	63,100	20,900	4,000	17,000	105,000
Public Participation & Outreach	90,142	29,858	15,000	15,000	150,000
Professional Consultant Services	429,678	142,322	71,500	71,500	715,000
Long-Range Planning	45,071	14,929	7,500	7,500	75,000
Congestion Management Process	90,142	29,858	15,000	15,000	150,000
Operations Planning	72,114	23,886	12,000	12,000	120,000
Safety Planning & Analysis	72,114	23,886	12,000	12,000	120,000
Travel Monitoring Program	115,448	38,240	19,211	19,211	192,110
Bicycle & Pedestrian Planning	64,103	21,233	8,000	13,334	106,670
Freight Mobility Planning	91,645	30,355	12,000	18,500	152,500
Transit Coordination	106,668	35,332	14,500	21,000	177,500
Human Service Transportation Coord.	45,071	14,929	7,500	7,500	75,000
Emergency Preparedness Planning	60,095	19,905	10,000	10,000	100,000
Transportation Equity Planning	45,071	14,929	7,500	7,500	75,000
Development Monitoring	126,199	41,801	21,000	21,000	210,000
Cooperative Forecasting Process	315,411	104,473	21,000	83,971	524,855
2010 Census & ACS	72,114	23,886	12,000	12,000	120,000
GIS Activities	132,209	43,791	22,000	22,000	220,000
Regional Database Integration	60,095	19,905	10,000	10,000	100,000
Transportation & Land Use Planning	78,123	25,877	13,000	13,000	130,000
Analysis of Trends & Policy Issues	36,057	11,943	6,000	6,000	60,000
Travel Demand Modeling	339,536	112,464	56,500	56,500	565,000
Transportation Improvement Program	55,206	18,286	6,500	11,873	91,865
Subarea Analysis - BMC	18,028	5,972	3,000	3,000	30,000
Subarea Analysis - Locals	821,917	272,243	0	273,540	1,367,700
Technical Analysis for State Initiatives	120,190	39,810	20,000	20,000	200,000
Mobile Emissions Planning	159,251	52,749	26,500	26,500	265,000
Environmental Mitigation	30,047	9,953	5,000	5,000	50,000
Air Quality Conformity Analysis	48,076	15,924	8,000	8,000	80,000

TOTAL 4,171,507 1,381,725 499,711 888,597 6,941,540

* Local includes contributions from BMC and BRTB jurisdictions

FUNDING BY TASK AND PROJECT SPONSOR

WORK TASKS	BMC SHARE	ANNA-POLIS SHARE	ANNE A RUNDEL COUNTY SHARE	BALTIMORE CITY SHARE	BALTIMORE COUNTY SHARE	CARROLL COUNTY SHARE	HARFORD COUNTY SHARE	HOWARD COUNTY SHARE	SHA SHARE	TOTAL
1 UPWP Management	\$ 535,000	\$ 7,620	\$ 32,620	\$ 7,620	\$ 7,620	\$ 7,620	\$ 7,620	\$ 7,620		\$ 613,340
2 Legislative Coordination	\$ 40,000	\$ 5,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000		\$ 105,000
3 Public Participation & Community Outreach	\$ 150,000									\$ 150,000
4 Professional Consultant Services	\$ 715,000									\$ 715,000
5 Long-Range Planning	\$ 75,000									\$ 75,000
6 Congestion Management Process	\$ 150,000									\$ 150,000
7 Operations Planning	\$ 120,000									\$ 120,000
8 Safety Planning & Analysis	\$ 120,000									\$ 120,000
9 Travel Monitoring Program	\$ 160,000								\$ 32,110	\$ 192,110
10 Bicycle and Pedestrian Planning	\$ 80,000	\$ 3,810	\$ 3,810	\$ 3,810	\$ 3,810	\$ 3,810	\$ 3,810	\$ 3,810		\$ 106,670
11 Freight Mobility Planning	\$ 120,000	\$ 2,500	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000		\$ 152,500
12 Transit Coordination	\$ 145,000	\$ 2,500	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000		\$ 177,500
13 Human Service Transportation Coordination	\$ 75,000									\$ 75,000
14 Emergency Preparedness Planning	\$ 100,000									\$ 100,000
15 Transportation Equity Planning	\$ 75,000									\$ 75,000
16 Development Monitoring	\$ 210,000									\$ 210,000
17 Cooperative Forecasting Process	\$ 210,000		\$ 34,650	\$ 54,630	\$ 35,000	\$ 38,115	\$ 76,230	\$ 76,230		\$ 524,855
18 2010 Census & ACS	\$ 120,000									\$ 120,000
19 GIS Activities	\$ 220,000									\$ 220,000
20 Regional Database Integration	\$ 100,000									\$ 100,000
21 Transportation and Land Use Planning	\$ 130,000									\$ 130,000
22 Analysis of Trends & Policy Issues	\$ 60,000									\$ 60,000
23 Travel Demand Modeling	\$ 565,000									\$ 565,000
24 Transportation Improvement Program	\$ 65,000	\$ 1,270	\$ 1,000	\$ 10,165	\$ 3,000	\$ 1,270	\$ 5,080	\$ 5,080		\$ 91,865
25 Subarea Analysis - BMC	\$ 30,000									\$ 30,000
26 Subarea Analysis – Locals ★		\$195,000	\$ 190,000	\$ 485,000	\$ 170,000	\$ 50,000		\$ 277,700		\$ 1,367,700
27 Technical Analysis for State Initiatives	\$ 200,000									\$ 200,000
28 Mobile Emissions Planning	\$ 265,000									\$ 265,000
29 Environmental Mitigation	\$ 50,000									\$ 50,000
30 Air Quality Conformity Analysis	\$ 80,000									\$ 80,000
TOTAL	\$4,965,000	\$217,700	\$ 282,080	\$ 581,225	\$ 239,430	\$ 120,815	\$ 112,740	\$ 390,440	\$ 32,110	\$ 6,941,540

★ Information for Subarea Analysis - Locals on Attachment 1D

**SUBAREA ANALYSIS - LOCALS
PROJECTS & FUND SOURCE**

WORK TASKS	FHWA	FTA	MDOT	LOCAL	TOTAL
Annapolis Multimodal Transportation Center (\$125,000) West Annapolis Circulation Study (\$70,000)	\$117,185	\$38,815		\$ 39,000	\$ 195,000
Anne Arundel County Complete Streets Applications (\$150,000) Travel Model Maintenance (\$40,000)	\$114,180	\$37,820		\$ 38,000	\$ 190,000
Baltimore City Bicycle master Plan (\$80,000) York Road Corridor Study (\$105,000) Transportation Green Infrastructure Plan (\$100,000) Oversize/Overweight Fee Policies (\$50,000) Citywide Traffic Safety Plan (\$50,000) At-grade Rail Crossing Safety Plan (\$50,000)	\$291,461	\$96,539		\$ 97,000	\$ 485,000
Baltimore County Travel Model - Subarea Analysis (\$70,000) Trip Generation Study (\$25,000) Transit Oriented Development Policy Analysis (\$75,000)	\$102,161	\$33,839		\$ 34,000	\$ 170,000
Carroll County Freedom Area Bike/Pedestrian Assessment (\$50,000)	\$ 30,047	\$ 9,953		\$ 10,000	\$ 50,000
Howard County Pedestrian Facility Assessment (\$158,000) Transit Planning (\$10,700) Bicycle Project Planning (\$109,000)	\$166,883	\$55,277		\$ 55,540	\$ 277,700

PROSPECTUS

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PROSPECTUS

The Prospectus is a detailed description of the organization and the cooperative and integrative concept involved in the preparation of the Fiscal Year 2013 Unified Planning Work Program (UPWP) for the Baltimore region. It defines the regionally agreed upon planning priorities and the roles and responsibilities of the various participants in the metropolitan planning process. The Prospectus complements the annual work program and provides a narrative that outlines the region's anticipated transportation agenda and linkage to the many planning issues facing the Baltimore metropolitan area.

Metropolitan Planning Area

At a minimum, a Metropolitan Planning Area (MPA) must cover the urbanized area and contiguous geographic areas likely to become urbanized within the next 20 years. The Baltimore MPA consists of Baltimore City as well as Anne Arundel, Baltimore, Carroll, Harford, and Howard counties. The planning area is part of the 2000 U.S. Census Bureau's Baltimore-Towson Metropolitan Statistical Area (MSA), containing the Baltimore Urbanized Area, the Aberdeen-Havre De Grace-Bel Air Urbanized Area, the Westminster Urbanized area, and Queen Anne's County. Also included with the Baltimore region are thirteen smaller incorporated municipalities. The renamed Baltimore-Towson metropolitan area (excluding Queen Anne's County) is designated as a "moderate" non-attainment area for the 8-hour ozone standard and a nonattainment area for fine particulate matter (PM 2.5) by the U.S. Environmental Protection Agency (U.S. EPA). The entire non-attainment area is in the northern portion of the 2000 U.S. Census Bureau designated Washington-Baltimore-Northern Virginia, DC-MD-VA-WV Combined Statistical Area.

Unified Planning Work Program Development Process

The Unified Planning Work Program outlines the planning activities to be performed by all state, regional and local participants in the Baltimore metropolitan transportation planning process. The work program reflects a careful consideration of critical transportation issues currently facing the region, as well as the analytical capabilities necessary to address them. The UPWP is required as a basis and condition for all

federal funding assistance for transportation planning by the joint planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The 1991 enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA) and the 1998 federal transportation initiative known as the Transportation Equity Act for the 21st Century (TEA-21) established a new federal focus for transportation planning. The most recent (August 11, 2005) federal transportation legislative program coined SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act, a Legacy for Users) preserves the commitment to the metropolitan transportation planning process established in the previous noted federal initiatives (SAFETEA-LU has been extended through September 30, 2011). On February 14, 2007, U.S. Department of Transportation (FHWA/FTA) issued final regulations regarding metropolitan planning, specifically outlining the planning requirements associated with the metropolitan planning process, including the Transportation Improvement Program and the Long-Range Transportation Plan. The key changes in SAFETEA-LU from previous transportation legislation include the expansion of planning factors to address homeland security, broader based public participation/outreach efforts, long-range planning update frequency, air quality conformity timelines and inter-agency consultation and coordination.

The UPWP is funded through an 80 percent planning grant provided by FHWA and FTA and a 20 percent match provided by Maryland Department of Transportation (MDOT) and the local governments of the Baltimore metropolitan planning area. Federal funding sources include Title 1, Section 112 metropolitan planning funds and Title III, Section 5303 metropolitan planning funds. The total funding proposed for the FY 2013 transportation planning activities for the Baltimore region is \$6,941,540.

The UPWP is developed annually beginning in December and approved in March/April, and is the result of continued cooperation among State (specifically transportation, air quality and planning agencies), local and regional entities. The FY 2013 UPWP was prepared with the involvement of these organizations, acting through the metropolitan

planning organization (MPO) for the Baltimore region and its subcommittee structure. The work tasks delineated in the UPWP are performed primarily by staff working in the Transportation Planning Division of the Baltimore Metropolitan Council (BMC), with limited support provided by other functioning units within the BMC. Specific elements of the UPWP, at times, are contracted out to consultants in accordance with the work program project descriptions and the budget. UPWP funds are also “passed through” to local jurisdiction members of the Baltimore metropolitan area and, where appropriate, the modal administrations of the Maryland Department of Transportation for various project activities that support the regional transportation planning process.

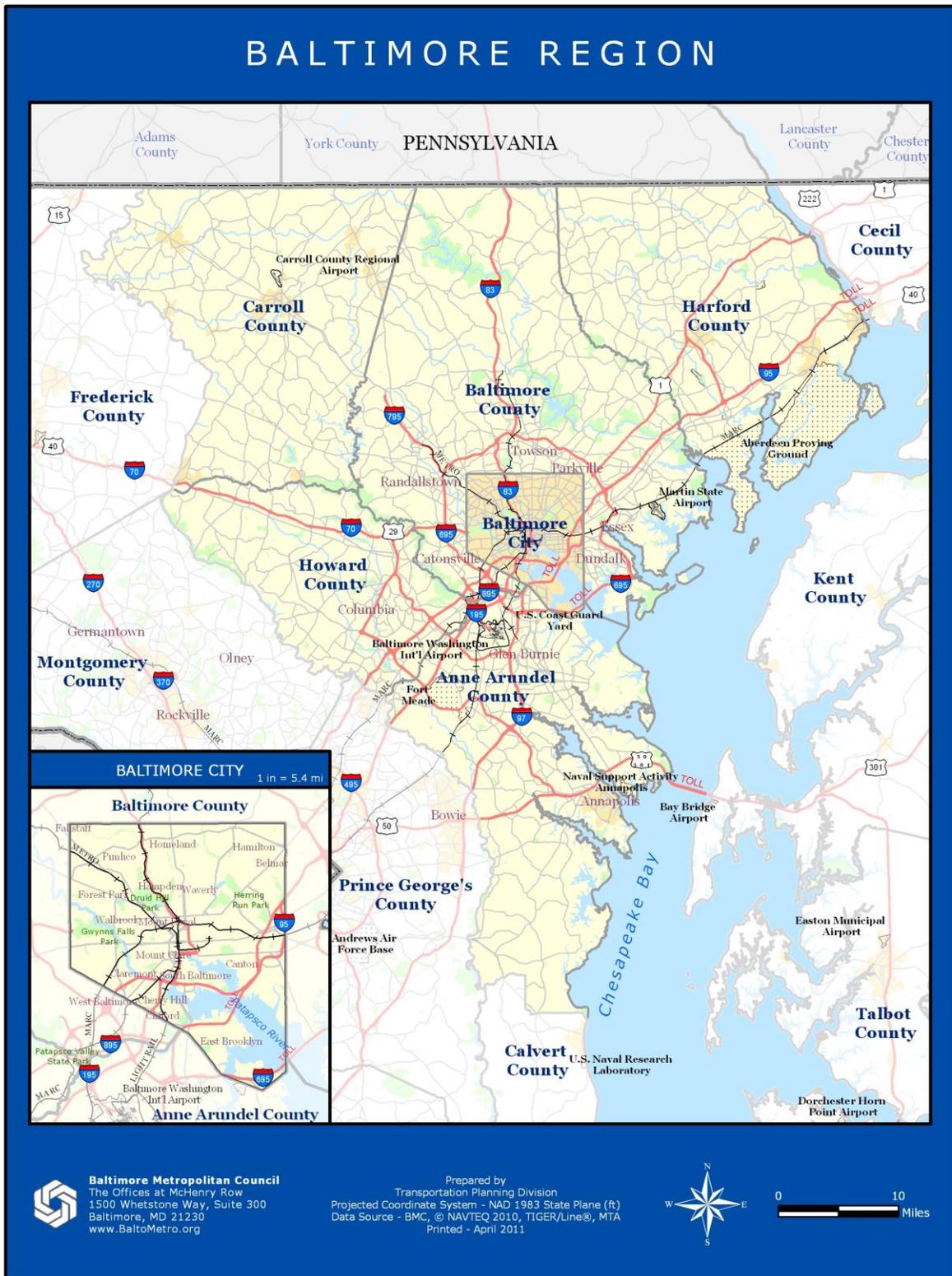
In keeping with the proactive public involvement spirit of SAFETEA-LU, the FY 2013 UPWP was released to the public for a 30-day review and comment opportunity. Full public access, disclosure and modification based on the reasonableness of the public response should expand the comprehensiveness and user friendliness of the final FY 2013 UPWP.

Metropolitan Transportation Planning - Roles & Responsibilities

The Baltimore Regional Transportation Board (BRTB) is directly responsible for conducting the continuing, cooperative and comprehensive (3-C) transportation planning process for the Baltimore metropolitan region in accordance with the metropolitan planning requirements of Section 134 (Title 23 U.S.C.) of the Federal Highway Act of 1962 and Section 8 of the Federal Transit Act. The BRTB is an 11-member policy board consisting of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford and Howard and the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, and the Maryland Transit Administration (see Figure 1 for the geographic location of each participating local jurisdiction). Voting rights are extended to all members with the exception of the Maryland Department of the Environment, the Maryland Department of Planning, and the Maryland Transit Administration that serve the BRTB in an advisory capacity.

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FIGURE 1



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The mission of the Baltimore Regional Transportation Board is to serve as the metropolitan planning organization (MPO) acting as the regional transportation planning and policy making body for the Baltimore region. The BRTB provides overall program management of the UPWP work tasks and budget as well as policy direction and oversight in the development of the federally mandated Long-Range Transportation Plan, the Transportation Improvement Program and the transportation element of the State Air Quality Implementation Plan.

In the Baltimore metropolitan area, the roles and responsibilities of the BRTB, state and local transportation operators and transportation-related state agencies for cooperatively conducting transportation planning and programming have been established over several years. Figure 2 outlines the various parties responsible for the primary planning and programming activities in the Baltimore region.

Under the auspices of the BRTB exists a network of committees and subcommittees formulated to focus on specific technical and policy areas (see Figure 3). Coordination of this diversified transportation planning structure, a direct responsibility of the BRTB, serves to ensure that transportation planning is integrated with the region's efforts to address economic challenges, land development and quality of life issues. The BRTB has formally established a Budget Subcommittee to annually review projects and work tasks included in the UPWP to ensure regional significance and quality control.

As noted previously, the BRTB is composed of representatives from 5 counties and Baltimore City (that also serve as the Board of Directors of the Baltimore Metropolitan Council), the City of Annapolis and 4 Maryland state agencies – Transportation, Environment, Planning, and Transit Administration. The local jurisdiction's and agency's representatives have been designated and empowered by their respective lead elected official or department secretary and serve as a means to integrate locally oriented policies and needs into a regionally-based agenda.

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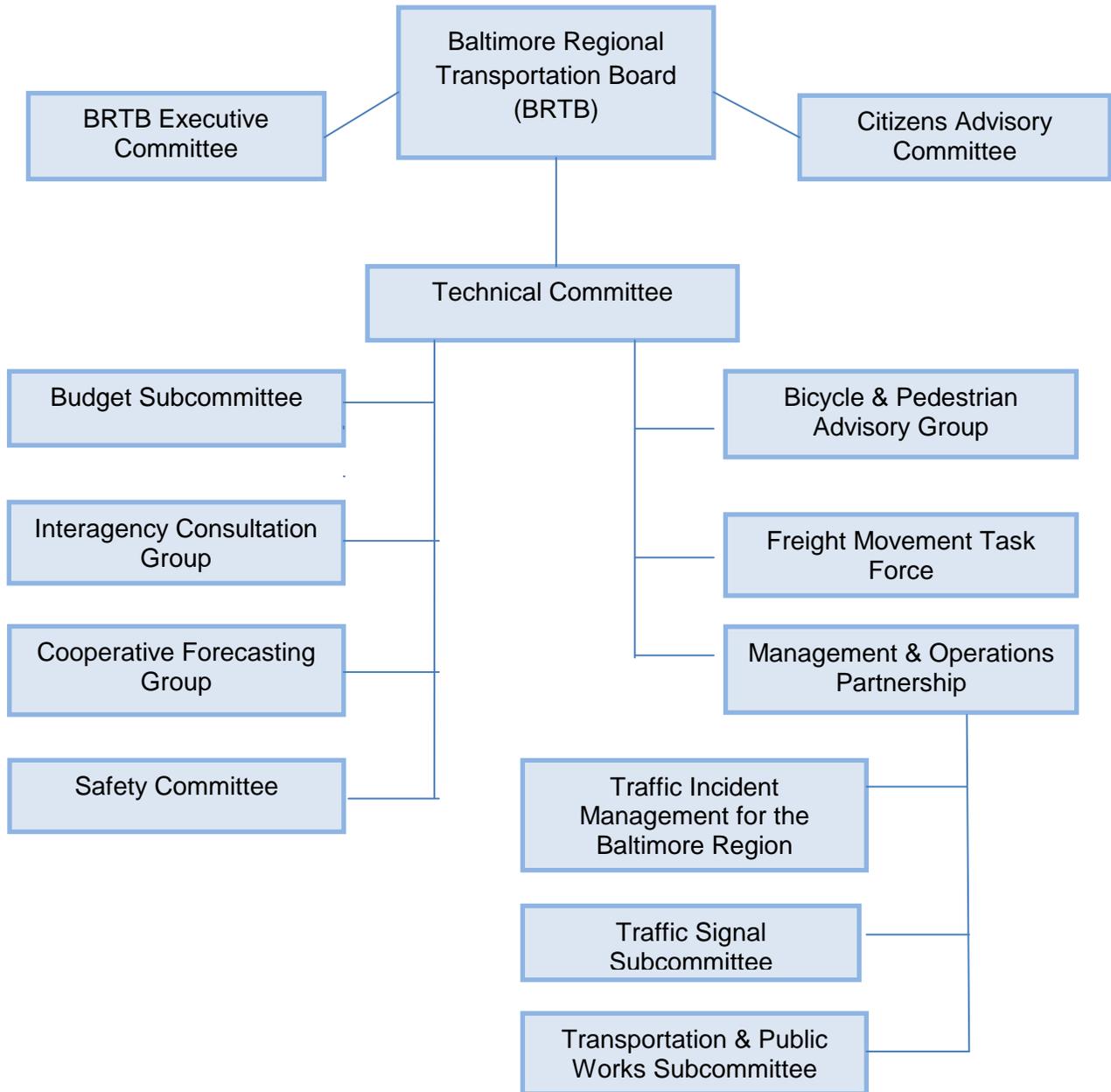
FIGURE 2

Planning Responsibility	MOU	Date Executed	Status	Changes Planned
UPWP Development	Formal MOU establishing the BRTB as Baltimore MPO and develop an annual UPWP consistent with the 3-C planning process.	7/1/2004	In Effect	No
UPWP Development	Formal MOA between MDOT and BMC outlining managerial oversight of the UPWP.	7/1/2004	In Effect	No
Transportation Conformity and State Implementation Plan Development	Formal procedures of Interagency Consultation Process	1996	In Effect	No
Public Transit Operators and MPO Process	Formal MOA between MPO, MDOT and MTA defining roles and responsibilities of public transit operator and State Department of Transportation in the Baltimore regional planning process.	2/26/2008	In Effect	No
Financial Plan for Long-range Transportation Plan and Transportation Improvement Program	Formal MOA between MPO, MDOT and MTA defining roles and responsibilities of public transit operator and State Department of Transportation in the Baltimore regional planning process.	2/26/2008	In Effect	No
Corridor Planning Studies	Formal MOA between MPO, MDOT and MTA defining roles and responsibilities of public transit operator and State Department of Transportation in the Baltimore regional planning process.	2/26/2008	In Effect	No
MPO Certification	Formal MOA between MPO, MDOT and MTA defining roles and responsibilities of public transit operator and State Department of Transportation in the Baltimore regional planning process.	2/26/2008	In Effect	No

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FIGURE 3

**BALTIMORE
METROPOLIAN PLANNING ORGANIZATION (MPO)
COMMITTEE STRUCTURE**



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The Maryland Department of Transportation (MDOT), a multi-modal organization that includes the State Highway Administration, the Maryland Transit Administration (the statewide public transit operator), the Maryland Port Administration and the Maryland Aviation Administration, has a standing “Memoranda of Understanding” with the Baltimore Metropolitan Council (BMC) that delineates responsibilities in support of the regional transportation planning process. This agreement, initiated in 1992 with the re-designation of the Baltimore MPO and reauthorized in 2004, stipulates that MDOT will apply for federal transportation planning grants from both FHWA and FTA to support the UPWP as well as provide a portion of the non-federal matching funds required. In addition, MDOT formally represents all State affiliated transportation modes and authorities on the Baltimore MPO.

As the leading air quality agency, the Maryland Department of the Environment (MDE) is an active member in the MPO process. Providing technical input and direction, MDE has assumed an advocacy role in the development of transportation system improvements that enhance the region’s efforts to reach attainment by the prescribed timelines. The Maryland Department of Planning also sits on the MPO, providing a direct linkage between transportation planning decisions and statewide growth management and land planning strategies. The Maryland Transit Administration (MTA) operates a comprehensive transit system throughout the Baltimore and Washington metropolitan areas. The MTA works closely with the MPO on the planning and operations of existing and new transit lines throughout the Baltimore region.

Federal Certification Review Process

On May 9, 1995, FHWA and FTA issued a joint “Certification Review” of the Baltimore MPO planning process and concluded that the planning process instituted by the BRTB addressed the requirements of the federal metropolitan planning regulations. A second certification review was conducted in March 1998 and finalized in December 1998 and a third certification review occurred on January 22-23 and February 20, 2001. The 2001 joint certification review team issued a formal finding that “the transportation planning process for Baltimore meets all of the requirements of TEA-21 and the October 28, 1993 Federal metropolitan planning regulations, 23 CFR Part 450, Subpart C.” Three years later, between March 15-17, 2004, a fourth joint federal certification review of the Baltimore MPO was conducted.

Most recently, a joint federal certification review of the Baltimore MPO’s planning process was conducted by representatives from the FHWA and FTA on June 23-25, 2008. In general, the federal team determined that the Baltimore MPO continues to conduct a “3-C” transportation planning process that satisfies the federal provisions governing metropolitan planning. Although the review team highlighted noteworthy practices in the BRTB planning process (i.e. data collection, air quality planning and public involvement), the team also identified areas in need of improvement. Specifically, the BRTB was asked to improve the current process in the following areas: (1) the link between project selection criteria of the region’s long-range transportation plan and the metropolitan Transportation Improvement Program (TIP); (2) disclosure and access to all project activities conducted under the region’s Congestion Management Process; (3) development of a Baltimore Metro Area ITS architecture; (4) UPWP management oversight; and (5) the development of a Title VI plan. To date the BRTB, with the support of the BMC staff have addressed many of the certification team’s recommendations.

Transportation Planning Priorities

The FY 2013 UPWP includes several priority work tasks whose ultimate objective is intended to improve the analytical and consensus building capabilities of the Baltimore MPO. The UPWP details the “prescriptive” planning activities that must be addressed such as Public Participation, the Transportation Improvement Program and a Congestion Management Process in order to maintain a viable “3-C” planning process and meet federal certification requirements. The UPWP also describes the various tasks designed to better inform the decision making process of the region’s long-range plan and the TIP as well as the technical and policy planning activities. This work plan has also been prepared to ensure efficient levels of support (financial

and political) and create an atmosphere of trust and cooperation among the wide array of stakeholders to be tasked to assist in various work activities undertaken by the BRTB. In addition to the activities directly involving the BRTB, a number of major transportation-related studies are underway throughout the region detailed later in this Prospectus.

It is through the FY 2013 UPWP, as well as previous UPWP initiatives, that the MPO will address and support the short-term and long-range transportation planning priorities of the Baltimore metropolitan area. In November 2011, the BRTB approved *Plan It 2035*, a new long-range regional transportation plan that guides the region's short-term and long-term multimodal investments. The BRTB is now focusing on implementation of that Plan and this UPWP includes studies and programs to that end.

As in previous work programs, the FY 2013 UPWP directs fiscal resources to upgrade the analytical tools and capacity of the MPO and its technical support staff to meet public policy evaluation needs. The FY 2013 UPWP will continue to support BMC's traditional 4-step travel demand model (trip generation, trip distribution, mode choice and trip assignment) and continue the phased transition to activity based models. The validation of the region's travel model with revealed data from the 2007/2008 Household Travel and 2007 On-Board Transit surveys has been completed. The initial phase, synthetic population generation, towards activity based models was completed in the 4th quarter of FY 2011. The region's modeling effort will continue to coordinate with the Red-Line modeling and the statewide model efforts looking to share data and refinement of modeling assumptions. The ability of the region's technical modeling tools to replicate revealed behavior and provide analytical analysis of regional policy questions are valuable inputs to the MPO's decision-making process.

In an attempt to assure timely attainment of air quality standards and protect public health, the Baltimore MPO continues to view clean-air planning as a major regional priority. As a newly designated serious non-attainment area under the 8-hour ozone standard and a non-attainment area for the fine particulate matter (PM_{2.5}) standard, the Baltimore region must display progress toward attainment or face federally-imposed penalty measures. The 1990 amendments to the Clean Air Act mandated the implementation of specific state actions that reduce vehicular emissions through technological enhancements and expanded vehicle emissions inspection programs as measures to offset growth related to future vehicle emissions. Moreover, the MPO is required by federal mandate to demonstrate that

implementation of the region's proposed transportation plans and programs conform with the applicable State Implementation Plan (SIP).

Under a cooperative Memorandum of Understanding between the Maryland Departments of the Environment and Transportation, the MPO operationalized an Interagency Consultation Group in 1996 to assess the conformity requirement of the metropolitan transportation planning process and to evaluate the development of regional transportation plans and programs with the preparation of mobile, stationary, and area source emission budgets included in the SIP. Included in *Plan It 2035* is a set of transportation-related control strategies that are recommended for implementation by 2035 in order to sustain the objectives of the SIP. The MPO will continue in FY 2013 to conduct reconnaissance into potentially endorsable transportation control measures for the Baltimore non-attainment area.

Assisting this effort is the FY 2012 MPO-sponsored initiative of a competitive selection process for Congestion Mitigation and Air Quality Improvement Program (CMAQ) projects in the Baltimore region. Working cooperatively with the Maryland Department of Transportation, the BRTB once again prioritized \$950,000 of CMAQ eligible projects in FY 2012 in order to promote the region's efforts to address transportation-related air quality emissions.

Through the FY 2013 UPWP, the MPO is reaffirming its support of Clean Air Partners, a non-profit, public-private partnership committed to improving air quality in the metropolitan Baltimore and Washington regions. The Partnership raises public awareness of air quality issues and promotes voluntary actions by individuals and organizations to reduce emissions. The organization's educational program, which explains the causes of air pollution along with its effects on human health, reaches middle school students throughout the combined metropolitan area. Clean Air Partners also funds paid media campaigns in both the Baltimore and Washington markets and participates in a number of community events. BMC staff will assist at several of the Partnership's outreach efforts. Many of these activities coincide with and complement BMC's Clean Commute Month (May) initiative.

In keeping with the environmental mitigation regulations for metropolitan planning, the BRTB will continue environmental coordination with local and state regulatory agencies and will use resource inventories and conservation plans to evaluate environmental resource indicators and performance measures in the implementation of Plan It 2035. Plan It 2035 laid out additional strategies for achieving the goal of environmental preservation – one of which is investing in

transportation programs and projects that reduce surface runoff and protect water resources. The implementation of this strategy will be one focus of environmental coordination activities.

Related to the priority of public participation in the Baltimore MPO process, the issue of equity planning has gained heightened awareness in the transportation field. Equity is a general term that considers the distributive “fairness” of decisions, projects and services. A subset of the issue is environmental justice, which considers how decisions specifically affect minority and low-income individuals. Since FY 2002, the BRTB has supported efforts to conduct technical assessment of projects and programs included in all plans and programs as to their ability to balance the region’s transportation network in relation to economic opportunities. BMC staff worked with Morgan State University, Johns Hopkins School of Public Health, the Greater Baltimore Urban League and other community based entities to ascertain the linkage between transportation planning and environmental justice. Given the nature and scope of this activity, it is anticipated that staff will continue to be engaged throughout FY 2013. Furthermore, with a SAFETEA-LU focus on expanding transportation options, the Baltimore MPO will continue to work with the Maryland Transit Administration to implement the recently updated Human Service Transportation Plan for the Baltimore metropolitan area that coordinates services for the disabled and mobility challenged. The objective for FY 2013 is to continue the MPO’s involvement to promote a wide range of initiatives that facilitate the linkage between suburban employment opportunities and urban-based labor supplies as well as services for the elderly and the disabled.

The BRTB has also directed the BMC staff to continue work with the region’s local jurisdiction Planning Directors and various state agencies to explore alternative land-use configurations and scenarios that strengthen the coordination between land use and transportation while promoting transportation and air quality benefits. This activity utilizes the Production, Exchange and Consumption Allocation System (PECAS) model to assess land value, employment and other demographic variables based on changes in land use (consumption) and/or changes to the transportation network. Throughout FY 2013, BMC staff will continue to work to integrate PECAS output with various regional travel scenarios to assess a wide range of system performance measures. These outcomes will enhance efforts to evaluate the potential impact growth scenarios will have on various transportation investment strategies.

The MPO will continue to monitor and react to new initiatives through the Federal Partnership for Sustainable Communities between the US Department of Transportation (DOT),

Department of Housing and Urban Development (HUD) and the Environmental Protection Agency (EPA) including exploring ways to further incorporate the six livability principles into the MPO work program. This will include working with the Baltimore Metropolitan Council led Consortium that was a recipient of one of the Regional Sustainable Planning Grants.

In an attempt to develop a comprehensive approach to transportation planning in the Baltimore metropolitan area, the BRTB has directed BMC staff to explore opportunities to employ technology as a means of adding capacity to the region's transportation network. The work for FY 2013 includes the implementation of various study recommendations that enhance regional management and operations coordination in an attempt to manage various incidents and improve overall system efficiency. Issues such as inter-jurisdictional signal coordination, incident management, roadway, and bicycle and pedestrian safety are major regional priorities.

Congestion management work tasks will also continue, as the region looks to detail strategies and solutions to congestion problems throughout the metropolitan area. As part of the ongoing effort to monitor the effectiveness of the regional Congestion Management Process (CMP), BMC staff will continue to gather traffic counts and highway speeds/travel time data, under the Regional Traffic Monitoring Program. These internal datasets will be combined with outside sources, such as safety and operations data from CHART and the I-95 Corridor Coalition to serve as the backbone for a comprehensive regional Congestion Management Process report. The final report will serve as a systematic guide for managing congestion that provides information on transportation system performance and on alternatives for alleviating congestion and enhancing mobility.

Also in FY 2013, staff will use federal policy requirements and guidelines for Transportation Management Areas (urbanized areas with a population greater than 200,000) to re-evaluate the CMP adopted for the region by the BRTB in 1997. This task, initiated in FY 2005, will re-assess potential congested links in consultation with state and local agencies to meet CMP guidelines. New corridors will be selected based on performance measures and congestion density (including adjacent congested segments and/or intersections) and predominant travel patterns as well as group consensus and professional judgment.

The FY 2013 UPWP also includes continued support toward the understanding of regional freight flows, corridors and facilities. Not only will the MPO widen its awareness and

identification of freight movement issues through a planned regional freight-related database but also through the regional Task Force and various work tasks completed in previous years.

In light of the events of September 11, 2001, and reiterated in SAFETEA-LU, the Baltimore MPO, like many of its counterparts, has initiated a wide array of transportation security-related planning activities. This work meshes with the new SAFETEA-LU planning factor to address security. During FY 2003, the BRTB commissioned a Transportation Emergency Preparedness Task Force whose primary responsibility was to bring the region's local and state emergency preparedness stakeholders together to prepare the Baltimore Region Protective Action Coordination Guidelines. This report was completed and accepted in FY 2008. Given the complexity of the issues identified in the development of the Guidelines, work continues on the issues identified during development of the document.

One of the region's guiding principles is to develop a transportation investment strategy that improves vehicular, and bicycle and pedestrian safety. The BRTB and BMC staffs were actively involved in the development of the 2005-2010 and 2011-2015 Strategic Highway Safety Plans (SHSP) that serve as a blueprint to reduce crashes, injuries and fatalities of the traveling public. In FY 2008 and 2009, the BRTB sponsored the creation of a regional safety media campaign that targeted distracted driving among young drivers in the metropolitan region. Since FY 2010, BMC in partnership with the Maryland Highway Safety Office (MHSO) has implemented the Street Smart bicycle and pedestrian safety campaign to reduce the number of crashes and fatalities involving pedestrians and bicyclists in the region. In FY 2013, BMC staff will continue to expand this public outreach initiative to incorporate other partnerships and communication opportunities. Throughout FY 2013, BMC staff will work with local Community Traffic Safety Program (CTSP) coordinators as well as state and federal representatives to educate and train decision makers on system, driver and vehicle safety improvement strategies.

ADDITIONAL PLANNING STUDIES

NEW OR ONGOING PLANNING STUDIES:

BRAC

This encompasses planning efforts in anticipation of Base Realignment and Closure (BRAC) impacts surrounding both Aberdeen Proving Ground (APG) in Harford County and Fort George G. Meade (FGGM) in Anne Arundel County. Following through on the State of Maryland BRAC

Action Plan, MDOT completed a BRAC Commuter Bus Study in 2008, analyzing routes serving APG and Fort Meade.

MDOT completed traffic studies at heavily impacted intersections near APG and FGGM, looking at intersection and other minor improvements to provide relief in the near term. Construction activities have commenced at top priority projects at US 40/MD 715 and US 40/MD 159/MD 7 at APG, and at MD 175/Rockenbach Rd/Disney Rd at FGGM. Currently, MDOT is designing improvements for additional priority intersections identified in collaboration with BRAC stakeholders. Property has been procured for the Central Maryland Transit Maintenance Facility which is currently in design, and long-term improvements to MD 175 and MD 198 are in development at the State Highway Administration. Finally, MDOT is actively engaged in working with Maryland's BRAC-impacted installations to assist them in moving employees "the last mile" to the installation and points within it. The State is working with APG and FGGM to introduce Department of Defense-funded shuttle bus services to and from nearby MARC and Metro Stations, as well as other Transportation Demand Management solutions, including car and van pools, subscription bus services, and other practices that collectively serve to reduce Single Occupance Vehicle trips to the Installations.

MDOT is partnering with Harford County, the City of Aberdeen, and APG on improvements to the Aberdeen MARC Station, and. conducting planning for a MARC Storage and Maintenance Facility at the Edgewood Campus of Aberdeen Proving Ground, a project that will support future service expansions, as well as fully-funded improvements to the Edgewood MARC Station, where construction of facility upgrades commenced in the Fall of 2011. The project is expected to be completed in early 2013.

Aberdeen TOD

Designated by the state as a Transit Oriented Development priority site in 2010, Aberdeen's TOD Master Plan including the Station Square multimodal transportation/TOD concept plan, was completed in 2011. MDOT/MTA is partnering with the City of Aberdeen, and the Chesapeake Science and Security Corridor, conducting a feasibility analysis for the associated Station area improvements including pre-preliminary engineering, environmental, structural and transit operations analyses which will be completed by August 31, 2012.

I-795: Dolfield Interchange

The purpose of the I-795 at Dolfield Road Project Planning Study is to improve vehicular, pedestrian and bicycle accessibility along Dolfield and provide safety and capacity improvements along I-795 while supporting existing and planned development in the area. I-795 provides commuters in the area with access to points east and west, including Baltimore City and Westminster in Carroll County. The enhancements to I-795 and Dolfield would improve access, mobility, and safety for local, regional, and inter-regional traffic, including passenger and transit vehicles. Project Planning is fully funded with Baltimore County contributing \$625,000 and State Highway Administration is contributing \$1.875 million. Planning is ongoing and expected to be complete in 2012.

MD 198: Laurel Fort Meade Road

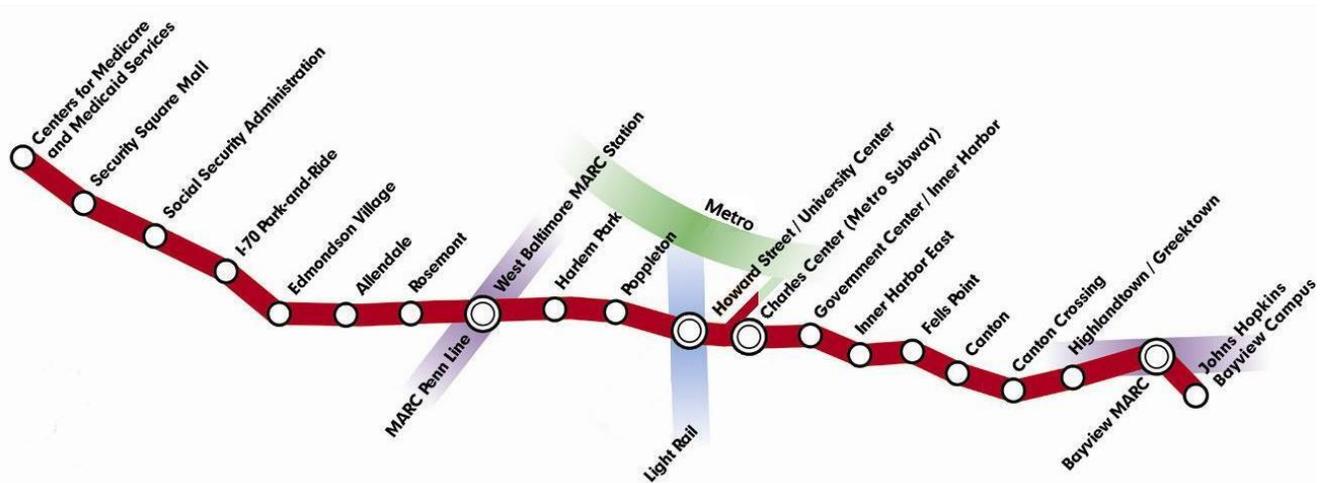
A study to address capacity needs on MD 198 from MD 295 to MD 32 (2.66 miles). Bicycle and pedestrian access will be provided where appropriate. MD 198 is a key link to Fort Meade from points south and west. The area in and around Fort Meade will likely experience substantial growth as a result of BRAC. Project planning is underway and is expected to be completed in Fall 2013. Anne Arundel County is contributing up to \$4.5 million to fully fund the planning phase. Planning is ongoing and expected to be complete in 2012.

Red Line Transit Corridor Study

The Baltimore Red Line, first identified and prioritized in the 2002 Baltimore Region Rail System Plan, represents the highest priority corridor within the Baltimore region for transit improvements. The proposed Red Line is a 14-mile, east-west light rail transit (LRT) line that comprises Baltimore County's Woodlawn employment and commercial centers, including the Social Security Administration; residential areas of West Baltimore; the downtown Baltimore CBD, including the University of Maryland medical and academic centers; nearby tourist attractions; residential, retail and commercial points in Inner Harbor East, Fells Point and Canton; residential communities in the Highlandtown area; and employment and medical institutions at the Johns Hopkins Bayview campus in east Baltimore City. The system would provide enhanced mobility; help to reduce congestion; support economic development and community revitalization initiatives; and expand transportation alternatives in the region. Approximately 59,000 daily boardings are estimated.

The 20 proposed stations along the Red Line will provide improved connectivity with existing transit systems such as MARC at the West Baltimore Station and a future MARC station at Bayview, light rail along Howard Street, and Metro at Charles Center, and with core and commuter bus routes. Commuter access will also be provided via park-and-ride facilities proposed at or near I-70, I-695, I-95 and/or I-895. The Red Line offers an expanded 21st century public transportation system in an already heavily traveled regional corridor, and will provide mobility benefits that are currently lacking in the region.

FTA Project Management Oversight Consultant (PMOC) coordination is underway as part of the formal FTA New Starts approval process to enter the Preliminary Engineering phase. Current activities include a FTA risk assessment that will review project scope, schedule, cost, and technical capacity; finalizing the real estate acquisition management plan; and development of a capital and operating financial plan. All submissions are subject to FOIA requests. Approval from FTA to begin Preliminary Engineering occurred in 2011. Preliminary Engineering and approval of the Final Environmental Impact Statement are scoped to be completed in Late 2013.



Statewide Freight Plan

The Maryland Statewide Freight Plan (SFP) was released in September 2009 and is moving into implementation. This is the first ever freight plan for Maryland and it provides a comprehensive overview of the State's current and long-range freight planning activities and investments. Additionally, the Statewide Freight Plan includes a Smart Growth element that makes it one of the first plans in the nation to address sprawl and land use. The Plan includes a

freight project needs inventory and set of corresponding policy initiatives. Outreach to public and private stakeholders across the State was done at the onset of the plan and at the final draft stage to identify freight system deficiencies and recommend solutions. The Freight Plan also includes a component to identify truck parking issues to address the continually increasing demand for spaces. The Freight Plan was designed to emphasize clear, achievable capital planning and implementation outputs that can be implemented within five-year and twenty-five year planning horizons. This effort was completed in September 2009 and was funded at a total cost of \$520,000 using State dollars.

Since its release, the Maryland Department of Transportation Office of Freight and Multimodalism (OFM) has led a series of implementation efforts. These efforts can be categorized as policy initiatives, performance measure development, and project development. Recent policy initiatives stemming from the freight plan include emergency truck parking development, milk hauler legislative provisions and support for increased funding for rail projects for both passenger and freight needs.

In January 2011, FHWA provided their Peer 2 Peer program which focused on Freight Performance Measures. BRTB helped MDOT facilitate holding the workshop in which the MPO's, MDOT's modes and other key stakeholders came together and developed a performance measure plan for multimodal freight, the first ever for MDOT. This important event was an important milestone in freight plan implementation work that has been taking place all year and will help Maryland to participate in and shape federal requirements for freight performance measures.

High Speed Intercity Passenger Rail Studies

OFM is also working on project development by supporting federally funded High Speed Intercity Passenger Rail (HSIPR) grants for the Amtrak Northeast Corridor (NEC) to advance major projects on the NEC, which are shared by both freight and passenger rail. Also, OFM is supporting the department's goal of increasing intermodal opportunities for the freight network through public private partnerships. OFM, the City of Baltimore and the Baltimore Metropolitan Council are working together on Port Access projects to identify a package of road improvements that would increase efficient freight flow for the Port of Baltimore. One major project OFM helped to advance is for a new rail yard for the Canton Railroad. OFM wrote a

grant for the federal Rail Line Relocation grant program and was awarded \$1.7 million that will go toward a new rail yard near Kane Street in Baltimore City.

New Office of Freight Multimodalism Studies

New studies for freight include a SHA/MDTA Freight Plan, a truck parking study for the State, support of the completed BMC Port Rail Access Study and a follow-on study for freight in the Port area, and additional intermodal analysis in the region.

Kirk Division Project Development

A study of community impacts from the operations at the existing Kirk Division facility resulted in beginning project development to reconfigure an expanded site to replace the 1940's era "legacy" facilities. This effort will address community air quality and noise concerns and improve Kirk Division's operating efficiency and the safety and security of the division and its employees. The project also includes the purchase (now in the final stages of condemnation proceedings) of a property across Kirk Ave. from the existing operations to improve operations and facilitate continued service during demolition and construction. No expansion of services from the Kirk Division is planned. Project planning was completed in Summer 2010. Project Design is currently underway.

PLANNING STUDIES INITIATED BUT NOW ON HOLD:

I-95 Section 200: North of MD 43 to North of MD 22

Study to investigate improvements to address capacity and safety needs on I-95 from north of MD 43 to north of MD 22 (18 miles). The study examined options to improve access, mobility and safety for local, regional and inter-regional traffic, including passenger, freight, and transit vehicles. The Finding of No Significant Impact (FONSI) was signed by FHWA in January 2011.

This study was fully funded for project planning at a cost of \$4.18 million by the Maryland Transportation Authority which reflects a decrease of \$1.8 million due to reduction of the right-of-way budget. On hold until funding becomes available for the next phase.

I-95: Carroll-Camden Access Study

The purpose of this Interstate Access Point Approval (IAPA) study is to further evaluate alternatives that will improve access to, and facilitate the redevelopment of the Carroll Camden

area, and also improve safety and operations along I-95 between Caton Avenue and Hanover Street. The results of this study will be used to begin discussions with the Federal Highway Administration (FHWA) regarding the appropriateness for IAPA, which would be developed as part of a NEPA study. The Maryland Transportation Authority (MdTA) began the IAPA study in January 2008 and was working closely with the City of Baltimore prior to the study being placed on hold. It is anticipated to be a 12-18 month study. The study is being fully funded by the MdTA, at a cost of \$563,000. Currently the team is waiting for a Traffic Impact Study for the proposed casino in Baltimore City.

I-70: Baltimore National Pike

A study to address current and future capacity needs on I-70 between US 40 and MD 32 (7 miles). This project would ease increasing congestion and improve safety along this segment of I-70. Project planning was being conducted using State funding up until late fall 2008, when it was put on hold due to the economic downturn. The estimated total cost of the study is \$3.0 million.

Green Line Transit Corridor Study

Planning work initiated as the Green Line Corridor Transit Study, defined as a 17-mile extension of the existing Baltimore Metro service from its current terminus at Johns Hopkins Hospital to White Marsh. The segment of the Green Line from Johns Hopkins University Hospital to Morgan State University was selected as one of the top three priority projects to begin implementation of the Baltimore Regional Rail Plan.

The Green Line Alternatives Analysis Study Draft Environmental Impact, initiated in 2002, examined the area between Johns Hopkins Hospital and Morgan State University, including the neighborhoods of Middle East, Broadway East, South Clifton Park, Darley Park, Coldstream Homestead Montebello, Ednor Gardens-Lakeside, and Hillen. This study identified several potential heavy rail transit (HRT), bus rapid transit (BRT), and light rail transit (LRT) alternatives for a roughly four-mile service extension. The study, placed on hold in 2004, outlined an approach that would have included: conceptual plan preparation; preliminary engineering and mode feasibility analysis; environmental screening; assessment of right of way issues; ridership potential; capital and annual operating costs; and extensive public involvement.

The project was restarted in November 2006, resuming work initiated in 2002. The work envisioned selection of a Locally Preferred Alternative (LPA), followed by a Draft Environmental Impact Statement (DEIS) and Preliminary Engineering/Final Environmental Impact Statement (PE/FEIS) phase to qualify for New Starts grant funding. Key restart activities included Preliminary Market Ridership Analysis, aerial mapping, project Web site implementation and continuous public outreach through a speakers' bureau. More than 100 people attended the first round of Public Open House meetings on the Green Line in early June 2008. Due to fiscal constraints and higher priority transportation projects, the Green Line Study has been placed on indefinite hold.

MARC Aberdeen Station Parking Expansion (East side)

Planning and Design for the Aberdeen MARC Station Parking Expansion project which includes design for an upgrade of APG road and an eastside parking facility on Taft Street is being completed but on hold for construction pending the completion and consistency with the Aberdeen TOD Master Plan and the availability of construction funding. This project approximately sixty-five (65) parking spaces at Taft Streets Lots A and B (phase I) and ninety (90) parking spaces on APG Road (phase II).

MARC Odenton Parking Expansion D & E

The project is on hold pending the outcome of the Transportation Public-Private Partnership Program (TP3) proposal evaluation.

Transportation Planning Elements

Essential to the Baltimore MPO's transportation planning effort is the ability to understand existing and future travel patterns and behavior. The FY 2013 UPWP will continue to support efforts to enhance transportation planning methods and analysis capabilities as we focus on regional travel demand in an attempt to determine the existing transportation network's ability to meet regional mobility needs. A key part of understanding future travel patterns and behavior is the use of a solid socioeconomic dataset. In FY 2001, BRTB staff was able to make use of the initial 2000 Census tabulations. Further information provided from the 2000 Census that specifically documented travel trends at the residence, workplace and as travel flows was contained in the 2000 Census Transportation Planning Package (CTPP). The 2000 Census data formed the base year of all forecast sets developed to date such as Round 5-D, Round 6 and 6-A, Rounds 7, 7-A, 7-B and the current Round 7-C. Census data and forecasts of

population, housing, and employment were used to update the BMC Community Profiles that sit on the BMC web site.

All forecast sets developed in conjunction with the Cooperative Forecasting Group (CFG) were used in conformity determinations of Transportation Improvement Programs for 2006-2013, 2007-2013, 2009-2013, 2010-2013, and 2011-2014. Specifically, the adoption of Round 7 in FY 2008 was utilized in planning projects and activities associated with *Transportation Outlook 2035*. In July 2010, the BRTB adopted Round 7-C forecasts for use in the development of the 2013 Baltimore Region Long Range Transportation Plan, *Plan It 2035 (the current Long Range Transportation Plan for the Region)*, the 2012-2015 TIP and its associated conformity determination.

During FY 2011, the BMC, as the federally-designated lead agency worked closely with local planning offices to develop 2010 Census geographic boundaries such as census tracts and census block groups. During that same period the BMC helped to promote participation in the 2010 Census in conjunction with the United States Bureau of the Census, the Maryland State Data Center and local governments. In FY 2011, BMC staff worked with local planning agencies to develop transportation analysis zones based on new census geography.

In FY 2011, BMC staff tabulated and evaluated the first release of 2010 Census data. The census data release enabled staff to incorporate this new information into deliberations on projects and programs to be included in Plan It 2035. Subsequent releases of very detailed 2010 Census data during FY 2012 enabled the BMC staff to conduct analyses and document variations in estimates between the 2010 Decennial counts and figures provided the American Community Survey. The comparison of estimates activity aforementioned is critical to the assessment of the usability of American Community Survey data.

Another large-scale activity undertaken by the BMC during FY 2012 is the development of the 2010 Master Establishment File (MEF). The MEF is based on the processing of the Maryland Department of Labor, Licensing and Regulation's ES-202 file for 2010. The ES-202 file contains information records with the number of employees, industry code, and location for nearly all private, non-profit, and government entities operating the Baltimore region. BMC staff conducted extensive quality control review and modifications of ES-202 records in conjunction with local Cooperative Forecasting Group members. The editing and expansion of the ES-202 file into a 2010 MEF and the data summaries that flow from this work will guide the

development of the 2010 base employment estimates by small area in the next round of socioeconomic forecasts.

During FY 2013, BMC staff will continue to work with the Cooperative Forecasting Group in the Baltimore area and coordinate with the Metropolitan Washington Council of Governments' CFG to jointly develop forecasts based on the interaction of the two regions. The Maryland Department of Planning (MDP) is also a partner in this endeavor. In FY 2013, BMC staff, with the approval of the Cooperative Forecasting Group (CFG), will develop new employment projections based on our research on estimating and forecasting employment data so that there is a consistent employment forecast dataset and accompanying long-range employment assumptions. These new employment forecasts will become a part of a new Round 8 Cooperative Forecasts. The Round 8 Cooperative Forecasts for population, households, and employment will be completed in FY 2013.

In recent fiscal years, BMC has collected or compiled a number of datasets, including the 2007/2008 Household Travel Survey, the 2007 On-Board Transit Survey, the American Community Survey, and data on regional traffic conditions such as GPS-based floating car travel time data and traffic counts. FY 2009 and 2010 was a time for data cleaning, GIS verification, as well as the initial documentation and reporting of the data. In FY 2013, staff will focus on making the most of these resources by using them to analyze regional travel trends and related policy issues. Examples of these include: sustainability initiatives, the aging of the population, and the movement in federal policy away from adding capacity, and toward management of the existing system.

Essential to the region's transportation planning efforts is BMC staff's maintenance of the Baltimore Region Travel Demand Model. A continuing program of model enhancements has been carried out over the past several fiscal years to ensure that the MPO's modeling capabilities are in line with the "state of the practice". In FY 2013, BMC staff will develop training/support materials to assist regional partners with use of the validated technical tool and the completed phase I (synthetic population generation) transition to activity base modeling. The region's technical tools will also be used in support of the development of a regional transit and freight plan. Further refinement and understanding of model assumptions used in mode choice model will be evaluated to support technical analysis related to the development of a transit plan. Coordination with State Highway Administration in applying enhanced freight modeling procedures developed for the statewide model will boost technical capabilities in the

support of a regional freight plan. The integration of EPA's mobile emission model MOVES with travel model output will continue in preparation for required conformity determination of plans and programs is conducted with EPA's new emission model beginning March 2013. The phased approach in the development of activity base model, building upon the completed phase I - synthetic population generation, will continue. The estimation of disaggregate models designed to simulate individual travel choices at the household level using previously collected reveal behavior will be initiated through the use of consultant services.

As quality of life needs and issues continue to be unpredictable, the influence is significant on regional travel behavior patterns. In an attempt to understand and plan, where possible, for the challenges imposed by the ever-changing marketplace, the BRTB continues to dialogue with our metropolitan planning organization colleagues in Washington, D.C. and Delaware to prepare a comprehensive list of inter-state transportation problems and opportunities, both current and future, that limit or enhance the interchangeability of living in one metropolitan region and working in another.

FIGURE 4

General Reporting Requirements	BRTB Response
A list of any active lawsuits or complaints naming the applicant which allege discrimination on the basis of race, color, or national origin with respect to service or other transit benefits.	None
A description of all pending applications for financial assistance, and all financial assistance currently provided by other federal agencies.	None
A summary of all civil rights compliance review activities conducted in the last 3 years.	None
A signed UMTA Civil Rights Assurance that all of the records and other information required under this circular have been or will be compiled, as appropriate, and maintained by the applicant, recipient, or sub-recipient.	Signed on August 23, 2005.
A signed standard DOT Title VI Assurance.	Signed on August 23, 2005.
Provide a written description of continuing planning efforts which are responsive to the requirements of Title VI to assure that transit planning and programming are nondiscriminatory.	The UPWP, TIP and LRP are all provided to the public for review and comment. MTA participates in the public meetings held on the TIP as part of their responsibility for 5307 funds.
Monitor the Title VI activities and/or programs of local transit system. In particular, the MPO is requested to provide documentation describing efforts to: identify minority communities that will be affected by proposed service changes, and provide technical assistance or guidance to local transportation providers in updating and developing Title VI information.	While MTA maintains ongoing activities with the public, the BRTB, through the UPWP is prepared to assist MTA in the evaluation of potential impacts. Several years ago, the BRTB provided a review of impacts overall and to minority communities of the initial Greater Baltimore Bus Initiative.
Provide a description of the methods used to inform minority communities of planning efforts relating to transit service and improvements.	The most timely method is an e-newsletter that is sent to all community association leaders, and interested citizens, called B'More Involved. This newsletter provides information on transportation meetings and hearings across the region. Additionally there is a printed newsletter and the BMC web site that provides information to the public.
Provide a written statement describing how minority groups or persons are afforded an opportunity to participate in local decision-making processes.	All committee meetings are open to the public, agendas and minutes are online and mailed upon request. Minority individuals are included on various committees and are generally represented by their local elected officials.
Provide a racial breakdown for transit-related nonelected boards, advisory councils or committees, and a description of efforts made to encourage the participation of minorities on such boards or committees.	Diverse representation on committees is encouraged. Minority members chair some committees and participate on others.

FY 2013 UPWP

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PROGRAM MANAGEMENT & COORDINATION

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PROJECT: UPWP MANAGEMENT

PURPOSE: To manage, coordinate, and guide the activities of the Unified Planning Work Program (UPWP) and the regional transportation planning process. This requires a variety of means including: direct involvement in planning activities, public education and public participation opportunities, and support of the multi-disciplined and multi-agency transportation committees essential to a coordinated regional planning process.

In FY 2013, the Baltimore Metropolitan Council (BMC) staff will continue to provide administrative support for the UPWP. Staff manages the work program and budget, and is charged with preparation of work programs, contracts and quarterly progress reports. Included within this budget category are non-staff expenses that support transportation planning functions. Typical expenses include: 1) staff training and education, and participation at meetings and other transportation-related seminars, workshops and conferences; 2) membership fees for professional organizations and associations; 3) publication costs including printing and design; 4) travel expenses; 5) preparation for special events; 6) purchase of computers and related software for BMC staff; 7) fuel expenses to support the congestion monitoring program; and 8) annual computer maintenance agreements for BMC and local/state participants.

The local jurisdictions are also responsible for a similar set of work tasks that are required as part of their involvement in the administration of the UPWP. This includes preparation of invoices and progress reports, financial reports, project work programs, annual UPWP contracts, and related correspondence. This activity also supports the professional development and training activities of the local government staffs.

BMC staff will prepare the detailed tasks associated with the development of the FY 2014 UPWP grant application and associated contracts with the member agencies of the Baltimore Regional Transportation Board (BRTB). The FY 2014 UPWP and budget will be scheduled for approval in Spring, 2013.

FY 2013 PERFORMANCE OBJECTIVES:

1. Manage the multi-year program of UPWP initiatives.
2. Prepare and process monthly progress reports and invoices associated with the work performed under the UPWP for the local jurisdictions and BMC staff.
3. Prepare the FY 2014 UPWP grant application and associated contracts in conjunction with the BRTB and Technical Committee and pertinent federal, state, and local agencies.
4. Provide and participate in seminars, workshops, and classroom-type courses designed to develop technical skills and broader perspectives on transportation-related subjects.
5. Continue to promote participation of minority business enterprises in the planning process and implementation of transportation projects within the Baltimore region in accordance with Title VI of the Civil Rights Act of 1964 and the requirements set forth in 49 CFR Part 23.
6. Promote Federal Transit Administration's policy to encourage private enterprise participation in the planning and provision of transportation services.
7. Provide support activity to the BRTB, Technical Committee, Interagency Consultation Group, Citizens Advisory Committee, Bicycle & Pedestrian Advisory Group, Freight Movement Task Force, Cooperative Forecasting Group, etc., including the preparation of meeting notices, minutes, agendas, mailings, and reports on issues of special committee interest.
8. Coordinate UPWP funded planning initiatives with non-UPWP funded transportation planning efforts of state and local jurisdictions of the Baltimore region.
9. Use the Internet for various transportation planning functions.

**BALTIMORE REGION UPWP
FY 2013 UNIFIED PLANNING WORK PROGRAM**

PRODUCTS/MILESTONES	SCHEDULE
Minutes, resolutions and special reports	Throughout Fiscal Year
Quarterly progress reports, invoices, and financial reports	Throughout Fiscal Year
FY 2013 UPWP amendments	Throughout Fiscal Year
FY 2014 UPWP and budget	3 rd Quarter
FY 2014 UPWP budget development and local contracts	4 th Quarter

PARTICIPANTS: Baltimore Metropolitan Council, City of Annapolis, Baltimore City, and Anne Arundel, Baltimore, Carroll, Harford, and Howard counties.

<u>BUDGET:</u>	Baltimore Metropolitan Council	\$535,000
	City of Annapolis	7,620
	Baltimore City	7,620
	Anne Arundel County	32,620
	Baltimore County	7,620
	Carroll County	7,620
	Harford County	7,620
	Howard County	<u>7,620</u>

TOTAL \$613,340

FHWA Share –	\$368,586
FTA Share –	\$122,086
MDOT Share –	\$53,500
Local Share –	\$69,168

PROJECT: LEGISLATIVE COORDINATION

PURPOSE: To review targeted state and federal legislative initiatives and inform the BRTB of the potential impact these initiatives may have on the transportation system and related interests in the Baltimore region.

This project includes the review and assessment of relevant transportation, environmental quality, and growth management legislation introduced during the year with specific emphasis on developments during sessions of the Maryland General Assembly and the United States Congress. Legislative status reports will be made available to the BRTB in a timely manner, and also placed online. A summary of the final disposition of legislation will be prepared following the Governor's bill signing sessions. As the new Federal surface transportation legislation is being developed, staff will track progress and advise members at critical junctures in the process. On September 30, 2009, SAFETEA-LU expired without new legislation in place. Congress has approved several continuing resolutions and extensions while the content of federal legislation is being crafted which will be monitored for its impact on metropolitan planning.

FY 2013 PERFORMANCE OBJECTIVES:

1. Review significant transportation, environmental quality, and growth management legislation introduced during the 2013 Maryland General Assembly.
2. Provide annotated legislative reports for BRTB members and the public.
3. Review and report on federal rulemaking activities that affect the interests of the region.
4. Track progress and issues related to the development of new surface transportation legislation.

**BALTIMORE REGION UPWP
FY 2013 UNIFIED PLANNING WORK PROGRAM**

PRODUCTS/MILESTONES	SCHEDULE
Review of federal legislative and policy initiatives	Throughout Fiscal Year
Review of other legislative-related activities as requested	Throughout Fiscal Year
Informational briefings and supporting documentation on the 2013 General Assembly	3 rd Quarter

PARTICIPANTS: Baltimore Metropolitan Council, City of Annapolis, Baltimore City, and Anne Arundel, Baltimore, Carroll, Harford, and Howard counties.

<u>BUDGET:</u>	Baltimore Metropolitan Council	\$40,000
	City of Annapolis	5,000
	Baltimore City	10,000
	Anne Arundel County	10,000
	Baltimore County	10,000
	Carroll County	10,000
	Harford County	10,000
	Howard County	<u>10,000</u>
	TOTAL	\$105,000

FHWA Share –	\$63,100
FTA Share –	\$20,900
MDOT Share –	\$ 4,000
Local Share –	\$17,000

PROJECT: PUBLIC PARTICIPATION AND COMMUNITY OUTREACH

PURPOSE: To allow both individuals and groups opportunities to participate in the regional transportation planning process. Public participation in the planning process is essential because it enables government agencies to understand and account for the concerns and needs of the public, particularly at times when key decisions regarding the region's transportation network are made.

In FY 2012, staff informed and engaged the public in a variety of ways. Some metrics are listed below:

- Conducted 16 comment periods on various plans and programs.
- Hosted 19 public meetings. In addition, there were 12 opportunities for the public to submit comments to the BRTB at their monthly meetings, including 2 meetings with elected officials and empowered representatives.
- Staff sent out 22 press releases, nearly 70 e-newsletters/announcements to an electronic mailing list of over 7,500 individuals.
- Over 300 posts to Twitter for *Plan it 2035*, *imagine 2060* and *B'more Involved*, increasing the number of followers by over 350 between December 2010 and January 2012. Cross-posts were also placed on these Facebook pages, which currently have over 200 followers.
- Promoted bicycle and pedestrian activities and involvement on Facebook page for Bike To Work Central Maryland, which currently has 470 subscribers.

Throughout FY 2013, staff will continue to support efforts to incorporate greater public participation in the decision-making process. An array of strategies will be used to educate the public as well as solicit more participation in the regional transportation planning process.

FY 2013 PERFORMANCE OBJECTIVES:

1. Provide staff support to the CAC and its subcommittees.
2. Coordinate specific opportunities for public participation at key points in the metropolitan planning process.

3. Review and respond to comments received during all public comment periods.
4. Use various means of communication (web site, e-newsletters, social media marketing, print mail, etc.) to educate and engage the public on the planning process, as well as promote key activities of the BRTB (for example, Bike to Work Day, *StreetSmart* and other safety campaigns, Clean Commute Initiative, etc.).
5. Implement the Public Participation Plan, Limited English Proficiency (LEP) Plan, and Title VI Plan. As needed, review and update these documents with CAC and public input.
6. Conduct outreach at events in the community and/or host BRTB sponsored events
7. Explore opportunities to engage the public in leadership and volunteer opportunities. For example, staff will explore opportunities for CAC members or other individuals to serve as outreach volunteers to educate the public at community events, fairs, festivals, etc. about the transportation planning process and/or to solicit public input.
8. Work with the Citizens Advisory Committee (CAC) to reach out to populations who traditionally have not participated in the planning process, youth, transit dependent individuals, and people who do not typically utilize the internet to access public information or participate in civic life.
9. Provide innovative opportunities for citizen input via the Internet, using visualization and crowdsourcing techniques, and other appropriate means.

In FY 2013, anticipated public participation opportunities include:

- BRTB meetings (Monthly) – Provide opportunity for public comment on agenda; Report on comments and activities by Public Involvement Coordinator
- FY 2014 Unified Planning Work Program (2nd and 3rd Quarters) - Public comment period and public meeting(s) as per Public Participation Plan (PPP)
- TIP and TIP Amendments - Public comment period and public meeting(s) as per PPP.
- Updates to Public Participation Plan Limited English Proficiency Plan, and Title VI Plan (as needed).

**BALTIMORE REGION UPWP
FY 2013 UNIFIED PLANNING WORK PROGRAM**

In FY 2013, anticipated products and milestones include:

PRODUCTS/MILESTONES	SCHEDULE
CAC Meetings	Monthly (or as needed)
Press releases	Throughout Fiscal Year
<i>B'More Involved</i> and other e-newsletters	Throughout Fiscal Year
Social Media Marketing	Throughout Fiscal Year
Web-based surveys	Throughout Fiscal Year
Conduct outreach and participation at events	Throughout Fiscal Year
Maintain web site and, when possible, add new visualization tools and opportunities for public comment and crowdsourcing	Throughout Fiscal Year

PARTICIPANTS: Baltimore Metropolitan Council

BUDGET: **\$150,000**

FHWA Share – \$90,142
 FTA Share – \$29,858
 MDOT Share – \$15,000
 Local Share – \$15,000

PROJECT: PROFESSIONAL CONSULTANT SERVICES

PURPOSE: To retain consultant services for work activities in the Unified Planning Work Program (UPWP) that requires external support due to complexity or uniqueness of the tasks. These work efforts will strengthen the overall regional transportation planning process and expand the capabilities of the Baltimore MPO. BMC will utilize transportation consultants to expand the activities funded in the UPWP and to provide services that are currently not available to the MPO.

In recent years, consultants were utilized in various activities; these included: collection of traffic count data; review and application of the regional land use model; continued integration of environmental mitigation in the planning process; an update to the Access 2000 study; a study to assess freight impacts in a localized area; and an initial look at activity based modeling by assessing the development of synthetic population. Comments and recommendations from these consultants' activities enhance the decision-making ability of the region's transportation professionals and provide input to BMC staff.

In FY 2013, the continued use of consultant services will be employed. Consultant services will be used but not limited to the following activities:

Trip Generation Studies – As directed by BRTB, identify if observed trip generation rates for area sites match those published in the ITE Trip Generation Manual.

Model Development – Utilize technical assistance to allow for improvements to the regional travel demand model.

Improve Evacuation Procedures – Activities that follow-up on a FY 2010 tabletop exercise.

Traffic Monitoring Program – Obtain portable and classified traffic counts throughout the region for use in the travel demand model and for local traffic management purposes.

Regional Transit Analysis – Follow-up studies to FY 2012 activities as directed by the BRTB.

Regional Freight Analysis – Follow-up studies to FY 2012 activities as directed by the BRTB.

FY 2013 PERFORMANCE OBJECTIVES:

1. Prepare "Requests for Proposals" as needed.
2. Participate in review of technical consultant proposals as needed.
3. Review and comment on products for consistency with project objectives.

PRODUCTS/MILESTONES	SCHEDULE
Consultant contracts	Throughout Fiscal Year
Memoranda/Reports	Throughout Fiscal Year

PARTICIPANTS: Baltimore Metropolitan Council, Consultants

BUDGET: Consultants **\$715,000**

FHWA Share – \$429,678
FTA Share – \$142,322
MDOT Share – \$71,500
Local Share – \$71,500

**LONG-RANGE
TRANSPORTATION PLANNING -
SYSTEM LEVEL**

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TASK: LONG-RANGE TRANSPORTATION PLANNING

PURPOSE: To maintain the regional planning process in response to guidance in the Metropolitan Planning Regulations. To produce the plan guiding long-term investments in the region's transportation systems.

Plan It 2035 – Recap of FY 2012 Activities

The Baltimore Regional Transportation Board (BRTB) approved the Baltimore region's Long Range Transportation Plan, known as *Plan It 2035*, on November 14, 2011. Subsequently, the FHWA and FTA gave their approval of the Plan, and the US EPA accepted the finding that the projects and programs in the Plan conform to the budgets established in the State Implementation Plan as part of the region's efforts to comply with national ambient air quality standards.

Plan It 2035 is intended to set the region's transportation direction through policies and goals over at least the next 20 years (through the horizon year 2035). As part of this process, the BRTB identified future capital transportation system investments, including allocations for system operations, system preservation, and selected system expansion projects and programs.

The overall planning effort involved:

- Working with the Maryland Department of Transportation to estimate the amount of anticipated revenues available to fund *Plan It 2035* projects over the next several decades;
- Considering and accounting for factors such as air quality conformity and other environmental impact mitigation issues, improved performance in the safe and efficient movement of people and goods (including implementation of techniques and activities identified through a comprehensive Congestion Management Process), and opportunities to increase multimodal capacity, either through providing additional transportation alternatives or through improving system operations and efficiency;
- Considering and accounting for other factors that could affect the performance and maintenance of the transportation system (e.g., expected demographic changes

over the next several decades, prospects for economic development and growth, policies and trends related to land use and responsible growth, the potential for climate change, concerns about public health, etc.);

- Developing regional transportation goals and strategies to reflect these factors, incorporating input from the agencies and jurisdictions, the public, and federal policy guidelines;
- Applying criteria based on the adopted goals and strategies to evaluate and rank (with assistance of the Maryland Department of Planning for PFA compatibility) the projects submitted for consideration by the agencies and jurisdictions;
- Working with the Maryland Department of Transportation to develop cost estimates for submitted projects;
- Using the results of the evaluation/ranking process to develop a fiscally constrained preferred alternative, including allocations for system operations and preservation and a list of recommended system expansion projects, for review and approval by the BRTB;
- Mapping the proposed list of system expansion projects as a means for agencies, jurisdictions, the public, and other interested parties to see the location and extent of anticipated investments;
- Accounting for the proposed preferred alternative in the regional travel demand model;
- Determining any effects the projects and programs in the proposed preferred alternative may have on the region's air quality attainment status;
- Assessing the impact, positive or negative, on environmental justice communities in the region from the proposed projects and programs;
- Coordinating the regional long-range planning process with state and environmental resource agencies, as mandated by federal law and policy;
- Developing performance measures by which the BRTB can evaluate the effectiveness of implemented projects in addressing regional concerns and objectives;

- Conducting a collaborative dialogue among the federal and state governments, the region's jurisdictions, the public, and other stakeholders throughout the process to ensure that the goals, strategies, projects, and programs in *Plan It 2035* considered input from members of the public and other stakeholders on transportation-related values and preferences as well as federal policies regarding livability, sustainability, and accommodation of all surface transportation modes;
- Developing a draft *Plan It 2035* and Air Quality Conformity Determination for review by the public and other stakeholder groups, the technical committees, and the BRTB; and
- Producing a final *Plan It 2035* and Air Quality Conformity Determination for review and approval by the BRTB and subsequent FHWA, FTA, and US EPA review and approval.

***Plan It 2035* – Planned FY 2013 Activities**

During FY 2013, as directed by the BRTB, staff will apply the adopted performance measures to monitor system performance relative to the broad goals in *Plan It 2035*. The BRTB has asked staff to report annually on system performance. This reporting could take the form of comparing baseline data included in *Plan It 2035* with more recent data as they become available from partner agencies (and local jurisdictions, if necessary). Also, staff will consider the possible use of a grading system to help the BRTB and the public understand whether or not the region is making progress in the areas designated for monitoring.

Another important FY 2013 activity directly related to *Plan It 2035* is the continuing public outreach effort. Staff wishes to make sure that *Plan It 2035* remains a living document after it has been published and approved. A good way to accomplish this is to continue to conduct outreach activities to inform and educate the public and other stakeholder groups about the goals, strategies, projects, and programs in *Plan It 2035*. These activities can include participating in public or stakeholder group events (e.g., speaking at a meeting), publishing articles in BMC or stakeholder group newsletters, holding open house meetings, etc.

An FY 2013 activity indirectly related to *Plan It 2035* is integrating the Plan’s goals, strategies, projects, and programs into the activities identified under the regional transit analysis and regional freight analysis tasks. This will help ensure continuity between the general goals of the long-range plan and the specific objectives of the transit and freight analyses. It also will improve accountability as staff evaluates and devises ways in which transit- and freight-related objectives can follow through on the goals and strategies the BRTB adopted in *Plan It 2035*.

FY 2013 PERFORMANCE OBJECTIVES:

1. Work with partner agencies and jurisdictions to gather data relative to adopted system performance measures related to each of the *Plan It 2035* goals.
2. Report to the BRTB on system performance, using the performance measures identified in *Plan It 2035*.
3. Conduct outreach efforts to continue to inform and educate the public and other stakeholders about the goals, strategies, projects, and programs in *Plan It 2035*.
4. Apply *Plan It 2035*’s goals, strategies, projects, and programs to inform and guide the work under the regional transit analysis and regional freight analysis tasks.

PRODUCTS/MILESTONES	SCHEDULE
Using input from partner agencies and jurisdictions, gather data relative to adopted system performance measures related to each of the <i>Plan It 2035</i> goals	1st Quarter
Report to the BRTB on system performance, using the performance measures identified in <i>Plan It 2035</i>	2nd Quarter
Conduct outreach efforts to continue to inform and educate the public and other stakeholders about the goals, strategies, projects, and programs in <i>Plan It 2035</i>	Ongoing
Use <i>Plan It 2035</i> ’s goals, strategies, projects, and programs to inform and guide the work under the regional transit analysis and regional freight analysis tasks	Ongoing

PARTICIPANTS: Baltimore Metropolitan Council, Maryland State Highway Administration, Maryland Transit Administration (need to work with state partner agencies to gather data as part of performance monitoring)

BALTIMORE REGION UPWP
FY 2013 UNIFIED PLANNING WORK PROGRAM

BUDGET: **\$75,000**

FHWA Share	\$45,071
FTA Share	\$14,929
MDOT Share	\$ 7,500
Local Share	\$ 7,500

PROJECT: MONITORING & MANAGING THE TRANSPORTATION NETWORK

This project is divided into four task activities:

- Congestion Management Process
- Operations Planning
- Safety Planning & Analysis
- Travel Monitoring Program

TASK: CONGESTION MANAGEMENT PROCESS

PURPOSE: Study and analyze travel patterns to minimize congestion and enhance the ability of goods and people to move more effectively in the Baltimore region using a systematic, ongoing, and integrated process.

The Congestion Management Process (CMP) provides a flexible, rational system for addressing congestion challenges across modal lines, and at different geographic scales and time spans. It shares with other transportation systems management and operations concepts an objectives-driven, performance-based approach to metropolitan transportation planning, and represents the leading edge of systems management practice for urban areas.

FY 2013 CMP Activities include:

Advancing the use of real-time operations data for planning purposes in coordination with SHA and University of Maryland. BMC, SHA, and other regional stakeholders will develop and utilize a common set of performance measures that rely on operations data.

Identifying key stakeholders to include in the CMP Advisory Committee and work with the committee to conduct corridor studies. It is envisioned that this committee will meet on an as-needed basis and develop a framework and guidelines for the FY 2013 update of the CMP. The Committee will identify new corridors for monitoring, analysis, examining and tracking improvements to the transportation system for effectiveness in impacting congestion.

Strengthening the Planning and NEPA/environmental element of the CMP - The CMP will include continued coordination to better link planning and NEPA/environmental planning efforts as appropriate. As part of the State Highway Administration's Interagency Review process for project planning, staff will continue to participate as a commenting agency offering recommendations on related project tasks and coordination with the MPO planning process.

Travel Monitoring Program

The Travel Monitoring Program (TMP) will be an integral part of the CMP and will provide data and analysis support to the CMP advisory committee. The CMP and TMP teams will work closely to develop data and analysis programs that support regional CMP activities.

Congested Corridor Analysis

In FY 2013, staff will focus on one or more regionally significant corridors for detailed analysis. This will include evaluation of travel conditions in the sub-area as a result of residential and population growth, freight, safety, transit, or multi-modal activity. This continued monitoring process will enhance efforts to develop mitigation strategies in response to travel conditions.

FY 2013 PERFORMANCE OBJECTIVES:

1. Regional Congestion Status Report.
2. Working papers on data sources and performance measures.
3. Participate in SHA's Interagency Review process and Interagency Manager's meetings.

PRODUCTS/MILESTONES	SCHEDULE
2013 Congestion Management Annual Status Report	4 th Quarter
Congestion Trends Summary Fact Sheet	Quarterly
Participate in SHA's Interagency Review process and Interagency Managers Meetings	Throughout Fiscal Year

PARTICIPANTS: Baltimore Metropolitan Council, Maryland Department of Transportation, State Highway Administration, Maryland Transit Administration, Maryland Transportation Authority, FHWA, and Member Jurisdictions

BUDGET: **\$150,000**

FHWA Share –	\$90,142
FTA Share –	\$29,858
MDOT Share –	\$15,000
Local Share –	\$15,000

TASK: OPERATIONS PLANNING

PURPOSE: To improve the movement of people and goods, and to increase the safety and efficiency of the transportation system through enhanced coordination of existing management and operations (M&O) activities and implementation of new M&O activities.

This task is intended to integrate M&O projects and protocols into mainstream transportation planning and to foster continued development of M&O strategies and applications. Staff has been working on this effort for more than a decade and considerable progress has been made on identifying regional operational needs, developing a robust committee structure, and engaging non-traditional transportation stakeholders (i.e., police, fire, emergency management).

In FY 2013, in addition to continued support of on-going M&O efforts (i.e., supporting operations committees, coordination with neighboring regions, and participation in the Maryland Statewide ITS Architecture work), staff will focus on identifying greater opportunities to integrate operations further into the transportation planning process, particularly through closer coordination with the regional Congestion Management Process. The US DOT is moving toward measuring system performance and using the results to focus improvement efforts on the most critical areas in the short- and long-term (referred to as “objectives-driven, performance-based” planning). Staff will refer to US DOT guidance and publications as well as our past operations efforts (i.e., committee work, the *Baltimore Regional M&O Strategic Development Plan*) to direct our work to link operations to the CMP, which will further integrate operations into the transportation planning process. The Congestion Management Process task in this UPWP provides additional details about these coordinated efforts, as well as how system performance measures will be used.

In an effort to get a better understanding of how operations projects are planned and implemented, staff will continue to identify additional stakeholders with whom to coordinate, such as SHA Districts.

In FY 2012, the Baltimore Regional Operations Coordination (B-ROC) Committee changed its name to Traffic Incident Management for the Baltimore Region (TIMBR) to stress that the focus is traffic incident management. The group will continue to meet bi-monthly to improve communication, coordination and cooperation needed for safe and efficient traffic incident management in the region. In FY 2012, the TIMBR Committee completed work on the Traffic Incident Management On-line Training Course. BMC staff will continue to work with TIMBR in FY 2013 to publicize the availability of this free resource for emergency responders. The TIMBR Committee initiated the Funeral Procession Task Force in FY 2010. In FY 2011, it developed Guidelines for Funeral Processions as well as a Funeral Procession Contact List. BMC staff maintains the Contact List and distributes it quarterly with updates. In FY 2013, the Funeral Procession Task Force will monitor the implementation of the Funeral Procession Guidelines and evaluate if any revisions are needed. In FY 2012, the Escorted Motor Rides Task Force was initiated by the TIMBR Committee to address resource requests and coordination related to police escorted motorcycle rides. This Task Force will continue its work in FY 2013.

The Traffic Signal Subcommittee, chaired by Anne Arundel County, will meet quarterly to coordinate regional signal issues and develop programs/projects to improve signal timing in the region. The Signal Subcommittee will also coordinate with the CMP and corridor analysis teams to identify potential projects that could be eligible for CMAQ and/or other types of funding.

In April 2005, the State prepared the Maryland Statewide ITS Architecture that supersedes an earlier regional architecture. The Maryland Statewide ITS Architecture was updated in December 2009. All ITS planning activities and projects in the Baltimore region will be consistent with the Maryland Statewide ITS architecture. The *M&O Strategic Deployment Plan* provides recommendations for updates to the Maryland Statewide ITS Architecture for applicable high priority projects, and these will be included in the Maryland Statewide ITS Architecture as implementation proceeds. Additional updates will be provided to the State as they are warranted. Staff will work

with US DOT representatives to ensure all ITS initiatives are consistent with federal guidelines. Projects submitted to the TIP are identified as M&O initiatives and tracked.

BMC staff participate in various local and state operations groups (such as Baltimore City's JFX Response Plan task force, SHA's Mobility/Economy Key Performance Assessment Council, etc.). A member of BMC staff is a member of the TRB Regional Transportation Systems Management & Operations (RTSMO) Committee and its Planning for Operations Subcommittee. In addition, BMC staff is a co-chair of the RTSMO Regional Traffic Incident Management Subcommittee. BMC staff also actively participates on the AMPO Operations Work Group and in ITS Maryland. Participation in these groups facilitates staff development and learning about projects and lessons learned around the country.

FY 2013 PERFORMANCE OBJECTIVES:

1. Participate in and support the operations subcommittees.
2. Continue to identify funding opportunities for new M&O projects, expansion of existing M&O projects, and inclusion of M&O components in programmed/planned projects.
3. Continue to implement recommendations in the M&O SDP.
4. Continue to ensure that ITS activities are consistent with US DOT guidelines and the Maryland Statewide ITS Architecture.
5. Advance the projects of the TIMBR Committee by working with agencies involved in operations to enhance operational coordination.
6. Hold an incident management conference if funding is available.
7. Initiate high priority signal coordination projects as identified by the Traffic Signal Subcommittee, as funding becomes available.
8. Work with public and private stakeholders to expand the availability of real-time traveler information in the region.
9. Coordinate with regional CMP activities.

TASK: SAFETY PLANNING & ANALYSIS

PURPOSE: To develop a safety planning activity that produces a comprehensive, system wide, multi-modal, proactive process that integrates safety into transportation planning; and through partnerships with member organizations, the process can continue through programming, project development and implementation. The objective of this activity is to develop opportunities to reduce crashes, injuries, and fatalities as it relates to the region's transportation network.

One of the region's seven guiding principles is to improve safety. This principle requires the region to identify projects and programs that reduce the number of crashes and fatalities for motorists, transit users, bicyclists and pedestrians on our facilities. A key aspect of this task is addressing existing safety concerns, as well as incorporating safety into the planning process through partnerships and communications efforts.

The BRTB and BMC staff continues to play an active role in the implementation of the state's 5-year (2011-2015) Strategic Highway Safety Plan (SHSP). The SHSP is a blueprint for reducing crashes, fatalities, and injuries across the state and the region BMC staff will work with SHA on a corridor-based approach to safety programs.

The regional safety committee will identify safety needs and priorities for the region in FY 2013 and help implement safety programs such as Street Smart and other campaigns. BMC staff will continue to identify key stakeholders and partners to add to this committee in FY 2013. Staff will also work with Regional Traffic Safety Program coordinators to support data analysis and public outreach initiatives undertaken at the state, regional and local levels.

The issue of safety is also an aspect of many other initiatives undertaken in the UPWP. In freight planning, improving railroad grade crossing safety and commercial vehicle operational safety are issues under investigation. Bicycle and pedestrian planning activities include assessing the availability of sidewalks and safe access routes for pedestrians. Bicycle safety classes in conjunction with Bike-to-Work Day promotions

TASK: TRAVEL MONITORING PROGRAM

PURPOSE: To monitor traffic conditions throughout the Baltimore region for a multitude of planning needs such as inputs to the regional travel demand model, air quality data, the Congestion Management Process (CMP) and the LRTP process.

Transportation-related trends monitoring is of particular importance in the regional transportation planning process. Not only does such an activity provide data on travel changes, but it is also utilized in the validation of regional travel and land use models. The Regional Traffic Monitoring Program is not new to the UPWP. On an ongoing basis, count data from numerous information sources has been tabulated, reported and used in various applications by BMC, state and local staffs. Data ranging from Highway Performance Monitoring System (HPMS) counts, hourly traffic volumes, vehicle occupancy counts, vehicle mix, to level of service measurement are major components of the BMC regional data collection program. The BRTB would like to promote additional pedestrian and bicycle counting in the region. This effort will be coordinated through the Bicycle and Pedestrian Advisory Group.

Traffic Counts: In FY 2012, BMC staff continued to conduct a comprehensive regional traffic count program for the Baltimore region. The Regional Traffic Monitoring Program includes the collection of counts at more than 600 locations, collected on a three-year cycle. Additionally, BMC staff has access to SHA's traffic data intranet that includes a significant amount of regional count information, including trends. Traffic counts for the year 2011 were gathered from various sources and tabulated.

In FY 2013, work will continue in collecting and tabulating traffic count data from multiple sources and putting it into a database for use in the travel demand model. Analysis of available hourly traffic counts will help provide more detailed information for the travel model. Classification counts will be collected and reviewed to better update data files used in air quality modeling. Count data will be analyzed, shared with the Technical Committee, and documented.

GPS Speed and Travel Time Collection: Since 1998, Global Positioning Systems (GPS) technology has been utilized to collect and analyze travel data to better evaluate transportation plans and programs. In FY 2012, staff collected GPS data on 23 routes to and from Aberdeen Proving Ground and Fort Meade during the AM and PM peak periods. This “post-BRAC” data will be analyzed and compared to pre-BRAC data collected in 2007-2008 in a task report. In FY 2013, staff will utilize and process 3rd party GPS probe data being made available through the Regional Integrated Information Transportation System (RITIS) through the University of Maryland’s Center For Advanced Transportation Technology (CATT Lab) to monitor conditions on the regions freeways and incorporating it the regional Congestion Management Process (CMP). In-house GPS data collection will be used for the region’s arterial network.

Activity Centers: In FY 2011 during the Spring months of March to May, BMC staff collected morning peak period (7-9 AM) vehicle occupancy and classification count information at six activity centers (Annapolis, Columbia, Fort Meade, Hunt Valley, Owings Mills and Towson), a total of 38 locations. For FY 2012, BMC staff conducted occupancy and classification data including transit bus passengers numbers at 38 locations bordering the Baltimore City Central Business District (CBD). This data will also be collected during the 7 AM to 9 AM morning peak travel time. For FY 2013, the five activity centers of Bel Air, BWI Airport, Westminster, White Marsh, and Woodlawn / Social Security data will be collected in the same manner. This is the continuation of the regional activity data collection program that has been ongoing since 1987 that includes the 12 activity centers that are counted on a three-year cycle. Fiscal Years 2011, 2012 and 2013 complete the typical three-year cycle of data collection during the morning peak travel time done during the Spring months at 107 total locations of all 12 activity centers. At the request of the BRTB, BMC staff will explore studies on special centers such as the Port, Airport or hospitals.

Trip Generation: Building off of prior efforts, the BRTB has requested that BMC staff review whether observed trip generation rates for certain land uses are consistent with the rates published in the Institute of Transportation Engineers (ITE) Trip Generation

Manual. BMC staff will perform this work potentially with a consultant coordinating with Anne Arundel County staff.

FY 2013 PERFORMANCE OBJECTIVES:

1. Collect and tabulate traffic counts to enhance the Baltimore region traffic database.
2. Utilize 3rd party GPS probe data to monitor conditions on freeways for use in the Congestion Management Process.
3. Produce summary tabulations of travel trends data from the regional travel database.
4. Obtain and process GPS data on arterial roads throughout the region.
5. Produce data products from several data sources to support the CMP.
6. Prepare activity center summary tables that show average auto occupancy and vehicle classification characteristics.
7. Prepare a task report comparing GPS data collected in FY 2012 (post BRAC) with 2007/2008 data collected before the BRAC process had begun.

PRODUCTS/MILESTONES	SCHEDULE
Highway traffic counts, vehicle occupancy and vehicle mix data	Throughout Fiscal Year
Technical memoranda documenting data collection activities	Throughout Fiscal Year
Travel data products to support the CMP and Vision process	Throughout Fiscal Year
Update Online Regional Traffic Count Database	4 th Quarter
Presentation and documentation materials	4 th Quarter
Activity Center Vehicle Occupancy/Classification summary	4 th Quarter

PARTICIPANTS: Baltimore Metropolitan Council, State Highway Administration, Anne Arundel County

BALTIMORE REGION UPWP
FY 2013 UNIFIED PLANNING WORK PROGRAM

<u>BUDGET:</u>	Baltimore Metropolitan Council	\$160,000
	State Highway Administration	<u>32,110</u>

	TOTAL	\$192,110
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FHWA Share –	\$115,448
FTA Share –	\$ 38,240
MDOT Share –	\$ 19,211
Local Share –	\$ 19,110

PROJECT: INTERMODAL PLANNING

This project is divided into four task activities:

- Bicycle and Pedestrian Planning
- Freight Mobility Planning
- Transit Coordination
- Human Service Transportation Coordination

TASK: BICYCLE AND PEDESTRIAN PLANNING

PURPOSE: To strategically develop and implement a regional bicycle, pedestrian and greenways transportation plan that promotes opportunities for an integrated multi-modal transportation system.

Since the adoption of *Action Plan 2001: Bicycle, Pedestrian and Greenways Transportation Plan* as part of the 2001 BRTP, work continues to be directed toward twelve action plan strategies in order to implement and continue to refine the Plan. The Bicycle and Pedestrian Advisory Group (BPAG) will continue to assist in this task. In FY 2012, the BPAG completed an update to the 2001 plan, and continued to move toward full implementation of the plan, as updated. In FY 2013, action items will continue to be performed to implement the plan and jurisdictions will be provided with additional resources to enhance public involvement and eligible funding opportunities.

The BPAG, with staff support, will continue to serve state and local transportation professionals by providing bicycle and pedestrian expertise in all phases of planning and implementation. In FY 2012, the BPAG continued to perform regular comprehensive review of activities submitted for inclusion in the Transportation Improvement Program (TIP). This review identified activities which, either directly or indirectly, could influence conditions for bicycle and pedestrian access in the region. In FY 2013, the TIP review will again be conducted. BMC staff participated in the review process for the statewide distribution of Safe Routes to School (SRTS) funds. In FY 2013, BMC will continue to review SRTS funding proposals as well as Transportation Enhancement Program (TEP) funding proposals.

In FY 2012, the BPAG activities included educational outreach both to the membership of the BRTB, as well as to the region in general. The BPAG conducted further research into topics paramount to its goal of improving bicycle and pedestrian access in the region. Work products included a white paper on insuring the provision of sidewalks through the development review process, and the Access to Rail Stations in the Baltimore Region Update. Public education and encouragement programs, including Bike-to-Work Day and StreetSmart, continued to grow and raise the profile of pedestrian and bicycle transportation and safety in the region, and will be continue to grow and develop in FY 2013.

In FY 2013, BPAG will focus on implementation of recommendations from existing plans and follow-up studies to complement previous work, as well as on collecting data to support the further implementation of existing plans. BPAG will explore the creation of a regional bike route system by conducting a study of potential regional bike network routes (including identifying cross-jurisdictional routes that are suited or could be easily retrofitted for substantial bicycle travel by users of varying ability levels, developing prototypes for uniform wayfinding signage, and analyzing traffic volumes and geometric features on potential routes for opportunities to implement road diets or other cost-efficient bicycle treatments).

Additionally, staff will work with jurisdictions with rail stations on implementation of recommendations related to the Access to Rail Update. BPAG will also coordinate with the Travel Analysis unit to incorporate bicycles and pedestrians into regional traffic counting activities and explore creation of a regional bicycle and pedestrian database. Other research topics will include the impacts of density and street connectivity on walkability, as a follow-up to the first white paper on pedestrian connectivity. BPAG will also participate in educational activities and outreach related to ADA accessibility and Transition Plans, and will help to educate and coordinate with the BRTB on this important topic.

FY 2013 PERFORMANCE OBJECTIVES:

1. Support the Bicycle and Pedestrian Advisory Group
2. Review project submittals to the TIP
3. Review TEP proposals
4. Review statewide SRTS proposals
5. Support local B2WD events in all jurisdictions
6. Increase participation in, and visibility of, Bike-to-Work Day
7. Conduct region-wide outreach on ADA issues
8. Coordinate bicycle and pedestrian data collection and sharing efforts throughout the region

PRODUCTS/MILESTONES	SCHEDULE
Staff Bicycle and Pedestrian Advisory Group	Bi-Monthly
Hold regional bicycle & pedestrian data collection & sharing forum	2nd Quarter
Produce additional educational materials	Throughout Fiscal Year
Conduct TIP and TEP reviews	3 rd Quarter
Conduct SRTS Review	4 th Quarter
Coordinate B2WD events	3 rd and 4 th Quarters

PARTICIPANTS: Baltimore Metropolitan Council, local jurisdictions, MDOT (SHA and MTA), MDE, MDP, DHMH, universities, and bicycle / pedestrian / greenways advocates

<u>BUDGET:</u>	Baltimore Metropolitan Council	\$80,000
	Baltimore City	3,810
	Anne Arundel County	3,810
	Baltimore County	3,810
	Carroll County	3,810
	Harford County	3,810
	Howard County	3,810
	City of Annapolis	<u>3,810</u>
	TOTAL	\$106,670

BALTIMORE REGION UPWP
FY 2013 UNIFIED PLANNING WORK PROGRAM

FHWA Share-	\$64,103
FTA Share-	\$21,233
MDOT Share-	\$ 8,000
Local Share	\$13,334

TASK: FREIGHT MOBILITY PLANNING

PURPOSE: To incorporate goods movement (freight transportation) into the regional transportation planning process.

The Baltimore region is Maryland's leading goods movement center. Each year, more than 307 million tons of freight valued at nearly one trillion dollars move over Baltimore's highway, rail, port, and airport facilities, serving domestic and international demand for a wide range of goods. While much of the freight-supporting infrastructure operates reliably, congestion on these facilities will continue to be a major challenge as personal vehicle traffic and freight traffic will grow significantly in the future. Between 2003 and 2030, freight on the region's transportation system will nearly double, with significant percentage increases across the modes and the largest volume increase in truck tonnage. Recognizing this increasing demand on all modes, the region is proactively planning for the future to accommodate increased goods movement through a number of different planning activities—including operations (truck parking, travel demand management) and new capacity (e.g., I-95 Express Lanes). In partnership with the Maryland Department of Transportation (MDOT), the BMC is planning for the future of freight in the region. In addition to growth in domestic freight, international trade is projected to nearly double in volume between 1998 and 2020 and the resulting growth is likely to present challenges to U.S. ports and border gateways.

The FMTF serves as an advisory committee to the BRTB. Its function is to provide a voice for public and private freight transportation stakeholders. The FMTF offers recommendations to the BRTB for consideration in the Transportation Improvement Program and Baltimore Regional Transportation Plan. The FMTF's quarterly meetings provide valuable information exchange for the freight community and the public agencies serving their needs. The FY 2013 meetings will provide an opportunity for the freight community to participate in the regional freight analysis to be developed in 2013. FMTF meetings afford the opportunity for public and private sector organizations to dialog and report updates on the status of studies or projects underway, etc. In addition

to the information exchange, the FMTF and its subcommittees make decisions on the priorities for freight studies and recommendations regarding BMC staff activities.

In FY 2011, the BRTB and the FMTF initiated a study to evaluate rail served properties in proximity to the Port of Baltimore (Port) to understand land uses and capacity opportunities and to develop a generic database, potentially usable by all stakeholders, describing real estate properties that currently serve, or can potentially serve, Class One, shortline and switching freight railroads. Data will assist the stakeholders in understanding where the freight rail land uses are and where new capacity could be developed. Discussions with key stakeholders are underway to identify next steps and how the database can be updated and used for marketing rail-served properties.

In FY 2013, staff will continue efforts to incorporate the freight community's recommendations into the Baltimore regional transportation planning process. More specifically, staff activities will support:

- Regional freight analysis to prepare for growth into and out of the Port of Baltimore as a result of the expansion to the Panama Canal.
- Explore the use of the Investigative Intermodal Transportation and Inventory Cost Model (ITIC)
- Establish data on highway truck usage and growth rates by types of facilities
- Demand/Production Flows – apply FAF-3 data and other technical tools
- Regional Freight Performance measures – coordinate with CMP
- Developing freight corridors in the region with descriptions of freight facilities.
- Develop GIS information regarding regional warehousing facilities and distribution centers.
- Provide input and support MDOT initiative to study benefits of developing a marine corridor in the region.
- the BRTB's Freight Movement Task Force (FMTF)
- *Maryland Moves: A Freight News Quarterly*
- Maintaining and updating a freight web page on the BMC web site.
- Explore emissions from major activity centers

In addition to supporting the FMTF, staff participate in other freight groups, contribute to MDOT studies, and develop freight transportation planning skills and community outreach. Staff works to integrate freight interests and needs from various groups into the overall transportation planning process and into specific areas such as Management and Operations. These groups include the Council of Supply Chain Management Professionals-Baltimore Chapter, Baltimore-Washington International Airport Development Council, Baltimore-Washington International Airport Partnership, Washington Council of Governments-Aviation Subcommittee, Maryland Motor Truck Association Committee Meetings, the I-95 Corridor Coalition-Intermodal Program Track Committee, and the Association of Metropolitan Planning Organizations.

FY 2013 PERFORMANCE OBJECTIVES:

1. Convene quarterly FMTF meetings and expand participation among Baltimore region freight stakeholders.
2. Work with the FMTF to conduct one or more studies relevant to regional freight movement issues.
3. Produce a quarterly snapshot on freight activity and information relevant to the freight community.
4. Continued participation in other freight groups.

PRODUCTS/MILESTONES	SCHEDULE
Convene Freight Movement Task Force meetings	Quarterly
Conduct one or more studies and prepare reports	Throughout Fiscal Year
Continue working with the I-95 Corridor Coalition	Throughout Fiscal Year
Pursue opportunities for reductions in freight emissions	3 rd & 4 th Quarters
<i>Maryland Moves: A Freight News Monthly e-Newsletter</i>	Quarterly

PARTICIPANTS: Baltimore Metropolitan Council, MDOT, SHA, MdTA, MPA, Local Jurisdictions

BALTIMORE REGION UPWP
FY 2013 UNIFIED PLANNING WORK PROGRAM

<u>BUDGET:</u>	Baltimore Metropolitan Council	\$120,000
	City of Annapolis	2,500
	Baltimore City	5,000
	Anne Arundel County	5,000
	Baltimore County	5,000
	Carroll County	5,000
	Harford County	5,000
	Howard County	<u>5,000</u>
		\$152,500
FHWA Share –	\$91,645	
FTA Share –	\$30,355	
MDOT Share –	\$12,000	
Local Share –	\$18,500	

TASK: TRANSIT COORDINATION

PURPOSE: To develop recommendations and strategies to improve transit service in the Baltimore region, to improve transit access to employment and services, to promote economic development opportunities, and to reduce dependence on single-occupant vehicles.

Recap of FY 2012 Activities

In FY 2012, BMC staff worked with the Maryland Transit Administration (MTA) and the Baltimore Regional Transportation Board (BRTB) and its committees to evaluate transit projects and programs proposed by local jurisdictions and the public for inclusion in the FY 2012-2015 Transportation Improvement Program (TIP) and the regional long-range transportation plan, *Plan It 2035*. This included ensuring, to the extent possible, that TIP and *Plan It 2035* projects and programs incorporate common transit objectives and priorities as identified in the BRTB's regional goals as well as in local comprehensive plans and transit development plans.

Staff also worked with the Maryland Department of Transportation to develop anticipated revenue levels and with the MTA to develop reasonable cost estimates. This helped to ensure that the TIP and *Plan It 2035* meet the requirement for fiscal constraint. Another important task was to establish measures of performance for gauging transit system effectiveness relative to the regional goals of improving safety, preserving the existing transportation systems and facilities, improving accessibility, and promoting economic opportunity.

Coordination continued with state, local, and private transit operators as well as local jurisdictions and stakeholders to improve transit service performance and utilization. This included maintaining the working agreement with the MTA and locally operated transit agencies to ensure appropriate involvement in the regional transportation planning process. Also included was participation in planning of the proposed Red Line to assist MTA and local jurisdictions and to maintain a regional focus in the planning process.

Planned for FY 2013

A major task for FY 2013 will be a regional transit analysis. The BRTB has directed BMC staff and/or its consultants to look at existing transit systems, services, and users to identify needs, analyze potential markets and corridors, and develop recommendations and strategies to improve transit in the region. Depending on how the BRTB decides to proceed, this work may be divided into two phases:

1. (a) gather information about current transit system users and user needs, system assets, service areas, service gaps, and barriers to coordination; (b) develop short-term, low-cost strategies to better serve existing transit system users, make the most efficient use of existing assets, expand service areas, fill service gaps, and remove barriers to coordination

2. evaluate potential technologies (vehicles, facilities, support systems, information systems) to better serve current and future transit system users; evaluate potential transit corridors and types of transit that would best serve them; evaluate potential financing mechanisms (including pros and cons of regional transit financing authorities and their applicability to the region); develop long-term, cost-effective, fiscally constrained strategies to improve and expand service

Maintaining the working agreement with the MTA and locally operated transit agencies will continue to be a priority in FY 2013. Included in the working agreement is a Transit Work Group. This group met once in FY 2012 (to review transit projects proposed by the public). An objective for FY 2013 is to hold more frequent meetings to discuss regional transit needs and get a transit perspective on regional issues and concerns.

Continuing in FY 2013, participation in planning of the proposed Red Line will be ongoing as needed. BMC will assist MTA where possible in meeting the challenges of the highly competitive federal New Starts funding program.

From a general perspective, as well as from the perspective of the scope of the regional transit analysis, the BRTB will continue to (1) explore opportunities to engage transit users in the transit planning process and (2) coordinate with MTA and local transit

agencies to foster and improve coordination and information-sharing. Staff will review local Transit Development Plans as they are updated to assess consistency of the plans with the goals and strategies in *Plan It 2035*, especially with respect to accessibility and mobility. Staff will coordinate quarterly reports from MTA to the Technical Committee, and will continue producing an electronic newsletter to inform transit planners and providers of new initiatives, funding opportunities, and changes to transit services in the region.

In accordance with the Federal Transit Administration's guidelines on Environmental Justice and equity (as promulgated in recent FTA circulars), the BRTB will continue to assess planning efforts to ensure that transit planning and programming activities are equitable and inclusive. In addition, staff will work with MTA and local transit systems to provide technical assistance or guidance for updating and developing Title VI documentation.

FY 2013 PERFORMANCE OBJECTIVES:

1. Complete regional transit analysis, Phase 1: information gathering; identification of current transit system users and user needs, system assets, service areas and service gaps, and barriers to coordination; and development of short-term, cost-effective strategies to improve service
2. Review recommendations of key state and local transit and comprehensive plans to ensure consistency in goals, priorities, and performance criteria.
3. Coordinate with MTA and local jurisdictions to develop a strategy for regional transit planning, including land development opportunities and priorities.
4. Foster dialogue and information sharing to better serve transit planners and operators in the region, possibly via electronic newsletter format.
5. Provide technical and procedural support to the Red Line planning process.

BALTIMORE REGION UPWP
FY 2013 UNIFIED PLANNING WORK PROGRAM

PRODUCTS/MILESTONES	SCHEDULE
Regional transit analysis, Phase 1	Throughout fiscal year
Review of state & local transit plans for consistency	Throughout fiscal year
Facilitate Transit Work Group meetings	Periodically
Produce Transit e-Update	Periodically
Provide Technical Assistance for Red Line Planning Process	Throughout fiscal year

PARTICIPANTS: Baltimore Metropolitan Council, MTA, local transit agencies, local jurisdictions, MDOT, Federal Transit Administration, Private Operators

<u>BUDGET:</u>	Baltimore Metropolitan Council	\$145,000
	City of Annapolis	2,500
	Baltimore City	5,000
	Anne Arundel County	5,000
	Baltimore County	5,000
	Carroll County	5,000
	Harford County	5,000
	Howard County	<u>5,000</u>
		\$177,500

FHWA Share –	\$106,668
FTA Share –	\$ 35,332
MDOT Share –	\$ 14,500
Local Share –	\$ 21,000

TASK: HUMAN SERVICE TRANSPORTATION COORDINATION

PURPOSE: To address transportation needs of the elderly, individuals with disabilities, and low-income residents in conjunction with ongoing transit, paratransit, and community-based transportation planning activities.

Several SAFETEA-LU initiatives support the ongoing human service transportation planning efforts of the MPO. For example, under SAFETEA-LU, the following programs are funded: Federal Transit Administration Section 5310 program (Elderly Individuals and Individuals with Disabilities), Federal Transit Administration Section 5316 program (Job Access and Reverse Commute), Federal Transit Administration Section 5317 program (New Freedom), and United We Ride program. These programs seek to coordinate federally-funded local transportation programs for the elderly, disabled, and lower-income individuals. Priorities to address SAFETEA-LU's human service transportation through involvement in state and local transportation coordinating committees, Section 5310, Section 5316, and Section 5317 grant reviews, and planning mobility options for the elderly and disabled will be pursued.

Efforts to address the job access needs of low-income individuals will continue in FY 2013 via continued implementation of the Baltimore Area Coordinated Public Transit - Human Services Transportation Plan. This Plan also includes Elderly Individuals and Individuals with Disabilities and New Freedom eligible projects and programs. Under the federal transportation program of SAFETEA-LU, this comprehensive service plan will maximize transportation options for the elderly, disabled and low income.

Applications for funding through the Elderly Individuals and Individuals with Disabilities, Job Access and Reverse Commute, and New Freedom grants will be presented to the MPO once staff has reviewed for compliance with the Baltimore Area Plan and the regional short and long range transportation plans. BMC staff will continue to review the goals of the Maryland Coordinating Committee for Human Service Transportation Five-Year Plan, including detailed comparative reviews of the coordination provisions of regional grant applications. This BMC effort will ensure that regional applicants can

successfully compete for funding in the annual statewide grant selection process and provide improved service coordination throughout the region.

Also, in FY 2013, staff will continue to participate in and provide coordination, outreach, and technical assistance to the Maryland Department of Disabilities, Maryland Department of Aging and local Aging Agencies, Maryland Research Consortium, local governments, and community organizations that seek to enhance and extend safe mobility for the region's rapidly growing elderly population. Barriers to coordination within the region have been more evident and work will be done to assist in removing those barriers. As part of its efforts to support the New Freedom and United We Ride programs, BMC staff will seek opportunities to provide safe mobility, travel training, and outreach assistance to organizations that are working to improve travel options for the elderly, disabled, and low-income individuals. Staff will participate with the MTA in the review and selection of grant applications for funding under the Maryland Senior Rides Program, and will provide support services to MTA related to SAFETEA-LU's human service transportation programs.

A new focus for BMC's human services transportation planning activities in FY 2013 will be livability and the incorporation of active transportation into the menu of options available to seniors and persons with disabilities. Research increasingly has demonstrated the benefits of physical activity for people of all ages, but elderly persons can receive particular physical and mental health benefits from exercise and time spent outdoors, and factors such as lack of accessible sidewalks and street crossings, land use decisions by human services agencies and senior housing developers, and fear of street crime or injury can keep seniors from receiving the exercise they need and maintaining the crucial independence of being able to run simple errands without relying on others. In preparation for the next update of the Coordinated Public Transportation and Human Services Transportation Plan, staff will complete a white paper on land use and pedestrian accessibility for human services facilities and senior housing and conduct outreach to human services providers and the Maryland Coordinating Committee for Human Services Transportation regarding ways to reduce costs and

enhance the lives of their clients by facilitating active transportation options, including pedestrian access to fixed-route transit.

FY 2013 PERFORMANCE OBJECTIVES:

1. Review grant requests for funding under the Section 5310, the Section 5316 JARC, the Section 5317 New Freedom, and Maryland’s Senior Rides program.
2. Identify and explore solutions to barriers that presently limit the independent mobility of seniors, persons with disabilities, or low income workers, or the coordination of paratransit services in the region.
3. Assist candidate organizations that could help establish or expand community-based transportation and rideshare services, including active transportation encouragement programs for target populations.
4. Complete and present research on land use, active transportation, and human services transportation.

PRODUCTS/MILESTONES	SCHEDULE
Review applications for funding under coordinated 5310, 5316, and 5317 programs for BRTB consideration	Throughout Fiscal Year
Participate in meetings to assist with coordination of human services transportation and hold forum	Throughout Fiscal Year
Assist in reviewing applications for the Senior Rides program	3 rd & 4 th Quarters
Provide support to non-profit organizations in maximizing travel options for their elderly, disabled, or low income clients	Throughout Fiscal Year
Complete white paper on land use, active transportation, & human services; present findings to MTA and Maryland Mobility Managers	1st & 2 nd Quarters

PARTICIPANTS: Baltimore Metropolitan Council, MTA, local jurisdictions, human service and aging agencies, private non-profit and for profit organizations

BALTIMORE REGION UPWP
FY 2013 UNIFIED PLANNING WORK PROGRAM

BUDGET: **\$75,000**

FHWA Share – \$45,071
FTA Share – \$14,929
MDOT Share – \$ 7,500
Local Share – \$ 7,500

PROJECT: SYSTEM ACCESS PLANNING

This project is divided into two tasks:

- Emergency Preparedness Planning
- Transportation Equity Planning

TASK: EMERGENCY PREPAREDNESS PLANNING

PURPOSE: To increase the safety and security of the transportation system through enhanced coordination, communication, and cooperation of the region's emergency responders.

Prior to September 11, 2001, staff worked with emergency responders to enhance the region's traffic incident management program, which focuses on "typical" regional incidents (i.e., a crash that closes one or more travel lanes, a tornado, a small hazardous material spill, etc.). After that date, with the increased emphasis on security and evacuation planning, staff has also been involved in work to improve coordination, communication, and cooperation during "atypical" large-scale incidents (i.e., hurricanes, acts of terrorism, etc.). These planning efforts take an all-hazards approach.

Emergency planning work supports the BRTB as well as the Baltimore Urban Area Homeland Security Work Group (UAWG). The Transportation & Public Works Committee pursues daily operations and public works topics as well as supports homeland security / emergency preparedness planning. This Committee submits annual project funding requests to the UAWG. BMC staff has taken and will continue to take the lead in preparing the project proposal submissions for the UAWG. Funded projects to date have focused on evacuation planning. BMC staff acts as project manager on the homeland security-funded projects. In FY 2013, this committee will continue to provide input to the UAWG, as well as work to identify and discuss day-to-day operational issues.

The Disaster Debris Planning Task Force, which meets quarterly, addresses coordination issues related to disaster debris planning and removal. In past years, this group held three disaster debris focused exercises to identify and resolve coordination

issues, the most recent being in mid FY 2012. In FY 2013, staff will work with the Task Force to address action items identified in the After Action Report / Implementation Plan. In FY 2011, BMC staff compiled a list of Resolved Issues of the Task Force which is updated as the Task Force comes to agreement on regional issues. This group, which falls under the T&PW Committee, will continue to meet in FY 2013. BMC staff will continue to provide support to this Task Force and act as project manager for its projects.

Staff also supports other regional emergency preparedness planning efforts through an association with the UAWG and its other subcommittees. Specifically, staff continues to support the Baltimore Region Technology Group which works to identify regional emergency-related technology issues that should be addressed as well as investigates potential technologies to use in the region. Staff also regularly attends the UAWG and Emergency Planner Subcommittee meetings to provide a transportation perspective on emergency preparedness planning.

FY 2013 PERFORMANCE OBJECTIVES:

1. Participate in and support emergency preparedness planning committees.
2. Address issues identified in the tabletop exercise focused on the transportation aspects of evacuation.
3. Address issues identified in the tabletop exercise focused on disaster debris response and recovery.
4. Work with emergency preparedness planning committees to identify other issues to pursue.

PRODUCTS/MILESTONES	SCHEDULE
Committee meeting minutes	Throughout Fiscal Year
Address issues identified in the tabletop exercise focused on the transportation aspects of evacuation	Throughout Fiscal Year
Address issues identified in the Disaster Debris Tabletop Exercise 2011	Throughout Fiscal Year
Support the UAWG and its subcommittees as needed	Throughout Fiscal Year

PARTICIPANTS: Baltimore Metropolitan Council, City of Annapolis, Baltimore City, and Anne Arundel, Baltimore, Carroll, Harford, and Howard counties, Maryland Department of Transportation, State Highway Administration, Federal Highway Administration, Maryland Transit Administration, Maryland Transportation Authority, Maryland Aviation Administration, Maryland Port Administration, Maryland Emergency Management Agency, and other public and private partners.

<u>BUDGET:</u>	Baltimore Metropolitan Council	\$100,000
FHWA Share –	\$62,270	
FTA Share –	\$17,730	
MDOT Share –	\$10,000	
Local Share –	\$10,000	

TASK: TRANSPORTATION EQUITY PLANNING

PURPOSE: To incorporate principles of transportation equity and environmental justice into the regional transportation planning process and to work to address transportation-related concerns raised by communities within the region.

Transportation equity is a general term that considers the distributional effects or “fairness” of decisions in the area of transportation planning and investments. In the past, an environmental justice (EJ) focus had been on the location of facilities, such as landfills. Recently, more attention has been directed to the patterns of transportation investments and the delivery of services. Specifically, transportation equity focuses on a number of key areas and populations. This is emphasized in current federal transportation legislation, known as SAFETEA-LU. Specifically, SAFETEA-LU focuses on expanding transportation options in several ways: for people with disabilities (New Freedom), improving reverse access commuting (Job Access and Reverse Commute), and researching accessibility and identifying ways to make improvements (Transportation Equity Research Program). Transportation equity also looks at issues of aging and access to transportation by low-income, minority, and limited English proficient individuals and communities.

During FY 2012 US DOT, along with all federal agencies, reviewed Executive Order 12898 “Federal Actions to Address Environmental justice in Minority Populations and Low-Income Populations” which had been signed by President Clinton on February 11, 1994. As part of that process BMC staff attended several events sponsored by US DOT to stay abreast of the changes and areas of emphasis. Working with the CAC and other interested parties, the BRTB updated the Title VI and Limited English Proficiency Plans to reflect federal intent and lessons learned in the region.

During Spring of 2012 the BRTB sponsored a workshop to provide BRTB members and the public with the new FTA Circulars that provide a sharper distinction between the requirements for Title VI and Environmental Justice.

As part of this update, staff utilized American Community Survey data from tables in the 2005-2009 datasets. The data generated allowed for updated maps and refreshed the region’s understanding of the location of various groups that are generally understood as under-represented in the TP process.

FY 2013 PERFORMANCE OBJECTIVES:

1. Continue to integrate equity-related analysis and activities into regional planning efforts, as well as other opportunities where appropriate.
2. Implement the Title VI and Limited English Proficiency (LEP) plans.
3. Collaborate with the Citizens Advisory Committee (CAC) to reach out to populations who traditionally have not participated in the planning process, youth, transit dependent individuals, and people who do not typically utilize the internet to access public information or participate in civic life.
4. Monitor the BRTB-adopted DBE Policy and provide periodic reviews of its effectiveness.

PRODUCTS/MILESTONES	SCHEDULE
Implement Title VI/LEP plans	Throughout Fiscal Year
Collaborate with CAC to conduct outreach	Throughout Fiscal Year
Integrate and coordinate outreach to low-income, minority, and LEP communities throughout planning process	Throughout Fiscal Year
Monitor DBE goals	Throughout Fiscal Year

PARTICIPANTS: Baltimore Metropolitan Council

BUDGET: \$75,000

FHWA Share – \$45,071
 FTA Share – \$14,929
 MDOT Share – \$ 7,500
 Local Share – \$ 7,500

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**DATA DEVELOPMENT
AND
MODEL ENHANCEMENTS**

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PROJECT: GENERAL DEVELOPMENT AND COMPREHENSIVE PLANNING

This project is divided into three task activities:

- Development Monitoring
- Cooperative Forecasting Process
- 2010 Census and American Community Survey

TASK: DEVELOPMENT MONITORING

PURPOSE: To track new land development patterns in the region, by type (residential, commercial, industrial, etc.), location and timing.

Development tracking is important to the transportation planning process to determine the placement of household and employment growth and associated impacts and demands on the region's transportation network. Ongoing contact with state and local agencies provides data needed for this activity. Since FY 2003, the *Building Permit Data System* at the Baltimore Metropolitan Council has been serving the region with various products and services: (1) statistical summary reports of planned building activity across the Baltimore region is compiled on a monthly basis from the building permits received and processed by BMC; (2) the reports include analysis of regional trends, supported by maps and charts highlighting notable development activity, as well as a comparison with the national trend during the reporting period; and (3) BPDS.online allows users to search the building permit files and to retrieve those items directly online through subscription.

During FY 2008, BMC staff developed pilot monitoring programs to report on mixed-use development programs and the number of residential units associated with such projects as well as the initiation of a program to track "green" environmentally oriented new construction authorizations. In FY 2009, BMC staff conducted the first full fiscal and calendar year of capturing and reporting on mixed-use and "green" permits. This activity was enhanced during FY 2011 and continues through FY 2013.

During FY 2012, BMC staff reviewed new development patterns in the region to determine their consistency with the objectives of Maryland's Smart Growth Initiatives and Priority Funding Areas as well as locally designated priority funding areas. Three principal monitoring activities were carried out: (1) compiled development announcements from regional/local media, local economic development agencies, SHA project reports, and other sources within the local planning/development community; (2) analyzed actual residential development relative to existing and proposed water and sewer service areas and created a report documenting development activity; and (3) prepared quarterly and special reports of construction plans derived from the Building Permit Data System. In FY 2012, BMC staff made formal presentations on these construction monitoring activities to the Technical Committee.

In FY 2011, BMC staff beta-tested and piloted the implementation of software applications to automatically capture and integrate mixed-use and "green" permit data into our database. For FY 2013, BMC staff will continue implementation of software applications to post our mixed-use and "green" permit data into our reports on construction activity and post these results on our web site.

FY 2013 PERFORMANCE OBJECTIVES:

1. Prepare monthly and quarterly reports of plans for new residential and non-residential development.
2. Prepare analyses of building permit activity by water and sewer service areas and priority funding areas.
3. Prepare residential growth "hot spots" report.
4. Continue to develop and implement applications for capturing and reporting special building permits.
5. Prepare semi-annual reports on "green" permits.

BALTIMORE REGION UPWP
FY 2013 UNIFIED PLANNING WORK PROGRAM

PRODUCTS/MILESTONES	SCHEDULE
Reports on residential/non-residential development plans	Monthly/Quarterly
Reports on “green” construction activity	Semi-Annual
Report on residential hot spots	3 rd Quarter
Analyses/Maps on residential building permit activity by water and sewer services areas and priority funding areas	4 th Quarter

PARTICIPANTS: Baltimore Metropolitan Council

BUDGET: \$210,000

FHWA Share – \$126,199
FTA Share – \$ 41,801
MDOT Share – \$ 21,000
Local Share – \$ 21,000

TASK: COOPERATIVE FORECASTING PROCESS

PURPOSE: To generate socio-economic and demographic data through a process that reviews changes in local land development patterns as the result of changing local policies or new developments in the market. This data is a vital input to the regional travel demand forecasting process and the development of the Long Range Transportation Plan.

In FY 2013, this work element provides for maintaining a liaison with state and local demographers and economic development officials to monitor regionally significant development issues. Discussions will continue with the Metropolitan Washington Council of Governments as bi-regional forecasts are prepared and updated. Periodic meetings between the Cooperative Forecasting Group (CFG) and its counterpart at the Metropolitan Washington Council of Governments are included in these activities.

An activity that emerged for FY 2007 was the development of estimates that were incorporated into new socio-economic projections based on the impacts of the Base Realignment and Closure (BRAC) 2005 Commission's decision for military installations and office space in the Baltimore region. The federal military's decisions to shift federal civilian and military personnel to new locations will profoundly affect population, housing, and employment forecasts. Each socio-economic forecast set developed by the BMC in conjunction with the CFG since FY 2007 has incorporated individual jurisdiction estimates and projections of BRAC activity from Round 7 to the current Round 7-C. In FY 2013, BMC staff will continue to conduct research to determine the magnitude of these changes by geographic area. These findings will be incorporated into the Round 8 Cooperative Forecasts.

In FY 2011, BMC staff purchased and processed the 2009 ES-202 file that is the basis for current year small area employment estimates. The processing and review of the 2009 ES-202 provided BMC and local jurisdiction staffs with the technical expertise to process the 2010 ES-202 file that BMC staff used for the long-range transportation plan and its validation of 2010 U.S. Census Bureau at-place employment estimates. The result of this FY 2011 activity was the creation of the 2009 Master Establishment File

(MEF). BMC supported local jurisdiction efforts to develop employment estimates at the jurisdiction and small area level. It purchased the 2010 ES-202 in early calendar 2011 and conducted processing, quality control and analysis of the file. This work was necessary to continue the creation of a 2010 Master Establishment File scheduled for completion, after review by local planning agencies, in FY 2013.

In FY 2013, BMC staff, with the approval of the CFG, will develop new employment projections based on its research on estimating and forecasting employment data to create a consistent employment forecast dataset and accompanying long-range employment assumptions. CFG will incorporate these new employment forecasts into its next Cooperative Forecast, Round 8. In addition, BMC will continue to provide technical assistance as requested by the BRTB.

FY 2013 PERFORMANCE OBJECTIVES:

1. Update and document assumptions for 2010-2020 forecasts to account for new development announcements/ decisions through January 2013.
2. Document proceedings of Cooperative Forecasting Group meetings.
3. Create small area employment forecasts 2010 – 2040 by economic activity area for use in the BMC travel demand model.
4. Document comparisons between Round 7C and Round 8 long-range population, household and employment forecasts required in the BMC travel demand model.
5. Coordinate joint meetings to continue discussions on bi-regional growth assumptions with the Baltimore and Washington forecasting groups.
6. Provide small area residential and employment estimates and forecasts to local jurisdictions on request..
7. Continue data compilation, data development and technical assistance to BMC partners.
8. Coordinate meetings with local Planning Directors.
9. Complete processing, incorporate local planning agency updates and re-tabulate 2010 employment estimates by small area based on the Maryland Department of Labor, Licensing, and Regulation's ES-202 file.

**BALTIMORE REGION UPWP
FY 2013 UNIFIED PLANNING WORK PROGRAM**

PRODUCTS/MILESTONES	SCHEDULE
Complete 2010 MEF development by incorporating local planning agency quality control results and re-tabulate 2010 ES-202 file	1 st Quarter
Prepare and document updated short-term 2010-2020 forecasts of population and households	2 nd Quarter
Create 2010 – 2040 small area population and household forecasts	2 nd Quarter
Prepare and document new regional and jurisdictional employment forecast methodologies	2 nd Quarter
Create 2010-2040 small area employment forecasts by NAICS sector for use in the travel demand model	2 nd Quarter
Document proceedings of Cooperative Forecasting Group	Throughout Fiscal Year
Provide data to local jurisdictions upon request	Throughout Fiscal Year
Provide data compilation, data development and technical assistance to the BRTB	Throughout Fiscal Year

PARTICIPANTS: Baltimore Metropolitan Council, Maryland Department of Planning, City of Annapolis, Baltimore City, and Anne Arundel, Baltimore, Carroll, Harford, and Howard counties

BALTIMORE REGION UPWP
FY 2013 UNIFIED PLANNING WORK PROGRAM

<u>BUDGET:</u>	Baltimore Metropolitan Council	\$210,000
	Anne Arundel County	\$34,650
	Baltimore City	\$54,630
	Baltimore County	\$35,000
	Carroll County	\$38,115
	Harford County	\$76,230
	Howard County	<u>\$76,230</u>
	TOTAL	\$524,855

FHWA Share –	\$315,411
FTA Share –	\$104,473
MDOT Share –	\$ 21,000
Local Share –	\$ 83,971

TASK: 2010 CENSUS AND AMERICAN COMMUNITY SURVEY

PURPOSE: To review, analyze and develop relevant (transportation) products from data released by the Department of Commerce, U.S. Bureau of the Census for use in the Baltimore region.

A system of Community Profiles, based on 2000 Census and 2000 MEF data was implemented in FY 2003. BMC staff has updated Community Profiles with existing MEF data and data from the 2008 American Community Survey. FY 2013 will see updates of these profiles using new employment data by NAICS codes and the incorporation of population and travel behavior data from the 2010 American Community Survey, the 2010 Master Establishment File and the 2010 U.S. Census.

The U.S. Census Bureau released its first small area summaries of the American Community Survey (ACS) in late calendar 2010. The ACS has replaced the U.S. Census Bureau's decennial long-form questionnaire and provides small area data on an annual basis. Since these data are developed annually, the Census Bureau will conduct continuous quality control assessments because a very different sample of households is used as compared to previous census activities. In FY 2010, BMC staff analyzed and reported on the Census Bureau's 2006 - 2008 multi-year ACS product through presentations to the Technical Committee and the Baltimore Regional Transportation Board. In FY 2011, BMC staff conducted similar activities for data from the 2005 – 2009 ACS product. Presentations were made to these same groups highlighting results from the U.S. Census Summary File 1.

The BMC produced maps and community profiles for both the ACS 2005-2009 and the Census 2010 data release. These were available online in the form of static maps as well as interactive maps with profiles. BMC has supplied data and technical assistance in using these products to local jurisdictions and other organizations. In FY 2013 BMC plans to enhance the way demographic data is available online with expanded web maps and data profiles.

Throughout FY 2010, BMC staff provided technical Assistance to local planning agencies and the U.S. Census Bureau Philadelphia Regional Office in delineating 2010 Census statistical geography at the census tract and block group level for its preliminary files and final review files. BMC continued its outreach late in FY 2011, working with local jurisdictions to delineate Traffic Analysis Zones and Districts. In FY 2012, BMC coordinated with MDP to create 2010 Public Use Microdata Areas (PUMAs). BMC staff will assist in any follow-up activities by the U.S. Census Bureau, MDP or local jurisdictions on ensuring complete Census products during FY 2013.

In FY 2013, BMC staff will continue their analysis on the usability and reliability of this annual census product by comparing it with existing census data and data from the five-year (2006-2010) ACS product by small area. An updated report will continue to highlight data problems and opportunities and will detail how these data should be used in travel demand forecasting. Data from the ACS will also be compiled and analyzed to assist in Environmental Justice equity analyses as needed. During the third quarter of FY 2011, the U.S. Census Bureau released 2010 decennial census data from its PL 94-171 Redistricting data. BMC staff used these data to compare results between 100% decennial census data compilations versus ACS sample data by small area. BMC staff closely scrutinized these data and identified margins of error and/or discontinuities between 100% data and sample data.

FY 2013 PERFORMANCE OBJECTIVES:

1. Analyze American Community Survey demographic and housing characteristics and procedures for using these data as inputs to the travel demand modeling process.
2. Update Community Profile series, based upon 2006 – 2010 ACS five-year sample data and the 2006 – 2010 Public Use Microdata files.
3. Generate topic reports based on the 2006 – 2010 ACS file and the release of the Census Summary File 1.
4. Improve access to Census and American Community Survey data with interactive online maps and profiles.

**BALTIMORE REGION UPWP
FY 2013 UNIFIED PLANNING WORK PROGRAM**

PRODUCTS/MILESTONES	SCHEDULE
Analysis of quality, reliability, and usability of 2006 - 2010 American Community Survey data	3 rd Quarter
Publication of Community Profiles using 2010 ACS data, 2010 ACS PUMS data and the 2010 Master Establishment File contingent upon the availability of data files	4 th Quarter
Provide analysis and create web-reports on housing, travel behavior, income, immigration, etc. based on analysis of 2006 – 2010 ACS file and Summary File 1.	Throughout Fiscal Year
Improve access to Census and American Community Survey data with interactive online maps and profiles.	Throughout Fiscal Year

PARTICIPANTS: Baltimore Metropolitan Council

BUDGET: **\$120,000**

FHWA Share – \$72,114
FTA Share – \$23,886
MDOT Share – \$12,000
Local Share – \$12,000

PROJECT: DATA DEVELOPMENT

This project is divided into four tasks:

- GIS Activities
- Regional Database Integration
- Integrating Transportation and Land Use Planning
- Analysis of Trends and Policy Issues

TASK: GIS ACTIVITIES

PURPOSE: To continue to develop and refine the BMC Geographic Information System (GIS) that will allow BMC staff to spatially organize, update, analyze, disseminate, and graphically depict demographic, socio-economic and travel information.

In FY 2011, BMC staff provided ongoing GIS maintenance and technical support for various transportation planning activities including analysis for the Long Range Plan, the Transportation Improvement Program, traffic monitoring systems, freight movement, and the congestion management system. GIS will continue to be a beneficial tool in storing, managing, analyzing and mapping the large number of geospatial datasets that BMC will use in FY 2013. The BMC GIS will again be used to generate internally and externally requested maps and to perform all spatial analysis contained in BMC reports and for requests from both inside and outside the agency. The BMC GIS will be responsible for managing the storage of all geospatial data used within the BMC. The BMC GIS will also maintain and develop GIS applications that will increase staff productivity with custom tools.

The completion of the BMC GIS Strategic Plan in FY 2009 and implementation of Phase 1 of the three-phase plan during FY 2010 and FY 2011 enabled the GIS staff to provide technical assistance and enhanced GIS capabilities to internal and external users. The full implementation of Phase 1 GIS Strategic Plan activities defined and developed GIS Data Service Level Agreements and associated Data Stewards to

shepherd these new activities. Additionally, during FY 2011 new BMC GIS Standards for Metadata and National Map Accuracy Standards were implemented. Other tasks that were completed include the launch of a GIS data warehouse, implementation of data security policies, software procurement and development, the implementation of a GIS data dictionary and archiving of GIS data. In FY 2013, the BMC GIS staff will review tasks completed in Phase 1, designate maintenance tasks for items which require periodic update and draft SOP documents for workflows.

In FY 2013, BMC staff will continue to coordinate with the Maryland State Geographic Information Coordinating Committee (MSGIC) particularly with its efforts to improve coordination among state and local agencies, reduce duplication of effort and increase data sharing. In FY 2006, BMC staff began serving on MSGIC and will continue participation on the committee in FY 2013. This task also involves BMC staff working closely with MSGIC to understand and address the needs of local and regional planning organizations when developing statewide GIS systems.

In order to more easily share data with partner agencies and to achieve more extensive use of GIS resources, BMC staff will work on completing Phase Two within BMC's GIS Strategic Plan. Significant staff resources will be dedicated to completing Phase Two of the BMC GIS Strategic Plan in FY 2013 to heighten BMC's GIS capabilities in order to keep up with the increased demand for GIS both internally and externally.

FY 2013 PERFORMANCE OBJECTIVES:

1. Provide ongoing GIS maintenance and technical support within BMC.
2. Coordinate GIS activities within the BMC.
3. Manage the storage of all geospatial data.
4. Maintain and develop GIS applications/tools.
5. Participate in MSGIC.
6. Complete Phase Two outlined in the BMC GIS Strategic Plan.
7. Maintain web accessible data feeds, update web mapping applications to assist in visualization and offer training to BMC staff who wish to create their own individual web maps.

BALTIMORE REGION UPWP
 FY 2013 UNIFIED PLANNING WORK PROGRAM

PRODUCTS/MILESTONES	SCHEDULE
Provide GIS maintenance and technical support within BMC	Throughout Fiscal Year
Manage Geospatial Data Storage	Throughout Fiscal Year
Maintain/Develop GIS Applications/Tools	Throughout Fiscal Year
Participate in MSGIC	Throughout Fiscal Year
Maintain/Update Master Network Database Application	Throughout Fiscal Year
Coordinate GIS activities within the BMC	Throughout Fiscal Year
Maps and Spatial Analysis	Throughout Fiscal Year
Complete Phase II from BMC GIS Strategic Plan	Throughout Fiscal Year

PARTICIPANTS: Baltimore Metropolitan Council, Metropolitan Washington Council of Governments, Maryland Transit Administration, State Highway Administration, City of Annapolis, Baltimore City and Anne Arundel, Baltimore, Carroll, Harford and Howard counties

BUDGET: Baltimore Metropolitan Council **\$220,000**

FHWA Share – \$132,209
 FTA Share – \$ 43,791
 MDOT Share – \$ 22,000
 Local Share – \$ 22,000

TASK: REGIONAL DATABASE INTEGRATION

PURPOSE: To develop and refine BMC software applications and databases to facilitate the use of BMC data resources.

The Master Network Database is a repository that includes all travel model links for any future horizon year or potential modeling scenario. It has yielded several benefits: (1) the user can easily query year-specific or scenario-specific model networks for use in any given model run; (2) the user can store, manage and edit multiple links and/or multiple networks in a true GIS environment; and (3) all model results are displayed on the spatially accurate Baltimore BaseMap. In FY 2009, staff launched the web interface of the new Traffic Count Database that replaced the Regional Traffic Count File. In FY 2012 enhancements were made to both databases including an improved user interface, enhanced linkages between the databases and a more secure framework. In FY 2013 enhancements will be focused on improving the spatial accuracy, performance and functionality of the applications.

In addition to refining and maintaining our internal database tools, in FY 2013, BMC staff will focus on further developing a web-based interactive map application. The interactive map application will be constructed within the Arc GIS Server environment and will feature several geo-data layers. The primary goal will be to develop a tool that will support our CMP (Congestion Management Process) but will also serve as a transportation planning tool for BMC staff, our member jurisdictions, MDOT's modes and the general public. Significant staff time will be required to create the application, then format, update and maintain the data layers that will be available on the map. Additional staff time will be dedicated to meet with and interview BMC staff, our member jurisdictions, MDOT's modes and the general public to ensure no duplication of effort occurs in the development of the web-based interactive map and to maximize the value of the tool to its end-users.

FY 2013 PERFORMANCE OBJECTIVES:

1. Begin importing the Master Network Database, the Traffic Count Database application and a web-based interactive map application into the new Arc GIS Server environment.
2. Work with BMC staff, MDOT's modes and our member jurisdictions to ensure no duplication of effort occurs in the development of the web-based interactive map and to maximize the value of the tool to its end-users.

PRODUCTS/MILESTONES	SCHEDULE
Refined Software and database interface of Master Network Database and Regional Traffic Count Database	Throughout Fiscal Year
Updated and spatially improved Master Network Database/Network Editor application	Throughout Fiscal Year
Arc-GIS Server Web-based Interactive Map Application	Throughout Fiscal Year

PARTICIPANTS: Baltimore Metropolitan Council, Metropolitan Washington Council of Governments, Maryland Transit Administration, State Highway Administration, City of Annapolis, Baltimore City and Anne Arundel, Baltimore, Carroll, Harford and Howard counties

BUDGET: Baltimore Metropolitan Council **\$100,000**

FHWA Share – \$60,095
 FTA Share – \$19,905
 MDOT Share – \$10,000
 Local Share – \$10,000

TASK: INTEGRATING TRANSPORTATION AND LAND USE PLANNING

PURPOSE: To explore the relationship between the regional transportation network and land use development patterns.

As part of the FY 2008 development of the long-range transportation plan, *Transportation Outlook 2035*, public comment called for increased consideration of land use development patterns in planning for capital improvements to the transportation network. In response, the BRTB initiated research activities to further investigate the relationship between transportation and land use. Since then, lessons learned and tools developed have been applied to UPWP work activities such as imagine 2060, Plan it 2035 and will continue to be applied in FY 2013.

BMC will apply, enhance and/or develop the technical tools needed to evaluate transportation and land use scenarios in support of UPWP work activities such as a regional transit/ transit-oriented design (TOD) analysis and/or a regional freight-movement analysis. Such tools could include the Baltimore Regional Travel Demand model, the Production, Exchange, Capacity, Allocation System (PECAS) model and/or the INDEX software suite. With calibration completed in FY 2011, the PECAS model in particular will allow for extensive evaluation of the influences of transportation on land use and vice versa. For all scenarios, applicable evaluation measures for transportation and land development characteristics as well as environmental, economic/freight and social measures would be determined, developed as required, and applied. The PECAS model may also be used to evaluate the potential for “Value-capture” to fund transportation projects and to test the viability and land evaluation changes due to Transit Oriented Development (TOD) activities.

The PECAS model will be utilized in support of Title VI, Limited English Proficiency (LEP) and Environmental Justice (EJ) planning activities, with model output to be explored for possible use as an indicator of relative economic health within vulnerable populations.

In addition, BMC will continue to both monitor and evaluate related policies and processes at the federal, state, regional and local levels, and coordinate regional transportation and land-use planning initiatives with the appropriate partners. General examples of policies and processes to be monitored and evaluated could include: Implementation of the US EPA plan for Chesapeake Bay watershed restoration plan through the development of Watershed Implementation Plans — WIPs; and evolution of state-wide growth management policies through the work of the Maryland General Assembly/Maryland Sustainable Growth Commission, and the Maryland Department of Planning through the implementation of the Maryland State Growth Plan — *PlanMaryland*.

FY 2013 PERFORMANCE OBJECTIVES:

1. Investigate and develop and apply technical tools as needed in support of UPWP work activities.
2. Support Title VI, LEP and EJ planning activities.
3. Coordinate with local and state land use planning partners.
4. Monitor federal, state, regional and local land use policies and planning activities.

PRODUCTS/MILESTONES	SCHEDULE
Support UPWP work activities.	Throughout
Support Title VI, LEP and EJ planning activities.	3 rd , 4 th Quarters
Coordinate and monitor inter-related planning activities.	Throughout

PARTICIPANTS: Baltimore Metropolitan Council

BUDGET: \$130,000

FHWA Share – \$78,123
 FTA Share – \$25,877
 MDOT Share – \$13,000
 Local Share – \$13,000

TASK: ANALYSIS OF TRENDS AND POLICY ISSUES

PURPOSE: To identify regional travel trends and related policy issues, using existing BMC datasets and outside resources where available. In recent fiscal years, BMC has collected or compiled a number of datasets, including the 2007/2008 Household Travel Survey, the 2007 On-Board Transit Survey, the American Community Survey, and data on regional traffic conditions such as GPS-based floating car travel time data and traffic counts. The results from the 2010 Census are also available.

The analysis will be responsive to the mission of the BMC as it relates to trends and initiatives outside the agency. For example, there has been a movement in federal policy away from adding capacity to the transportation system, and toward management of the existing system. In this context, more and better data will increase understanding of regional travel conditions and lead to better decision making.

The results of the analysis will be communicated to local officials and the public. Products for fiscal year 2012 included an update of the *Naturally Occurring Retirement Communities* (NORC) study, and a monitoring report on selected regional traffic indicators. Two issue papers, titled “Access to Jobs for Caregivers to the Elderly” and “Residential Choices of the Baltimore Region Elderly Population,” were also published in fiscal year 2012.

In fiscal year 2013, research continues on two topics of importance to the region.

The Aging of the Regional Population

The Baby Boomers are now moving into old age, setting off the first stage of what will be a demographic transformation of the Baltimore region. The most rapid change will occur over the next ten years, with the cumulative impact mounting for several decades beyond.

Transportation is central for the elderly to maintain their independence and, with it, the physical and emotional well-being that comes with leading an active and socially-connected life. BMC had conducted previous studies to assist the six jurisdictions in the

region to plan for increasing elderly travel needs. They included a 1999 study on activity patterns and travel characteristics of the Baltimore region elderly population, and a 2004 study on residential choices, which used data from the 2000 Census.

The release of the 2010 Census results has also provided an opportunity to improve upon and extend previous work. A new study could include, but would not be limited to, research tasks covering the following topics:

- Activity patterns and travel characteristics of the elderly.
- Distribution of transportation need categories (low, moderate, high).
- Barriers to elderly travel.
- Attitudes toward transit services; mix of service features and cost desired.
- Declining driver skills and driver education, and
- Driver cessation.

In addition, two issue papers will be published to highlight policy issues identified by the study. Details of the study will be determined following completion of a review of current studies, and consultation with stakeholders, including local governments and non-profit social service providers. Several research tasks could involve a survey. If those tasks are selected, BMC may contract with a consultant to design and conduct the survey.

Travel Indicators

The American Community Survey (ACS) of the US Census Bureau collects data on revealed and observed travel behavior in major metropolitan areas. This task will make use of national datasets like the ACS to expand the regional travel monitoring system of the BMC. Other Census Bureau datasets may also be used, including Longitudinal Employer-Household Dynamics (LEHD) and the PUMS files.

Major sub-tasks will be selection, analysis, synthesis, and dissemination of travel indicators. The analysis will consist of direct indicators of travel and also demographic/household characteristics that influence travel indirectly, the latter serving as an

additional monitoring tool. An important component will be the creation of a user-friendly data format to be supplemented by descriptive text.

The goal of this task is to improve understanding of travel conditions in the region and thereby inform policy discussions.

Existing BMC regional data collection programs, such as those for traffic counts, employment center cordon observations, and GPS speed monitoring, will be reviewed to identify opportunities to complement the regional monitoring program. The Bureau of Labor Statistics American Time Use Survey and other national datasets will be reviewed for the same purpose. A list of state and federal traffic indicators will be compiled for future consideration.

FY 2013 PERFORMANCE OBJECTIVES:

1. Produce two (2) issue briefs.
2. Study of Travel Patterns of the Baltimore Region Elderly Population, or Longitudinal Driver Cessation Study, or other selected topic.
3. Identified set of regional traffic indicators.
4. Analysis/Synthesis of current ACS data.
5. Monitoring report.
6. Identified set of state and federal traffic indicators.

PRODUCTS/MILESTONES	SCHEDULE
Identified set of regional traffic indicators	1 st Quarter
Analysis/Synthesis of current ACS data Issue Brief 1 (The Aging of the Regional Population)	2 nd Quarter
Monitoring Report Issue Brief 2 (The Aging of the Regional Population)	3 rd Quarter
Identified set of state and federal traffic indicators	4 th Quarter

PARTICIPANTS: Baltimore Metropolitan Council

BALTIMORE REGION UPWP
FY 2013 UNIFIED PLANNING WORK PROGRAM

BUDGET: **\$60,000**

FHWA Share – \$36,057
FTA Share – \$11,943
MDOT Share – \$ 6,000
Local Share – \$ 6,000

PROJECT: TRAVEL DEMAND MODELING

PURPOSE: To provide, when appropriate, updated or improved elements to the regional travel demand model.

Essential to the region's transportation planning efforts is the Baltimore Region Travel Demand Model maintained by the BMC staff. The model is a computerized application used to simulate existing and future travel patterns in the Baltimore metropolitan area. The model estimates person, vehicle, and transit travel throughout the Baltimore region and portions of the adjoining Washington region. A continuing program of model enhancements has been carried out over the past several fiscal years to ensure that the BMC and its member jurisdictions develop their modeling capabilities in line with the "state of the practice."

FY 2012 accomplishments focused on documenting the validation of the travel demand model and applying the Version 4.0 travel demand model in development and conformity determination of Plan It 2035. A training session on the use of the travel model was held with member jurisdictions, and technical staff continues to provide support to member jurisdictions in the application of the model. The previous developed population synthesizer was used to synthesize TAZ population becoming the travel demand model input data source for two joint TAZ household distributions. Revisions to the model were incorporated into Version 4.1.

Technical staff continues to analyze travel model assumptions and methodology refining and enhancing the technical tool. The Maryland Statewide Travel Model (MSTM) was analyzed, investigated and compared with the regional model refining regional model assumptions at external stations. The GIS master network editor used to maintain and develop travel model highway networks continues to evolve with improved spatial representation of highway facilities providing the ability to spatial join the travel model network with other administration databases such as traffic counts.

A new TAZ structure based on 2010 Census geography was developed in cooperation with member jurisdictions and was submitted to the Census bureau and accepted. The TAZ structure will become the bases for future modeling working incorporating 2010 Census results and Census Transportation Planning Products (CTPP). Coordination between the region's technical tools and the EPA developed MOVES emission model continued investigating methods to summarize travel behavior to represent locally developed MOVES input assumptions.

Staff investigated and worked on the development of a multiyear work program to continue the development of micro simulation techniques incorporated in Activity Based Models (ABM). In FY 2012, staff continued exploring the synthetic population process introducing additional marginal control variables, which allows for detailed TAZ population estimates to reflect known demographic trends such as the aging of the population. Additional household and person characteristics increases travel behavior sensitivity to regional policies.

Additional accomplishments in FY 2012 include:

- Participating in training in the use of the EPA's draft mobile emission model – MOVES;
- Assembling and analyzing data in documenting transit within the region
- Analysis for Freight Analysis Frame Work (FAF) version 3 data
- Outreach to the transportation modeling community and model users to provide information on existing Baltimore Regional Travel Model and prospective direction by making a presentation at American Society of Highway Engineers meeting.
- Supporting City of Baltimore's effort on Green House Gas Inventory project by developing project specific transportation related data.
- Revision and update to the Transit Accessibility Code
- Developing SHA Statewide Toll model based on BMC regional toll model
- Supporting Anne Arundel County model development and validation effort (Model Name)

- Enhancing technical knowledge of staff by participating on FHWA one day workshop on “ Foundation of Dynamic Traffic Assignment (DTA)”

In FY 2013, BMC staff will continue to maintain and modify the 4-step travel model while continuing a program of member jurisdiction training on the use of the validated model and its application. The Version 4 travel model will be modified incorporating the submitted 2010 Census zone structure modifying highway and transit networks along with the model parameters adjusting for the 1,381 TAZ structure in the Baltimore region (compared to 1,151 zones in the 2000 structure). The new TAZ structure will need to be evaluated to reflect highway and transit access. The modified model will be developed in preparation of the Round 8 Cooperative Forecasts based on the 1,381 zone structure.

Member jurisdictions conducted and documented special generation studies in FY 2012. Results from these studies will be evaluated and were appropriate incorporated within the modeling frame work. Other potential model modification is the ability to estimate TAZ share of zero car households a household variable introduced with the adoption of the Red Line mode choice model. Process will be investigated that incorporates transit accessibility and TAZ characteristics to reflect changes in household availability increasing the model sensitivity and improving analysis capabilities.

In FY 2013, the BRTB is scheduled to endorse the Round 8 Cooperative Forecasts based on the 2010 Census TAZ structure. The Round 8 forecast incorporates population counts from the 2010 Decennial Census, a 2010 Master Establishment File (MEF) (counts of employment by location), and the local jurisdictions’ growth policies contained in locally approved comprehensive plans. Technical staff will develop simulated horizon year travel behavior based on the Round 8 demographic data overlaid with the transportation system contained in Plan It 2035. An analysis of the horizon year travel patterns will be conducted documenting jurisdiction work flows, levels of congestion, mode preference, and vehicle miles of travel.

In FY 2013, technical staff will continue to provide analysis to BRTB areas of interest. Staff will continue the analysis of the current BRTB investigation of transit opportunities within corridors and further the understanding of regional freight movement. Transit corridor opportunities will continue with the analysis of revealed and administrative databases such as on-board surveys, ride check counts, and various census products. Understanding of system characteristics could lead to further technical analysis within corridors evaluating transit system and service options and their potential ridership and system impacts.

In FY 2013, technical staff will begin a process of investigating the use of the region's technical tools in the analysis of the region's multimodal options. The region's calibrated 4-step travel model has the capacity to look at travel options between transit and auto. The auto market can further be divided between single and carpooling choices with the ability to simulate the effects of occupancy or pricing policies. The analysis will rely on existing databases to understand travel patterns and mode choices. With general background information developed, broad corridors will be evaluated. The analysis will document potential options within corridors and serve as an initial step in understanding the effects of potential strategies.

In FY 2013, staff will continue to coordinate with the State Highway Administration in the application and analysis of the Maryland Statewide Transportation Model (MSTM). The MSTM model is a multilayer 4-step travel demand model. The continue analysis of MSTM simulation result can assist member jurisdictions on how the region interacts with areas beyond the urbanized boundary. The MSTM results can be used to verify and/or modify regional assumptions especially along the model external stations.

In FY 2013, the region's modeling tools – travel demand model, BMC-PopGen and PECAS – will be used to perform an analysis on a transportation infrastructure investment scenario to understand the wide-ranging impact of transportation investment decisions. The analysis will document the simulation of land use decisions based on

changes in transportation accessibility and resulting changes in travel demand system performance. The project will assist in understanding and identify transportation investment impacts.

In FY 2013, technical staff with the assistance of consultant services will begin the multiyear effort in the development of an Activity Based Model (ABM) with the intention to replace the traditional 4-step model. The micro simulation process will continue the phased approach initiated with the development of the synthetic population generator. The project will start with the formation of a public/private task force to assist in the oversight of the project. The task force will be engaged early in the initiation of the model design. This step is intended to capture local jurisdictions' anticipated technical analysis needs and enabling the development of an appropriate tool to respond to these needs. The task force and others will be convened at major milestones to evaluate and train on work completed and to provide direction on next steps.

FY 2013 PERFORMANCE OBJECTIVES:

1. Memos documenting travel model refinement
2. Incorporation of 2010 TAZ structure
3. Documentation/Presentation of Round 8 Travel Patterns
4. Analysis and Application of the MSTM
5. Form ABM Task Force and Determine Model Design

PRODUCTS/MILESTONES	SCHEDULE
Memos of Model Refinement	Throughout Fiscal Year
Networks incorporating new 2010 zones	2 nd Quarter
Analysis of Round 8 Travel Patterns	4 th Quarter
Technical Memorandum Based on BRTB Direction on Analysis of Identified Areas of Interest	Throughout Fiscal Year
Presentation/Memos on MSTM Application	Throughout Fiscal Year
Memos/Presentation on the Initiation of Activity Base Model	Throughout Fiscal Year

PARTICIPANT: Baltimore Metropolitan Council

BUDGET: **\$565,000**

FHWA Share –	\$339,536
FTA Share –	\$112,464
MDOT Share –	\$ 56,500
Local Share –	\$ 56,500

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**SHORT-RANGE
TRANSPORTATION PLANNING**

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PROJECT: TRANSPORTATION IMPROVEMENT PROGRAM

PURPOSE: To assemble a comprehensive listing of requests for federal funds in support of state and local transportation investments planned over the next four-year period.

The BRTB adopts a Transportation Improvement Program (TIP) each year. The TIP documents the anticipated timing and costs for all regionally significant projects utilizing federal, state and local resources. In addition, the TIP must demonstrate its ability to conform to the State Implementation Plan (SIP) for air quality standards, and document private enterprise participation and financial capacity for each implementing agency. During development of the TIP, the public is afforded opportunities to review and comment on proposed projects during the public outreach phase. The public is encouraged to comment on the full documentation with information on the conformity determination and financial constraint.

Web-based software is used in the development of the TIP that enables jurisdictions and agencies to submit, view and edit their TIP projects online. The software also provides the public an opportunity to review and comment on the TIP projects online in a user-friendly format. Visitors to the TIP web site can review draft projects with project status, project descriptions and justifications and find information about phases of the projects, funding amounts, and funding sources. Visitors can also view the maps associated with the projects online.

Development of the 2014-2017 TIP will be completed by late FY 2013 with BRTB approval scheduled in late FY 2013. Amendments to the 2012-2015 TIP will be reviewed and coordinated with the region's conformity determination as appropriate. Development of the 4-year 2014-2017 TIP will occur mostly in FY 2013 and will include the preparation of draft documents and public involvement.

In keeping with the surface transportation legislation, SAFETEA-LU, a listing of projects with federally obligated funds from the previous year's TIP's annual element will be

published within ninety (90) days after the end of each fiscal year and be readily available for viewing online.

FY 2013 PERFORMANCE OBJECTIVES:

1. Develop a detailed and financially realistic program of transportation projects that is consistent with the long-range transportation plan in conjunction with air quality standards and addresses environmental justice guidance.
2. Ensure opportunities for public input, review and comment.
3. Effectively communicate the process member jurisdictions have developed to submit projects for TIP approval.
4. Amend the TIP as necessary.
5. Solicit and review proposed projects for the 2014-2017 TIP.
6. Track project implementation or delay from previous year's TIP for the annual listing of projects.
7. Use the TIP as a management tool for implementing the Long Range Transportation Plan.

PRODUCTS/MILESTONES	SCHEDULE
TIP Software Maintenance and Updates	1 st Quarter
Draft 2014-2017 TIP	3 rd & 4 th Quarter
TIP public participation forums	4 th Quarter
Obligated Project Listing of federally funded projects	2 nd Quarter
TIP amendments, if applicable	Throughout Fiscal Year

PARTICIPANTS: Baltimore Metropolitan Council, Maryland Department of Transportation, State Highway Administration, Maryland Transit Administration, Maryland Transportation Authority, the City of Annapolis, Baltimore City and Anne Arundel, Baltimore, Carroll, Harford and Howard counties.

BALTIMORE REGION UPWP
FY 2013 UNIFIED PLANNING WORK PROGRAM

<u>BUDGET:</u>	Baltimore Metropolitan Council	\$65,000
	City of Annapolis	\$1,270
	Anne Arundel County	\$1,000
	Baltimore City	\$10,165
	Baltimore County	\$3,000
	Carroll County	\$1,270
	Harford County	\$5,080
	Howard County	<u>\$5,080</u>
	TOTAL	\$91,865

FHWA Share –	\$55,206
FTA Share –	\$18,286
MDOT Share –	\$ 6,500
Local Share –	\$11,873

PROJECT: SUBAREA ANALYSIS

PURPOSE: To provide BMC technical staff support of subarea transportation systems analysis efforts conducted by the local jurisdictions of the Baltimore region. Computer-based planning tools are particularly effective in sensitivity testing of alternative growth and transportation systems scenarios conducted by the member jurisdictions of the BRTB. While jurisdictions in the region are encouraged to perform subarea transportation systems analyses using state-of-the-art planning models, these efforts must be carried out in coordination with BMC activities.

This work is a critical first step toward integration of the regionally significant elements of local transportation plans within a regional framework. These studies provide for the development of highway and transit system projections and needs analyses, ultimately leading to updates of corridor and local area multi-modal transportation plans. BMC staff continues to train the local and state agencies interested in applying the CUBE technology to their respective transportation planning activities. The results of local network studies will be used to further calibrate the regional model development efforts. In FY 2013, BMC staff will continue to provide technical assistance and information resources to program participants. This will include BMC staff assistance in applying the CUBE software as well as running the regional travel demand model to help analyze a local concern with regional implications. Also, BMC staff will provide assistance in developing corridor analyses at a more localized level.

Local model coordination will continue with refinements to the existing technical tools conducting the travel demand impacts associated with development around major activity centers. BMC staff will continue to provide technical assistance as the local jurisdictions apply the refined model.

FY 2013 PERFORMANCE OBJECTIVES:

1. Provide technical assistance and training to local jurisdictions.
2. Review and comment on projects produced by local participants.
3. Compile list of potential modifications, resulting from local initiatives, to regional travel simulation efforts.

PRODUCTS/MILESTONES	SCHEDULE
Enhanced computer network files	Throughout Fiscal Year
Memoranda documenting local assistance	Throughout Fiscal Year

PARTICIPANTS: Baltimore Metropolitan Council

BUDGET: **\$30,000**

FHWA Share – \$18,028
FTA Share – \$ 5,972
MDOT Share – \$ 3,000
Local Share – \$ 3,000

PROJECT: SUBAREA ANALYSIS: CITY OF ANNAPOLIS RESPONSIBILITIES

PART A: CITY OF ANNAPOLIS: FEASIBILITY STUDY FOR THE DEVELOPMENT OF A MULTIMODAL TRANSPORTATION CENTER FOR THE STATE CAPITAL

PURPOSE: Identify and ultimately develop a multimodal Transportation Center to enhance efficiency comfort and safety for all transportation providers and patrons.

OBJECTIVES

- Propose a location and facilities for a regional multi-modal center.
- Determine whether, how and where a multi-modal center could be financed, constructed, and operated within the State's Capital or surrounding area.

Recommendation

The 1994 *Parole Urban Design Concept Plan* as well as subsequent planning efforts recommended developing a multi-modal transit center in Parole. This much needed facility could potentially serve as a major transit hub for Annapolis Transit (AT), Maryland Transit Administration (MTA), commercial carriers (Greyhound and Trailways), and tour buses and it could provide parking for outbound commuters.

Specifically, the 1994 *Parole Urban Design Concept Plan* recommended Parole Plaza shopping mall as the site for the regional multi-modal center, and for years this concept was carried forward in subsequent plans and discussions. However, this possibility has been foreclosed by the recent Parole Town Center development.

Although the initial site has been preempted, the need for a multi-modal center remains unchanged. It is imperative that the city, county, and state reach agreement on the location, scope, and program for a multi-modal center to serve the Annapolis Area.

The 2006 Draft Annapolis Regional Transportation Vision and Master Plan proposed a feasibility study (I. C. (6), Vol. II, pages 82-83) to determine whether, how and where

such a multi-modal center could be constructed, operated, and financed and to address a broad range of transportation issues, including:

- All-day parking demand for outbound commuters (primarily MTA riders) and the ability of a transit center/mixed-use site to accommodate it;
- Moving the outbound commuter parking from the Truman Lot or retaining it and providing additional outbound commuter parking in a multi-modal center;
- Ability to successfully accommodate a multi-modal center as part of a mixed-use retail, office, and residential development;
- Access and potential delays for buses and other vehicles in and around the Annapolis area;
- The potential for a visitor center to serve Annapolis and other regional tourist attractions and to accommodate tour buses;
- Alternative sites for all or some of these functions if a multi-modal center cannot accommodate them all.
- The complementary functions and relationship between a multi-modal center and use of the City's parking facilities in Annapolis.

The need for this facility was affirmed in the City of Annapolis 2009 Comprehensive Plan (Chapter 4, Policy 3), stating that there is the need to create a regional transit system to serve the needs of Annapolis commuters, residents and visitors. Specifically Policy 3.3 addresses the need for a multi-modal transportation hub as a primary terminal for regional and local transit, taxis and airport shuttles promoted through a partnership of local agencies and the private sector.

As part of the study, metrics relating to the design and requirements of a multi-modal transportation center would be generated for use both regionally and nationally in the design and feasibility of transportation hubs. These metrics would include:

- Parking demand, usage and space requirement;
- Building facility requirements;

- Tour Bus parking requirements;
- Regional access needs;
- Downtown shuttle facilities and services; and
- Transit facility requirements.

FY 2013 PERFORMANCE INDICATORS:

1. Develop a work program and RFP to select successful consultant to undertake the work program.
2. Develop multi-modal center feasibility options for locations, facilities and funding.
3. Host a public meeting to share potential location and facility options. Also, solicit feedback on feasibility proposals.
4. Prepare a final report with changes recommended by public, develop design and requirement metrics for transportation centers and develop a plan for constructing, operating and financing a regional multimodal transportation center.

PRODUCTS/MILESTONES	SCHEDULE
Send out RFP and select a successful candidate	1 st Quarter
Have consultant develop multi-modal center options for locations, facilities and funding	2 nd Quarter
Hold a public hearing to present preliminary findings and to gather feedback on proposed locations and facilities	3 rd Quarter
Complete planning study with recommendations for a development plan	4 th Quarter

PARTICIPANTS: City of Annapolis, Consultant, Annapolis Regional Transportation Management Association, Anne Arundel County, MTA, BMC, SHA

BUDGET: **\$125,000**

PART B: US 50 OVERFLOW ANALYSIS AND MULTI-MODAL CIRCULATION STUDY: FOR WEST ANNAPOLIS, MD 450, TAYLOR AVE., AND ROWE BLVD/MD 70

PURPOSE: Formulate a plan for managing US 50 overflow traffic and traffic surge events to balance regional and local transportation needs, in concert with a circulation and safety analysis of West Annapolis streets, and concurrent with land use planning

OBJECTIVES

- Strategy for managing intra-regional traffic patterns resulting from US 50 congestion, State Capitol legislative session activity, visitor and tourist traffic, and other 'traffic surge' events
- Improved efficiency of the circulation network by all modes of transportation in the West Annapolis sector of the city
- Improved safety for pedestrians and bicycle riders in the West Annapolis sector
- Preserved community character and improved viability of the West Annapolis business district and residential community

DESCRIPTION

At times of congestion on US 50, automobile traffic seeks to divert from US 50 and find an alternate route across the Severn River. Sources of traffic include intra-regional circulation patterns for seasonal activities, activity surrounding the legislative session in the State Capitol, and substantial visitor and tourist traffic. This overflow traffic threads its way to the scenic "Naval Academy Bridge" (MD 450) via Rowe Boulevard (MD 70), Taylor Avenue, and other local streets. Key intersections quickly gridlock with traffic, with ramifications for the entire northern quadrant of the city.

The *Annapolis Comprehensive Plan* (2009) noted this problem area and recommended that "an engineering study should be done, with the goals of alleviating peak period traffic backups, improving transit efficiency, adding bike lanes, and enhancing access to and circulation within West Annapolis" (p.54). Acknowledging the regionally significant role of Rowe Boulevard and Taylor Avenue, the Comprehensive Plan further noted that "a balance must be found between regional transportation needs and local circulation

and mobility” (p.27). West Annapolis was identified in the Comprehensive Plan as one of four ‘Opportunity Areas’ with good potential for mixed commercial and residential development. This part of the City is the location of the Anne Arundel County District Courthouse and the Navy-Marine Corps Stadium, which is used for football games and other large events. A comprehensive program for treatment of features important to the area’s future character and identity, circulation, and economic viability was also recommended, specifically: pedestrian and bicycle facilities; a parking strategy; signage; streetscape improvements; road alignment; access management; transit service; and connections to the bicycle network.

This area is served by Annapolis City transit service along Rowe Blvd., Taylor Ave., and MD 450, including connections to points north (Anne Arundel Community College and others). The recently completed Bicycle Master Plan identified the bicycle-supportive features to be implemented in this area; these will be integrated with the more comprehensive traffic engineering study proposed here.

In conjunction with the Circulation Study, the City will conduct a Land Use/Zoning analysis to bring zoning for the West Annapolis opportunity area into conformance with the Comprehensive Plan. The results of the Land Use/Zoning study and Circulation Study will be combined into the West Annapolis Sector Plan and presented to the City Council for adoption. The sector plan will recommend phasing, inter-jurisdictional arrangements, and other implementation steps.

FY 2013 PERFORMANCE OBJECTIVES:

1. Traffic counts, turning movement analysis, LOS analysis. Develop proxy for traffic surge events, corroborate with counts and observations during known surge events, e.g., at Navy games/other events.
2. Analysis of pedestrian/bike/transit circulation and access.
3. Traffic Signal Timing Study and comprehensive review of traffic control signage, including signals under control of SHA, City, USNA (Gate 8).

4. Safety evaluation of selected intersections, utilizing the Bicycle Automotive Pedestrian Safety Evaluation (BAPSE) methodology developed for the Downtown Circulation Study (2010/2011).
5. Integrated with redevelopment planning, modeling/simulation of selected improvement scenarios, including As Is conditions and two alternatives.
6. Final Report or Technical memoranda and public presentations, to inform sector planning.

PRODUCTS/MILESTONES	SCHEDULE
Develop detailed work scope, establish inter-jurisdictional planning team	1 st Quarter
Traffic counts & analysis, Pedestrian, Bike and Transit analysis	2 nd & 3 rd Quarters
Traffic Signal Timing Study Safety Evaluation	3 rd & 4 th Quarters
Technical memoranda Public presentations Coordination with sector planning & redevelopment scenarios	2 nd , 3 rd , 4 th Quarters

PARTICIPANTS: City of Annapolis, Anne Arundel County, US Naval Academy, MDOT/State Highway Administration, Consultant, West Annapolis residential and business communities

BUDGET: **\$70,000**

TOTAL ANNAPOLIS SUBAREA BUDGET: **\$195,000**

FHWA Share – \$117,185
FTA Share – \$ 38,815
Local Share – \$ 39,000

PROJECT: SUBAREA ANALYSIS: ANNE ARUNDEL COUNTY RESPONSIBILITIES
PART A: MODEL MAINTENANCE/DATA COLLECTION

PURPOSE: Manage the development of subarea models; continue transit usage data collection effort for forecasting in future years.

FY2013 PERFORMANCE OBJECTIVES:

1. Maintain and manage the updates and development of subarea models.
2. Continue collecting information to add detail to the highway and transit networks. Continue identifying area of traffic congestion.
3. Attend transportation-related meetings, seminars, workshops and short courses designed to enhance and update technical skills in transportation planning and modeling.
4. Support the regional travel forecast model by maintaining the regional software package.
5. Identify and inventory Priority Highway Improvement Corridors and Transit Investment Corridors as recommended in the General Development Plan.

PRODUCTS/MILESTONES	SCHEDULE
Continue updating highway and transit network data bases	Throughout Fiscal Year
Provide input and analysis on BRAC related activities	Throughout Fiscal Year
Maintain and update the subarea models	Throughout Fiscal Year

PARTICIPANTS: Anne Arundel County

BUDGET: \$ 40,000

PART B: COMPLETE STREETS APPLICATIONS

PURPOSE: Evaluate the applicability of Complete Streets techniques in a selected highway corridor as a means of 1) expanding local and regional travel capacity, 2) utilizing right of way more efficiently and 3) facilitating the beneficial integration of multiple travel modes while maintaining compatibility with surrounding land uses.

This initiative builds upon the Transportation Functional Master Plan (TFMP) analysis of regional corridors and connector roads and the Pedestrian and Bicycle Master Plan (PBMP) (now underway). These study processes have identified an array of strategies for addressing travel demand utilizing a multimodal complete streets approach. This project will explore specific opportunities in a selected corridor and examine their feasibility for implementation within current regulatory constraints. The analysis is intended as a regional prototype, the lessons from which may be applied elsewhere in the region.

FY 2013 PERFORMANCE OBJECTIVES:

1. Review mapping, centerline files, travel forecasts, traffic counts and other available data for the selected highway corridor.
2. Conduct a field survey of existing conditions within the corridor.
3. Identify site specific opportunities to improve travel conditions by implementing complete streets strategies.
4. Conduct a planning level assessment of each strategy to include: a) development of typical cross sections; b) identification of State and County regulatory hurdles to implementing Complete Streets strategies and c) preparation of planning level cost estimates.
5. Prepare a final report summarizing the observations and recommendations arising from the above analysis.
6. Conduct a workshop with interested regional and State transportation agencies

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PRODUCTS/MILESTONES	SCHEDULE
Conduct a map, file and field review of existing conditions	1 ST & 2 nd Quarters
Identify potential improvement strategies	2 nd & 3 rd Quarters
Conduct a planning level evaluation of each strategy; prepare tech memo	3 rd & 4 th Quarters
Prepare final report	4 th Quarter
Conduct a workshop with BMC, SHA, MTA, local planners, etc.	4 th Quarter

PARTICIPANTS: Anne Arundel County, Consultant

BUDGET: \$150,000

TOTAL ANNE ARUNDEL COUNTY SUBAREA BUDGET: \$190,000

FHWA Share – \$114,180
FTA Share – \$ 37,820
Local Share – \$ 38,000

PROJECT: SUBAREA ANALYSIS: BALTIMORE CITY RESPONSIBILITIES

PART A: AT-GRADE CROSSING SAFETY PLAN

PURPOSE: At-grade rail crossing have many impacts, especially in urban communities, such as noise, illegal dumping, traffic, and pedestrian safety, traffic delays, etc. According to the Federal Highway Administration, collisions between highway vehicles and trains have been, until recently, the greatest sources of injuries and fatalities in the railroad industry. This study proposes to analyze Baltimore’s at-grade rail crossing and develop a strategic plan for managing safety and reducing adverse external impacts.

FY 2013 PERFORMANCE OBJECTIVES:

1. Verify FRA database of at-grade rail crossings and further develop inventory, as necessary.
2. Create local database that includes externalities such as crash data, roadway condition, gating/safety features, service type, noise impacts, surrounding land uses, trespassing and illegal dumping, etc.
3. Develop evaluation matrix and protocol based on grade-crossing database.
4. Identify priority grade-crossings for improvements.
5. Develop Citywide At-grade Crossing Improvement Plan.

PRODUCTS/MILESTONES	SCHEDULE
Verify FRA database of at-grade rail crossings and further develop inventory, as necessary	1 st Quarter
Create local database that includes externalities such as crash data, roadway condition, gating/safety features, service type, noise impacts, surrounding land uses, trespassing and illegal dumping, etc.	1 st Quarter
Develop evaluation matrix and protocol based on grade-crossing database	2 nd Quarter
Identify priority grade-crossings for improvements	2 nd & 3 rd Quarter
Develop Citywide At-grade Crossing Improvement Plan	3 rd & 4 th Quarter
Final Report	4 th Quarter

PARTICIPANTS: Baltimore City (DOT, Police, Public Works, Etc.), Railroads (NS, CSX, Canton, MTA), SHA Highway Safety Office, MDOT Office of Freight & Logistics

BUDGET: \$50,000

Note: A classification standard, the same as or similar to the one used by the Federal Railroad Administration, will be used. Also pedestrian and bicycle considerations, including ADA accessibility will be looked at.

PART B: YORK ROAD CORRIDOR PROJECT PLANNING (43RD STREET TO 28TH STREET)

PURPOSE: Develop a corridor safety study and operations study and conceptual alternatives for York Road from 43rd St. to 28th St.

York Road is a major gateway between Baltimore County and Baltimore City. Previous York Road corridor studies have helped improve safety and access on the corridor north of 43rd Street. Continuing this progress to 28th Street will address significant traffic and pedestrian safety concerns, support community development and “Main Street” activities, and consider alternatives for design and construction.

FY 2013 PERFORMANCE OBJECTIVES:

1. Assess current traffic operations, including traffic and pedestrian safety, congestion management, bus operations, etc.
2. Make recommendations based on data and public feedback.
3. Draft concept for roadway improvements.

PRODUCTS/MILESTONES	SCHEDULE
Data collection, project scope, stakeholder communication	1 st Quarter & ongoing thereafter
Development of corridor recommendations and concept alternatives	2 nd and 3 rd Quarters
Final Report	4 th Quarter

PARTICIPANTS: Baltimore City DOT, Baltimore City, Planning Department, Consultant, Mayor’s Office of Neighborhoods

BUDGET: **\$105,000**

Note: Corridor studies routinely include pedestrian and bicycle usability. A street lighting assessment along this corridor is intended.

PART C: **TRANSPORTATION GREEN INFRASTRUCTURE STRATEGIC PLAN**

PURPOSE: Transportation projects require stormwater mitigation practices to meet State and federal regulations, including MDE Stormwater Management Mitigation (SWM) and the City’s MS4 permit requirements. The linear form and constrained right-of-ways of transportation infrastructure, especially in dense urban areas, creates challenges for the Baltimore City Department of Transportation (BCDOT) to meet stormwater mitigation on transportation projects. At the same time, urban areas also have important opportunities to convert vacant and underutilized land/properties into a productive use in the environmental context.

The Baltimore City Department of Housing & community Development has a strategic plan in place to address 5,000 of the City’s 16,000 vacant, properties through community and economic development initiatives. The remaining 11,000 properties provide a strategic opportunity to develop green infrastructure that will aid the region in meeting its stormwater management, air quality and other environmental goals.

The purpose of this project is to develop a framework for assessing opportunities for environmental mitigation related to existing and planned transportation infrastructure by using Baltimore’s available vacant and abandoned land. There will be two elements to the project: First, the work plan will evaluate existing policies (local, state, and federal) to determine interagency impediments to cooperatively respond to state and environmental mitigation requirements for transportation projects. The project will develop model policies, agreements, and processes to overcome these barriers and maximize opportunities for green infrastructure. Second, the project will utilize existing land inventories within the city to identify green infrastructure opportunities in particular corridors or communities, develop an evaluation matrix and protocol for candidate projects and initiate preliminary planning for one or more corridors or communities emanating from the evaluation process. The City would welcome the opportunity to partner with surrounding jurisdictions and MDOT modal administrations on cross-jurisdictional corridors or communities opportunities for transportation-related environmental mitigation.

FY 2013 PERFORMANCE OBJECTIVES:

1. Conduct outreach to surrounding jurisdictions to determine interest, if any, in partnering on this project.
2. Review existing policies and interagency cooperative agreements to identify impediments for utilizing vacant land for transportation-related environmental mitigation projects; develop model policies, agreements, and processes to overcome these barriers and maximize opportunities for green infrastructure.
3. Analyze Baltimore Housing's vacant and under-utilized parcel database to identify potential corridors or communities for green infrastructure development; develop an evaluation matrix and protocol for same. Identify potential transportation SWM mitigation strategies, and demolition of properties for green infrastructure and SWM facilities.
4. Evaluate high-scoring communities/corridors and advance one of more areas to project planning stage; analyze benefit-cost of implementation relative to the region's environmental goals; review City's capital improvement program, the region's Transportation Improvement Program and Constrained Long Range Plan for implementation coordination opportunities.

**BALTIMORE REGION UPWP
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PRODUCTS/MILESTONES	SCHEDULE
Conduct outreach to surrounding jurisdictions to determine interest, if any, in partnering on this project	1 st Quarter
Review existing policies and interagency cooperative agreements to identify impediments for utilizing vacant land for transportation-related environmental mitigation projects; develop model policies, agreements, and processes to overcome these barriers and maximize opportunities for green infrastructure	2 nd Quarter
Develop evaluation matrix/protocol for corridors/communities lending themselves to green infrastructure development; analyze the 11,000 vacant properties/buildings for potential project development	2 nd & 3 rd Quarter
Conduct evaluation of transportation Capital Improvement Projects (CIP) and Transportation Improvement Program (TIP) and Constrained Long Range Plan for potential green infrastructure coordination	3 rd & 4 th Quarter
Initiate project planning on one or more corridors/communities (as funds permit)	4 th Quarter
Produce policy report for regional replication	4 TH Quarter

PARTICIPANTS: Baltimore City DOT, Public Works, Housing, Law, Planning/Sustainability, MDE, and other jurisdictions, if interested.

BUDGET: \$100,000

Note: The City will consider a long term development partner(s) as part of the long term strategy.

PART D: PERMITTING PROCESS & FEE STRUCTURE FOR OVERSIZE / OVERWEIGHT VEHICLES

PURPOSE: Over the past 18 months, Baltimore City has made tactical improvements to its permitting and escort processes for oversize/overweight vehicles traveling on City streets; these changes, however, have been limited to day-to-day operational matters and not in a broader context of maintaining infrastructure at a state of good repair. This project seeks to quantify the financial impact of oversize overweight vehicles on City Streets and to develop a cost model that can be used to inform the City’s permitting process and fee structure.

FY 2013 PERFORMANCE OBJECTIVES:

1. Quantify the effects of overweight and oversized vehicles and associated costs on the City’s road and bridge network.
2. Refine City permitting process and cost structure to reflect industry standards, consistency with policies of other urban/industrial/port areas, SHA, MdTA, etc.

PRODUCTS/MILESTONES	SCHEDULE
Review and analyze data for the bridge and pavement conditions within the city relative to truck counts	1 st Quarter
Review permitting process and identify best practices	2 nd Quarter
Develop cost matrix for bridges and pavement for overweight vehicles	2 nd Quarter
Evaluate permit fees based on study data to offset damage	3 rd & 4 th Quarter

PARTICIPANTS: Baltimore City DOT, industry groups, MPA, MDOT office of Freight and Logistics, SHA

BUDGET: **\$50,000**

Note: The goal of the policy is to target roadways dedicated to these vehicles and to minimize community impacts. The study will look at providing a funding source to maintain and strengthen dedicated roadways.

PART E: STRATEGIC TRANSPORTATION SAFETY PLAN

PURPOSE: Baltimore City has the most significant share of all traffic-related injuries and fatalities of all local jurisdictions in Maryland; more people die in traffic accidents in Baltimore City than in house fires; and, residents of Baltimore rate driver’s failure to obey traffic safety laws as a greater problem than property crime. Modeled after other successful state and local strategic highway safety plans, the City of Baltimore will develop a data-driven, stakeholder-supported and action-oriented *Strategic Transportation Safety Plan* to dramatically reduce property damage, personal injuries and fatalities on City Streets. The plan will cover all modes of transportation.

FY 2013 PERFORMANCE OBJECTIVES:

1. Convene a project advisory committee and develop broad stakeholder outreach efforts for participation in plan development.
2. Synthesize City traffic safety data, identify accident “hot spots” and identify demographic or other trends.
3. Identify major emphasis areas for the *Strategic Transportation Safety Plan*.
4. Develop work plan based on safety emphasis areas.

PRODUCTS/MILESTONES	SCHEDULE
Convene a project advisory committee and develop broad stakeholder outreach efforts for participation in plan development	1 st Quarter
Synthesize City traffic safety data, identify accident “hot spots” and identify demographic or other trends	2 nd Quarter
Identify current City plans, programs and policies related to traffic safety	2 nd Quarter
Identify major emphasis areas for the <i>Strategic Transportation Safety Plan</i>	3 rd Quarter
Develop work plan based on safety emphasis areas.	3 rd and 4 th Quarter
Final Report	4 th Quarter

PARTICIPANTS: Baltimore City DOT, Police, Health Dept, Planning, community stakeholders

BUDGET: \$100,000

Note: The Citywide Safety Traffic Plan will include bicycle planning strategies as well as pedestrian and bicycle safety elements.

PART F: BICYCLE MASTER PLAN MANAGEMENT

PURPOSE: This project will further refine the BMC “Access to Rail” study in order to develop a prioritization schedule and implementation strategy which also integrates the City’s current bicycle and trails network. Additional efforts under this project will be to collect and analyze bicycle data, identify roadway safety hazards for bicyclists and barriers to bicycle usage in Baltimore.

FY 2013 PERFORMANCE OBJECTIVES:

1. Develop implementation strategy for Access to Rail study; review City roadway design projects for opportunities to integrate Access to Rail improvements
2. Collect and analyze data on bicycle usage in Baltimore
3. Identify roadway safety hazards for bicyclists in key corridors.
4. Participate with other jurisdictions in the BRTB Bicycle and Pedestrian Task Force as that group works with BMC staff to develop implementation plans, etc.

PRODUCTS/MILESTONES	SCHEDULE
Bicycle Master Plan Management: <ul style="list-style-type: none"> • Review roadway design and construction plans for bicycle lane and safety improvements • Meet with neighborhood groups, particularly in areas with limited bicycle facilities, to determine the appropriate bicycle infrastructure investments 	Throughout Fiscal Year
Track data on and analyze bicycle traffic <ul style="list-style-type: none"> • Install bicycle and pedestrian count technologies at appropriate locations • Provide findings to BMC and others for use in modeling • Identify roadway safety hazards in key corridors 	Throughout Fiscal Year
Develop implementation strategy for Access to Rails plan <ul style="list-style-type: none"> • Screen current and planned construction projects for easy implementation • Develop preliminary cost estimates for each rail station • Identify grant opportunities for further implementation 	Throughout Fiscal Year

PARTICIPANTS: Baltimore City DOT, Planning, Rec and Parks, Police, Mayor's Bicycle Advisory Committee, Bike Maryland

BUDGET: \$80,000

TOTAL BALTIMORE CITY SUBAREA BUDGET: \$485,000

FHWA Share – \$291,460
FTA Share – \$ 96,540
Local Share – \$ 97,000

Note: The results of the Citywide Safety Traffic Plan relating to pedestrian and bicycle safety enhancements will be forwarded to appropriate staff for inclusion in the Bicycle Master Plan.

PROJECT: SUBAREA ANALYSIS: BALTIMORE COUNTY RESPONSIBILITIES

PART A: LOCALSUBAREA ANALYSIS

PURPOSE: Plan refinement studies provide for the development of highway and transit systems usage projections and needs analyses, ultimately leading to updates of corridor and local area multi-modal transportation plans. Support of sub-area transportation systems analysis efforts is a critical first step toward integration of the regionally significant elements of local transportation plans within a regional framework.

Local jurisdictions of the region are encouraged to perform sub-area transportation systems analyses using state of-the-art planning models. These efforts must be carried out in coordination with BMC model refinement activities. Microcomputer-based planning tools are particularly effective in sensitivity testing of alternative growth and transportation systems scenarios. The results of local sub-area refinement studies will be used to further calibrate the regional model development efforts and identify refinements needing local area improvements. The Baltimore County Subarea Analysis effort for FY 2013 will consist of two major initiatives: (1) conduct County-wide assessments of the No-Build Alternatives for key potential Master Plan improvements e.g., the Dolfield Boulevard/I-795 Interchange, Walther Boulevard/Gunview, Owings Mills Boulevard South, etc. and, (2) apply various TP+ reporting modules to enhance graphical and data analysis.

FY 2013 PERFORMANCE OBJECTIVES:

1. Conduct No-Build/Master Plan assessments study using TP+.
2. Enhance data analysis using various TP+ reporting modules.

PRODUCTS/MILESTONES	SCHEDULE
Electronic documentation of the various sensitivity runs; submit to BMC for review and comment	Throughout Fiscal Year
Memorandum documenting study results	4 TH Quarter

PARTICIPANTS: Baltimore County

BUDGET: \$70,000

PART B: TRIP GENERATION STUDY

PURPOSE: This task involves conducting a study to assess if the generalized trip generation rates for certain land uses in the ITE manual are representative of actual trip generation rates in Baltimore County. The County has previously done a pilot study of residential trip generation rates in Baltimore County and determined that in certain instances the trip rates are significantly different from ITE rates. This study will identify communities that have limited egress and conduct cordon hose counts.

FY 2013 PERFORMANCE OBJECTIVES:

1. Conduct traffic counts.
2. Analyze data and produce final report.

PRODUCTS/MILESTONES	SCHEDULE
Conduct traffic counts	Throughout Fiscal Year
Analyze data and produce final report	4 th Quarter

PARTICIPANTS: Baltimore County

BUDGET: \$25,000

PART C: TRANSIT-ORIENTED DEVELOPMENT POLICY ANALYSIS

PURPOSE: Provide transferable local framework and guidance for pursuing Transit Oriented Development (TOD) opportunities. Since the 1960’s and under a number of different names local jurisdictions in the Baltimore region have discussed the importance of Transit Oriented Development. However, very little TOD development has actually occurred over nearly half a century. This project will focus on developing a transferable framework for implementing more successful TOD opportunities in both Baltimore County and the Baltimore region in general. In addition to developing a transferable framework the project will develop TOD site concepts for several locations in Baltimore County.

FY 2013 PERFORMANCE OBJECTIVES:

1. Conduct national and regional TOD process reconnaissance..
2. Develop list of local fatal flaws and an opportunities framework.
3. Prepare necessary reports.

PRODUCTS/MILESTONES	SCHEDULE
Develop a detailed work program that contains reconnaissance on successful TOD activity and processes in Baltimore and other regions. Identify common successful elements.	1 st and 2 nd Quarter
Identify existing fatal flaws that have prohibited a more robust development of TOD opportunities in the Baltimore Region	2 nd Quarter
Develop a TOD Opportunities framework	2 nd Quarter
Review and rank potential TOD opportunities	3 rd Quarter
Develop conceptual plans	3 rd Quarter
Draft and Final Report	4 th Quarter

PARTICIPANTS: Baltimore County

BUDGET: \$75,000

TOTAL BALTIMORE COUNTY SUBAREA BUDGET: \$170,000

FHWA Share –	\$102,161
FTA Share –	\$ 33,839
Local Share –	\$ 34,000

PROJECT: SUBAREA ANALYSIS: CARROLL COUNTY RESPONSIBILITIES

**PART A: FREEDOM AREA BICYCLE AND PEDESTRIAN ASSESSMENT &
MASTER PLAN**

PURPOSE: This project proposes a detailed analysis and inventory of existing bicycle and pedestrian facilities and conditions, and an initial plan to improve safety and access while linking key community and regional destinations.

The Freedom Area in southeastern-most Carroll County is the county's largest population center. It is projected to remain the fastest growing portion of the county for the foreseeable future. It is also the location of several regional parks and provides corridors to link Carroll County to both Baltimore and Howard counties. The community is served by a highly fractured network of pedestrian facilities in varying condition. Bicycle facilities remain even less well-developed. Numerous plans, including the *2001 Baltimore Regional Bicycle, Pedestrian and Greenways Transportation Plan*, the *2001 Freedom Area Community Comprehensive Plan*, the *2011 Plan it 2035 Plan* and the *2011 Town of Sykesville Master Plan*, identify numerous needs and describe many opportunities for establishing and improving bicycle and pedestrian network connections throughout this region.

FY 2013 OBJECTIVES:

1. Define specific scope of study area and gather existing inventory and safety data
2. Conduct assessment of safety issues and "missing links"
3. Engage community to help identify key destinations and desired bicycle/pedestrian connections and any safety issues associated with them.
4. Prepare a Freedom Bicycle/Pedestrian Master Plan that combines results of the inventory and desired community connections into a strategic long-range plan for developing a cohesive bicycle and pedestrian network.

BALTIMORE REGION UPWP
FY 2013 UNIFIED PLANNING WORK PROGRAM

Product/ Milestone	Schedule
Inventory of pedestrian and bicycle facilities; review of development barriers	1 st quarter
Community outreach	2 nd quarter
Refinement of strategies	3 rd and 4 th quarters
Final Bicycle/Pedestrian Master Plan	4 th quarter

PARTICIPANTS: Carroll County Government (Department of Planning, Public Works, and Recreation and Parks), local community, Baltimore Metropolitan Council, State Highway Administration, Consultant

BUDGET: \$50,000

TOTAL CARROLL COUNTY SUBAREA BUDGET: \$50,000

FHWA Share – \$30,047
FTA Share – \$ 9,953
Local Share – \$10,000

PROJECT: SUBAREA ANALYSIS: HOWARD COUNTY RESPONSIBILITIES

PART A: PEDESTRIAN FACILITY ASSESSMENT

PURPOSE: Comprehensively evaluate pedestrian facilities in Howard County.

This project will assess deficiencies and gaps in continuity, including missing connections to local (parks, schools, etc.) and regional facilities, activity centers, and transit service in order to identify and prioritize potential corrective actions. The project will be coordinated with the regional effort to provide easier access to rail stations and is intended as a prototype that may be applied elsewhere in the Baltimore region.

FY 2013 PERFORMANCE OBJECTIVES:

1. Review County reports/studies (e.g., Pedestrian Plan 2007, GDP and small area master plans, latest travel forecast model trip table and mode share data; School Board sidewalk priority list, etc.) plus efforts by other jurisdictions to identify, quantify and prioritize facility improvement needs.
2. Field survey and map pedestrian/bike facilities and facility gaps along arterial and collector roads in the County's urbanized area and suburban area and identify pedestrian/bike amenities (crosswalks, lighting, pedestrian signal phase, bike racks, etc.) as well as likely significant pedestrian/bike trip producers (residential enclaves) and attractors (schools, parks, libraries, shopping, etc.)
3. Conduct outreach meetings to identify community concerns and observations in order to identify and prioritize additional facility needs.
4. Develop methodologies for prioritizing facility improvement options and standardizing unit costing.
5. Identify and broadly rank (e.g. high, medium, low) site specific improvement options and cost estimates.
6. Develop a prototype list of recommendations for changes to existing development regulations and design standards to assist in implementation of the identified improvements.

BALTIMORE REGION UPWP
FY 2013 UNIFIED PLANNING WORK PROGRAM

PRODUCTS/MILESTONES	SCHEDULE
Prioritized list of pedestrian and bicycle improvements in Priority Improvement Corridors	1 st and 2 nd Quarter
Strategies to implement the improvements from sources other than the capital budget	2 nd and 3 rd Quarter
Final mapping and reports in electronic and hardcopy formats for distribution to stakeholders and the public	4 th Quarter

PARTICIPANTS: Howard County, consultant

BUDGET: \$158,000

PART B: TRANSIT PLANNING

PURPOSE: This project evaluates the impacts the Howard Transit system service performance including route and frequency of service modifications. This initiative will allow Howard County to apply transit performance guidelines to identify cost and performance effectiveness for fixed route and paratransit operations. Route analysis will also be applied to further refine Howard Transit coordination with CMRT and the Maryland Transit Administration's routes and schedules and to develop new service and routes that provide increased mobility across jurisdictional boundaries and in urban and suburban redevelopment areas.

REGIONAL JUSTIFICATION:

1. Application of MTA transit standards will assist in testing the reasonableness of the standards for the Baltimore region.
2. Analysis of Howard Transit routes will emphasize regional connections with other transportation systems and modes including MTA, MARC Light Rail, Connect-A-Ride and the BWI Airport.
3. Refinement of routes and schedules will strive to achieve better regional coordination with Maryland Transit Administration's routes and schedules.

FY 2013 PERFORMANCE OBJECTIVES:

1. Apply transit performance tools Howard Transit routes and schedules.
2. Evaluate all Howard Transit bus routes relative to state efficiency measures.
3. Recommend changes to Howard Transit routes and schedules as needed to meet transit performance standards and increase system efficiency as feasible based on public feedback and funding constraints.

BALTIMORE REGION UPWP
FY 2013 UNIFIED PLANNING WORK PROGRAM

PRODUCTS/MILESTONES	SCHEDULE
Assemble FY 2012\2013 performance data	1 st Quarter
Produce graphics and charts of the application of efficiency measures to Howard Transit	2 nd and 3 rd Quarters
Prepare revised route maps and schedules as needed	4 th Quarter

PARTICIPANTS: Howard County

BUDGET: \$10,700

PART C: BICYCLE PROJECT PLANNING

PURPOSE: This project will provide local assistance and continued support of the BRTB's pedestrian/bicycle planning process and will promote and enable cycling improvements.

Howard County will develop preliminary, 30% design solutions for locations identified in the County Bicycle Master Plan. These preliminary designs will reflect both inter-jurisdictional, as well as, overall regional system priorities. Preliminary 30% designs, where applicable, will address pedestrian needs. The Howard County Department of Public Works (DPW), the Columbia Association (CA), and the State Highway Administration (SHA) will participate in the review of candidate projects, as well as the review of the proposed preliminary design solutions. Preliminary design solutions will serve as a basis for future local (CA), County and State capital improvements.

FY 2013 PERFORMANCE OBJECTIVES:

1. Select, with the advice of engineering staff from Howard County DPW, SHA, and the Columbia Association (CA), those projects of regional significance which address critical gaps/needs and which have the attribute of high constructability given forecasted budget funding.
2. Identify five to eight locations from the Howard County Bicycle Master Plan list of priority improvement projects.
3. Develop 30% design or preliminary engineering solutions for the selected projects or locations, including cost estimates and a detailed list of additional data needed to carry the project through further engineering, i.e., likely storm water management requirements, potential environmental analysis, signal timing modifications, etc.
4. Vet 30% design solutions for selected projects with SHA, Howard County DPW and the Columbia Association as well as at public forums and meetings with cycling groups and stakeholders, including the BMC Bicycle and Pedestrian Advisory Group (BPAG).

5. Revise 30% designs, as applicable, based on stakeholders' comments and develop final products. Make plans available to the public through distribution, county website, etc.; distribute to stakeholder agencies for future use as funding opportunities arise.
6. Provide final document in hardcopy and electronically, including listing and mapping of all projects. This will include 30% design sheets for each project.

PRODUCTS/MILESTONES	SCHEDULE
Develop list of five to eight locations from the County Bicycle Master Plan and with the assistance of stakeholder agencies, as indicated	1 st Quarter
Develop preliminary designs for twelve to fifteen select locations	2 nd Quarter
Vet preliminary designs with stakeholder agencies and public; revise as needed, per review and comment	3 rd Quarter
Develop final preliminary designs and compile a final project report for public distribution, both electronically and in hard copy	4 th Quarter

PARTICIPANTS: Howard County DPZ, DPW, SHA, CA and other stakeholders

BUDGET: \$109,000

TOTAL HOWARD COUNTY SUBAREA BUDGET: \$277,700

FHWA Share – \$166,883
 FTA Share – \$ 55,277
 Local Share – \$ 55,540

PROJECT: TECHNICAL ANALYSIS IN SUPPORT OF STATE INITIATIVES

PURPOSE: To provide special technical assistance to the modal administrations of MDOT and, at the request of MDOT, other state agencies (such as the Maryland Department of the Environment or the Maryland Department of Planning) in transportation planning activities related to the Baltimore region.

The BMC's staff involvement in MDOT efforts provides an opportunity to build regional considerations into statewide studies. The use of BMC-generated data also ensures the inclusion of regional growth and development goals and forecasts, as well as regional priorities for transportation improvements. BMC staff continues to assist MDOT/Maryland Transit Administration by providing technical information related to the Red Line Transit Study, as well as provide travel demand model forecasts and analysis to the State Highway Administration and the Maryland Transportation Authority.

In FY 2013, the BMC staff will provide technical assistance to MDOT in a variety of highway, transit and other modal systems studies. Collaboration includes project planning studies, feasibility/special studies, transportation performance measures, training/miscellaneous support and statewide transportation modeling support as follows:

Project Planning Studies

The work scope will account for technical support in travel demand modeling (primarily highway coding; also transit network coding) and alternative evaluations (model Measures of Effectiveness (MOE) output) of ongoing and upcoming project planning studies. Current project planning studies include, however are not limited to the MD 32 Corridor Study in Anne Arundel/Howard Counties, MD 198 in Anne Arundel County and I-795 in Baltimore County. Work activities also involve meeting with requesting agencies to discuss proposed projects, drafting and finalizing work statements and tasks, creating projects when authorized and progress reporting.

Feasibility/Special Studies

This work task will provide funding for technical support on feasibility/special studies as requested by MDOT and SHA. Work may include, however is not limited to supplementation of ongoing corridor/sub area analysis, land use-policy-network scenario testing, transit-oriented development (TOD) and special generator analysis, regional toll sensitivity analysis testing, freight analysis (potential corridors include I-83, I-95 and I-70) and analysis of demographic data from the BMC synthetic population generation process.

Transportation Performance Measures

This work task overlaps the BRTB's planned effort to evaluate performance measures at the project, systems and sub area levels. SHA requires measurable results on system performance benefits to compare the relative merits of individual projects proposed for implementation or for use in refining and/or determining priorities amongst the Maryland Highway Needs Inventory and for Constrained Long-Range Plan (CLRP) scenario testing. Measures will be defined and estimated at the appropriate local, sub area, corridor and/or regional levels to enable a consistent assessment of specified projects and programs, however could include Levels of Service (LOS), Travel Time Delay, Vehicle Miles Traveled (VMT) and environmental/Green House Gas (GHG) emissions.

Training/Miscellaneous Technical Support

This work task accounts for coordination on periodic updates of the Baltimore Metropolitan Regional Travel Demand Model (Version 4 with new mode choice and toll model), model networks and land use files and future modeling procedures (Population Synthesizer (POPGEN) and PECAS Land Use modeling) to MDOT and SHA.

Statewide Transportation Modeling Support

This work task provides funding for MDOT, SHA, other modals and BMC to collectively evaluate the Maryland Statewide Transportation Model (MSTM) output and to integrate future model enhancements and results from MSTM to the regional travel demand

model. BMC will apply the MSTM freight and long-distance travel demand model components to its regional travel demand model and investigate the MSTM destination choice model. MDOT and SHA will investigate the population synthesizer POPGEN from the BMC travel demand model and initiate Phase II evaluation of the BMC Model's Tolling module integration into MSTM.

FY 2013 PERFORMANCE OBJECTIVES:

1. Prepare technical work scopes and project budget prior to the commencement of work on the proposed technical study efforts.
2. Provide technical support upon request from MDOT to assist in specific project studies.
3. Perform miscellaneous technical studies and provide information at the request of MDOT and its modal administrations.

PRODUCTS/MILESTONES	SCHEDULE
Work scopes	Throughout Fiscal Year
Task reports/memoranda documenting technical studies	Throughout Fiscal Year

PARTICIPANTS: Baltimore Metropolitan Council, MDOT, SHA

BUDGET: **\$200,000**

FHWA Share – \$120,190
 FTA Share – \$ 39,810
 MDOT Share – \$ 20,000
 Local Share – \$ 20,000

ENVIRONMENTAL PLANNING

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PROJECT: MOBILE EMISSIONS PLANNING

PURPOSE: To coordinate and facilitate the continuing relationship between planning for mobile emissions and transportation planning in the Baltimore region.

The Interagency Consultation Group (ICG) is the primary MPO forum to initially address transportation-related air quality issues in the Baltimore region. The ICG assesses the conformity of air quality impacts of the TIP and long range plan to the State Implementation Plan. Also, the ICG is one of the mechanisms through which the Maryland Department of the Environment is able to consult with the BRTB and the Maryland Department of Transportation regarding development of the SIP. Members of the ICG include MDE, MDOT, and the BRTB. Other participants traditionally include interested stakeholders and federal partners, such as the U.S. Environmental Protection Agency (EPA), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). All meetings of the ICG are open to the public. Announcements of these meetings appear on the BMC web site and are sent to interested parties.

The ICG will meet approximately bi-monthly to address air quality issues related to regional and state transportation planning. The ICG's responsibilities will continue to include, but are not limited to: coordinating stakeholder and agency issues throughout the transportation and air quality planning processes and relevant portions of the state implementation plan process; assessing potential strategies that enhance the region's efforts to reach attainment; updating model parameters and inputs; reviewing network analyses; reviewing and assessing emissions budgets; and resolving conflicts as they relate to transportation and air quality issues. (Technical inputs to the travel demand model are decided by the Technical Committee.) BMC staff supports the ICG by organizing meetings, researching and presenting on issues, conducting technical analyses, and providing support materials necessary to the activities of the group.

Similar to previous UPWPs, conformity of the TIP and Plan will be performed for SIP budgets for 8-hour ozone, annual fine particulate matter, and carbon monoxide. Relevant policy actions and initiatives at the federal and state levels will be examined

and assessed to determine potential effects on the region's ability to comply with air quality goals and on future potential impacts to the regional transportation plan. As a result of the requirement to prepare a conformity determination using MOVES, EPA's new motor vehicle emissions model, for conformity determinations beginning March 2013, staff will continue to prepare for the transition to the new model.

As in previous years, BMC staff will continue to support the bi-regional Clean Air Partners program and the various work activities associated with Clean Commute Month. These programs strive to educate the public on air pollution and its effects. The most visible Clean Air Partners activity is the "Air Quality Action Days" program. When the Maryland Department of the Environment's daily air quality forecast indicates a Code Orange or Code Red day, Clean Air Partners provides information to program participants and the media. Through these announcements, people in the Baltimore region are advised about voluntary actions they can take to both help reduce pollution and protect their health. During FY 2013, BMC will continue to support the program through individually targeted outreach to major employers in the region, participation in Clean Air Partners committees, development of the annual work program, and organization of both inter- and intra-regional conferences. Additional activities include continued educational outreach to school-aged children, organization of Air Quality Action Days conferences, creation of new outreach material, and assistance with survey activities.

BMC staff will continue support of Clean Commute Month, working with public and private stakeholders to maximize opportunities throughout the region to promote alternatives to driving alone to work. Outreach opportunities such as local festivals, special events, and Bike to Work Day allow staff the chance to meet with thousands of people throughout the region at the time when both VMT and pollution levels begin to rise. Originally, Clean Commute Month activities were confined to the month of May. However, the current initiative has events taking place from late April through late September, coinciding with the region's ozone season.

Staff will continue to attend meetings and events to examine recent developments in alternatively fueled vehicles (AFVs) and their impacts on reducing air pollution.

Staff will continue to disseminate information on these environmental topics to the MPO and to interested stakeholders, both public and private sector. The primary mechanism for this communication is an e-newsletter entitled Environmental News Brief started in October, 2000. This newsletter is distributed periodically throughout the year to a membership of approximately 600 people. The e-newsletter is geared toward a general audience with additional resources on topics where applicable. It highlights recent news regarding transportation-related environmental issues, primarily air quality, affecting the Baltimore region.

With a State law addressing climate change, and the potential for federal climate change legislation, staff will continue to evaluate the level of contribution of the region's transportation sector to greenhouse gas (GHG) emissions and educate the Board on how to address potential new requirements as they occur. Staff will continue to explore emission reduction capacity of various GHG reduction measures including reductions through the integration of regional transportation and land use planning.

Pending funding availability, staff will assist the BRTB with implementation of a fifth competitive selection process for Congestion Mitigation and Air Quality Improvement projects in the Baltimore region. In FY 2007, the Maryland Department of Transportation agreed to give the BRTB authority to select \$1 million worth of CMAQ projects in FY 2008 and another \$1 million in FY 2009. MDOT agreed to authorize \$800,000 worth of CMAQ projects in FY 2011 and in FY 2012. Staff will track the progress of these projects, along with assisting MDOT in creation of the annual CMAQ report for Maryland.

FY 2013 PERFORMANCE OBJECTIVES:

1. Convene meetings and support activities of the Interagency Consultation Group.
2. Address options and available strategies and associated policy requirements in the development of the conformity analyses.

3. Coordinate with State air quality and transportation agencies on SIPs and comment on mobile source/transportation system issues and impacts.
4. Enhance public education through additional outreach opportunities, including distribution of the “Environmental News Brief” e-newsletter.
5. Provide regional support for Clean Air Partners and Clean Commute Month.
6. Provide staff support for the FY 2013 BRTB CMAQ competitive selection process. (Pending funding availability.)

PRODUCTS/MILESTONES	SCHEDULE
Support ICG meetings	Approx. Bi-Monthly
Monitor new air quality initiatives, policies, and guidance	Throughout Fiscal Year
Distribute <i>Environmental News Brief</i> e-newsletter	Periodically
Coordinate air quality action days outreach for Baltimore metropolitan area	Throughout Fiscal Year
Coordinate cooperative media campaign in Baltimore Media market	Throughout Fiscal Year
Provide staff support and planning for the FY 2013 BRTB CMAQ competitive selection process (Pending funding availability)	2 nd or 3 rd Quarter

PARTICIPANTS: Baltimore Metropolitan Council, BRTB members, and various private, non-profit, and advocacy groups.

BUDGET: **\$265,000**

FHWA Share – \$159,251
 FTA Share – \$ 52,749
 MDOT Share – \$ 26,500
 Local Share – \$ 26,500

PROJECT: ENVIRONMENTAL MITIGATION

PURPOSE: To continue coordination with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation as part of the long-range transportation planning process. To evaluate the environmental performance measures as part of the LRTP.

As a result of SAFETEA-LU, the Metropolitan Transportation Planning Rule was changed to include a requirement that MPO's consult, as appropriate, with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation during development of a long-range transportation plan. To do this, MPO's must compare transportation plans with available state conservation plans or maps and inventories of natural and historic resources. These comparisons help to inform a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, which must be included in long range transportation plans. This discussion is developed in consultation with federal and state wildlife and regulatory agencies.

In FY 2012 staff evaluated feedback from the stakeholder forum which included local, state, and federal agencies dealing with natural and historical resource plans and inventories in the region. The purpose of this forum was to determine how to further integrate these plans and inventories into the long range transportation planning process. Feedback from the forum helped to inform Plan It 2035. In FY 2013, staff will continue to evaluate environmental resource indicators/performance measurements as they relate to the LRTP.

On December 31, 2010 EPA set limits on the amount of nutrients and sediment that can enter the Chesapeake Bay. In addition to setting these limits, known as Total Maximum Daily Loads (TMDLs), EPA required the Bay watershed jurisdictions to develop statewide Watershed Implementation Plans (WIPs). During FY 2012, MDE released Maryland's draft Phase II WIP for public review and included appendices with sections for each jurisdiction in the Baltimore region. Staff will continue to research how

the Chesapeake Bay TMDL and related Maryland WIP strategies will address stormwater pollution from on-road transportation.

FY 2013 PERFORMANCE OBJECTIVES:

1. Coordinate with state and local natural and historical resource agencies and SHA to explore opportunities for integrating natural and historical resource plans and inventories into the long range transportation planning process. Evaluate opportunities for integrating feedback from the Forum.
2. Review any updates for web site mapping of transportation projects with environmental and historical resources, as necessary.
3. Evaluate environmental resource indicators/performance measurements as part of the regional planning process.
4. Evaluate effects of 2010 Chesapeake Bay TMDL and Maryland WIP on regional planning. Consider a tracking mechanism to document the conversion of pavement to pervious surfaces for transportation projects in the TIP.

PRODUCTS/MILESTONES	SCHEDULE
Evaluate effectiveness of environmental resource indicators/performance measurements as part of the regional planning process	1st & 2nd Quarters
Update web site mapping of transportation projects and resources	Throughout Fiscal Year
Research highway stormwater runoff inclusion in the 2010 Chesapeake Bay TMDL	Throughout Fiscal Year

PARTICIPANTS: Baltimore Metropolitan Council, Maryland Department of the Environment, Maryland Department of Natural Resources, Maryland State Highway Administration, member jurisdictions and other agencies as identified.

BUDGET: **\$50,000**

FHWA Share – \$30,047
 FTA Share – \$ 9,953
 MDOT Share – \$ 5,000
 Local Share – \$ 5,000

PROJECT: AIR QUALITY CONFORMITY ANALYSIS

PURPOSE: To conduct a technical and public policy analysis of emissions associated with the TIP and long range plan. To work with state agencies, local jurisdictions, and private stakeholders to develop a coordinated program of emission reduction strategies as an effective means of meeting the National Ambient Air Quality Standards (NAAQS) and reducing traffic congestion.

Transportation plans and programs are required by federal law (Clean Air Act) to demonstrate that mobile source emissions generated in designated horizon years are less than or equal to the motor vehicle emission budgets established in the State Implementation Plan (SIP). These emission budgets are set for criteria air pollutants for which the region has been designated “nonattainment.” The BRTB is required to show that implementation of the Plan or TIP will not delay timely attainment of the NAAQS in the Baltimore region.

In FY 2013, conformity determinations of the applicable TIPs and *Plan It 2035*, will use the applicable U.S. Environmental Protection Agency (EPA) emissions model to estimate emissions of criteria air pollutants for conformity determination under the PM2.5, the 8-hour ozone, and the carbon monoxide NAAQS standards. Working through the Interagency Consultation Group (ICG) process and its members, staff will conduct these conformity determinations using methodologies for 8-hour ozone, fine particulate matter, and carbon monoxide, which have been approved by EPA.

In FY 2013, staff will continue the analysis of the EPA released Motor Vehicle Emission Simulator (MOVES) emission model testing the use of the MOVES model for regional emissions analysis. Staff will identify MOVES local assumption options and develop estimates from existing databases. Understanding of emission results through the incorporation and varying of local assumptions will be developed and documented. This includes the evaluation the interface between the region’s travel demand model and MOVES. A detailed vehicle emission inventory will be developed increasing the understanding of how regional emissions are estimated and uncovering the vehicle

types, process, and operating characteristics that contributes to the regional generated mobile emissions. The detailed inventory may be used to fine-tune transportation policies and programs designed to reduce mobile emissions.

In FY 2013, staff using the knowledge developed from the MOVES emission work will initiate an analysis of horizon year mobile emissions associated with plans and programs. The initial horizon year emission inventory will be developed considering simulated travel activity derived from the Round 8 cooperative forecasts that is captured in the region's travel model and combined with current local assumptions within MOVES. Horizon year mobile emission estimates will be analyzed and documented at their lowest level – vehicle, facility, hour, and process type. A set of emission reduction strategies will be evaluated against a detailed future mobile emission inventory, documenting potential emission changes.

The EPA is proposing several changes in the NAAQS lowering design values. Horizon year mobile source emission considering only programmed policies may not lead to obtaining pending designations. A list of potential regional initiatives of emission reduction policies will be developed from a national scan developing a list of policies the region may consider in efforts to reduce mobile source emissions. Using the detailed emission inventory, a national scan of emission reduction projects, and technical tools/procedures developed in other regions, staff will document the potential emission reduction associated with projects not currently programmed for implementation within the region.

In FY 2013 as part of the conformity process, staff will review local Capital Improvement Programs for individual measures and projects that could collectively achieve measurable emission reduction effects. Emission reduction strategies will be assessed for inclusion in the conformity determination, whether solely for informational purposes or for emission reduction credits.

FY 2013 PERFORMANCE OBJECTIVES:

1. Finalize report documenting the conformity analysis of the applicable TIP and *Plan It 2035*. This includes evaluation of the travel demand model for conformity horizon years.
2. Continue to develop and evaluate a revised Baltimore region mobile emission modeling methodology, interfacing the region’s travel demand model with EPA’s MOVES model.
3. Estimate and document future mobile source emission inventories and evaluate potential emission reduction strategies.
4. Begin the conformity analysis of the 2014-2017 TIP. This includes evaluation of the travel demand model for conformity horizon years.
5. Perform and document conformity procedures and results of any amendments involving major capacity improvements.
6. Provide technical assistance to MDE as necessary.

PRODUCTS/MILESTONES	SCHEDULE
Finalize report documenting conformity of 2013-2016 TIP and <i>Plan It 2035</i>	1 st and 2 nd Quarters
Memos/Presentations documenting new emissions modeling methodology & Detail Vehicle Emission Inventory	Throughout Fiscal Year
Begin conformity analysis of the 2014-2017 TIP	3 rd & 4 th Quarters
Prepare technical memorandum on Plan and TIP amendments, if needed	Throughout Fiscal Year
Provide ongoing technical and policy support for the BRTB, ICG, and other parties interested in emission and congestion reduction measures	Throughout Fiscal Year

PARTICIPANTS: Baltimore Metropolitan Council, local jurisdictions, MDOT, MDE, and interested stakeholders

BALTIMORE REGION UPWP
FY 2013 UNIFIED PLANNING WORK PROGRAM

BUDGET: **\$80,000**

FHWA Share – \$48,076

FTA Share – \$15,924

MDOT Share – \$ 8,000

Local Share – \$ 8,000

SPECIAL PROJECTS
FUNDED OUTSIDE THE FY 2013 UPWP

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PROJECT: TELEWORKBALTIMORE.COM

PURPOSE: To assist both public and private sector employers in the Baltimore region in establishing viable teleworking programs.

Continuing a long relationship with the Maryland Department of Transportation in efforts to encourage and support teleworking by area businesses, MDOT has a contract with BMC to conduct a teleworking awareness program for the Baltimore region.

The two agencies have launched a successor to the Telework Partnership with Employers (TPE) called ***TeleworkBaltimore.com***. The premise of the program is simple: direct employers in the Baltimore region to a branded web site - ***TeleworkBaltimore.com***, where they are able to download materials needed to launch telework programs within their organizations. Before gaining access to the information, employers are asked to register with BMC for tracking purposes. In addition to the telework materials, registered businesses are able to ask questions as needs may arise. BMC assumes the primary role in responding to telework inquiries with the back-up assistance of a telework consultant retained by the Council. Registered participants will also receive periodic updates on topics related to teleworking. BMC is responsible for surveying registered participants. BMC also takes the lead role in marketing the program, with MDOT's guidance and assistance.

Since the program's launch in December 2009, 55 organizations and individuals have registered. Currently, there are three active telework programs that are direct results of ***Teleworkbaltimore.com*** efforts, and two more are pending. As of April 2011, just over \$47,000 remains and MDOT has renewed its agreement with BMC through March 2013.

Efforts will continue to focus on recruiting employers, through individual employer visits and outreach seminars. BMC will also promote telework with ads in business publications and through its Clean Commute Month initiative. BMC staff will visit interested employers to help develop individualized pilot teleworking programs suitable

to their employment sites. Employers will be asked to evaluate their programs at the end of the pilot. Information gathered through these evaluations will be used to encourage additional employers to participate or to develop ways to overcome any problems that may be identified. BMC will submit a final report to MDOT upon completion of the project.

FY 2013 PERFORMANCE OBJECTIVES:

1. Increase awareness of and interest in teleworking in the Baltimore region.
2. Encourage large and small Baltimore region employers to start or expand teleworking programs.

PRODUCTS/MILESTONES	SCHEDULE
Maintain, update, and promote TeleworkBaltimore.com web site	Throughout Fiscal Year
Manage work of telework consultant	Throughout Fiscal Year
Coordinate program activities with MDOT	Throughout Fiscal Year

PARTICIPANTS: BMC, MDOT, Consultant

BUDGET: \$47,000 (April 2011 – March 2013)

FHWA Share –	0
FTA Share –	0
MDOT Share –	\$47,000
Local Share –	0

FISCAL YEAR 2013

APPENDIX A

LOCAL/STATE UPWP PARTICIPANTS: DETAILED PROJECT DESCRIPTIONS

CITY OF ANNAPOLIS

ANNE ARUNDEL COUNTY

BALTIMORE CITY

BALTIMORE COUNTY

CARROLL COUNTY

HARFORD COUNTY

HOWARD COUNTY

STATE HIGHWAY ADMINISTRATION

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**UNIFIED PLANNING WORK PROGRAM
FOR TRANSPORTATION PLANNING**

FY 2013 PROJECTS AND BUDGETS

FOR

CITY OF ANNAPOLIS

(\$217,700)

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PROJECT: UPWP MANAGEMENT

PURPOSE: This task involves managing, coordinating, and guiding the various technical activities related to the UPWP and the regional transportation planning process. These work efforts are carried out through a variety of means including direct involvement in planning activities and support to the multi-disciplined and multi-agency committees essential to a coordinated process. These activities specifically include management of the current fiscal year work program and budget, preparation of detailed work programs, and preparation of quarterly progress reports.

FY 2013 PERFORMANCE OBJECTIVES:

1. Manage the City of Annapolis' local and regional involvement in the transportation planning process.
2. Prepare quarterly reports and invoices.
3. Prepare the FY 2014 UPWP grant application and associated contracts in conjunction with all pertinent federal, state, and local agencies.
4. As necessary, participate in seminars, workshops, and short courses designed to develop technical skills and broader perspectives on transportation-related subjects.

PRODUCTS/ MILESTONES	SCHEDULE
Quarterly progress reports, invoices, audit preparation and other financial reports for FY 2013 UPWP	Throughout Fiscal Year
Budget amendments for FY 2013	As Necessary
City of Annapolis FY 2014 UPWP submittals	2nd Quarter
Completion of formal grant acceptance process for FY 2014	4th Quarter

PARTICIPANTS: City of Annapolis

BUDGET: \$7,620

PROJECT: LEGISLATIVE COORDINATION AND ANALYSIS

PURPOSE: To review, analyze and respond to proposed federal or state legislation or changes in existing legislation related to transportation or air quality issues. The intent is to provide decision makers with background information and impacts that the proposal could have on the county, region and state.

FY 2013 PERFORMANCE OBJECTIVES:

1. Provide timely review and analysis of proposed legislation and changes to existing legislation related to transportation.
2. Prepare briefing memoranda for decision makers on the potential impacts of the proposed legislation.

PRODUCTS /MILESTONES	SCHEDULE
Provide timely analysis and policy implications on proposed state and federal legislation	Throughout Fiscal Year

PARTICIPANTS: City of Annapolis

BUDGET: \$5,000

PROJECT: BICYCLE AND PEDESTRIAN PLANNING

PURPOSE: Provide local assistance in integrating bicycle and pedestrian considerations into the overall planning and programming processes of the state, regional and local jurisdictions.

The City of Annapolis will assist the Bicycle and Pedestrian Advisory Group in the identification of appropriate opportunities to integrate bicycle and pedestrian travel options within a regional framework. The City of Annapolis will examine opportunities to incorporate bicycle and pedestrian uses along county roads, greenways and other non-motorized corridors. Promotional and educational efforts will also be used to increase awareness for bicycle and pedestrian opportunities.

FY 2013 PERFORMANCE OBJECTIVES:

1. Assist in development of regional work plan for analysis of regional bicycle network.
2. Support Bicycle/Pedestrian Advisory Group in reviewing regional opportunities.
3. Support activities related to enhanced greenways planning, along with opportunities to include pedestrian and bicycle activities.
4. Work with local bicycle groups to encourage non-motorized transportation alternatives.

PRODUCTS/MILESTONES	SCHEDULE
Joint activity on work programs and other efforts related to the regional bicycle/pedestrian plan	Throughout Fiscal Year
Other studies and analyses to support regional efforts	Throughout Fiscal Year

PARTICIPANTS: City of Annapolis

BUDGET: \$3,810

PROJECT: TRANSPORTATION IMPROVEMENT PROGRAM

PURPOSE: This project develops the City of Annapolis’ component of the annual Transportation Improvement Program (TIP), revisions to the City of Annapolis’ component of the TIP and review and comment on the regional TIP. The task also includes review and comment regarding proposed TIP amendments during the fiscal year.

FY 2013 PERFORMANCE OBJECTIVES:

1. Develop the City of Annapolis’ annual submission to the TIP including assessment of all federally-funded projects.
2. Review and comment on the Draft 2014-2017 TIP.
3. Revise and correct TIP submission as needed.
4. Review and comment on all TIP amendments as submitted throughout the fiscal year.

PRODUCTS/MILESTONES	SCHEDULE
Review and comment on proposed TIP amendments	As Needed
Submit Local TIP component of 2014-2017 document	3 rd Quarter
Revise City of Annapolis local TIP component per comments and review draft TIP document	3 rd Quarter
Final revisions to 2014-2017 TIP	4 th Quarter

PARTICIPANTS: City of Annapolis

BUDGET: \$1,270

PROJECT: REGIONAL FREIGHT ANALYSIS – LOCAL INPUT

PURPOSE: To coordinate and assist with the various technical and outreach activities in an effort to better understand and plan for improvements to the regional freight network.

 As an outgrowth of the *Imagine 2060* process, establishing a vision for the Baltimore region, feedback from a range of stakeholders led the BRTB to undertake a regional freight analysis to understand the transportation network supporting the movement of goods through and within the region as well as identify regional priorities to maintain and enhance the system.

In FY 2012, local government staff assisted BMC and consultants with several freight related studies/activities such as the Port of Baltimore Rail Served Properties Study and the SHA/MdTA Freight Implementation Plan. In FY 2013, it is anticipated that local participation will be stepped up to help provide input to the regional freight analysis and other freight related activities. Tasks will include access to data, meeting logistics, attendance and preparation/review of technical materials.

FY 2013 PERFORMANCE OBJECTIVES:

1. Contribute data and identify stakeholders.
2. Identify appropriate data as requested, facilities, etc.
3. Review and comment on materials as presented.

PRODUCTS/MILESTONES	SCHEDULE
Data and stakeholder identification	1 st and 2 nd Quarter
Identify data sets, locations, zoning as requested	Throughout Fiscal Year
Attend technical planning workshops	Throughout Fiscal Year

PARTICIPANTS: City of Annapolis

BUDGET: \$2,500

PROJECT: REGIONAL TRANSIT ANALYSIS – LOCAL INPUT

PURPOSE: To assist with the various technical activities in the efforts to undertake a regional analysis of transit services and networks.

 As an outgrowth of the *Imagine 2060* process, establishing a vision for the Baltimore region, feedback from a range of stakeholders led the BRTB to an effort where the current system would be documented, followed by short- and long-term opportunities to pursue within the region.

Throughout FY 2013, local government staff will assist BMC staff and consultants in efforts to access both local data and expertise, including the private sector. Tasks will include meeting logistics, attendance and preparation/review of technical materials.

FY 2013 PERFORMANCE OBJECTIVES:

1. Contribute data and identify stakeholders.
2. Identify appropriate data as requested, facilities, etc.
3. Review and comment on materials as presented.

PRODUCTS/MILESTONES	SCHEDULE
Data and stakeholder identification	1 st and 2 nd Quarter
Identify data sets, locations, zoning as requested	Throughout Fiscal Year
Attend technical planning workshops	Throughout Fiscal Year

PARTICIPANTS: City of Annapolis

BUDGET: \$2,500

PROJECT: SUBAREA ANALYSIS: CITY OF ANNAPOLIS RESPONSIBILITIES**PART A: CITY OF ANNAPOLIS: FEASIBILITY STUDY FOR THE DEVELOPMENT OF A MULTIMODAL TRANSPORTATION CENTER FOR THE STATE CAPITAL**

PURPOSE: Identify and ultimately develop a multimodal Transportation Center to enhance efficiency comfort and safety for all transportation providers and patrons.

OBJECTIVES

- Propose a location and facilities for a regional multi-modal center.
- Determine whether, how and where a multi-modal center could be financed, constructed, and operated within the State's Capital or surrounding area.

Recommendation

The 1994 *Parole Urban Design Concept Plan* as well as subsequent planning efforts recommended developing a multi-modal transit center in Parole. This much needed facility could potentially serve as a major transit hub for Annapolis Transit (AT), Maryland Transit Administration (MTA), commercial carriers (Greyhound and Trailways), and tour buses and it could provide parking for outbound commuters.

Specifically, the 1994 *Parole Urban Design Concept Plan* recommended Parole Plaza shopping mall as the site for the regional multi-modal center, and for years this concept was carried forward in subsequent plans and discussions. However, this possibility has been foreclosed by the recent Parole Town Center development.

Although the initial site has been preempted, the need for a multi-modal center remains unchanged. It is imperative that the city, county, and state reach agreement on the location, scope, and program for a multi-modal center to serve the Annapolis Area.

The 2006 Draft Annapolis Regional Transportation Vision and Master Plan proposed a feasibility study (I. C. (6), Vol. II, pages 82-83) to determine whether, how and where such a multi-modal center could be constructed, operated, and financed and to address a broad range of transportation issues, including:

- All-day parking demand for outbound commuters (primarily MTA riders) and the ability of a transit center/mixed-use site to accommodate it;
- Moving the outbound commuter parking from the Truman Lot or retaining it and providing additional outbound commuter parking in a multi-modal center;
- Ability to successfully accommodate a multi-modal center as part of a mixed-use retail, office, and residential development;
- Access and potential delays for buses and other vehicles in and around the Annapolis area;
- The potential for a visitor center to serve Annapolis and other regional tourist attractions and to accommodate tour buses;
- Alternative sites for all or some of these functions if a multi-modal center cannot accommodate them all.
- The complementary functions and relationship between a multi-modal center and use of the City's parking facilities in Annapolis.

The need for this facility was affirmed in the City of Annapolis 2009 Comprehensive Plan (Chapter 4, Policy 3), stating that there is the need to create a regional transit system to serve the needs of Annapolis commuters, residents and visitors. Specifically Policy 3.3 addresses the need for a multi-modal transportation hub as a primary terminal for regional and local transit, taxis and airport shuttles promoted through a partnership of local agencies and the private sector.

As part of the study, metrics relating to the design and requirements of a multi-modal transportation center would be generated for use both regionally and nationally in the design and feasibility of transportation hubs. These metrics would include:

- Parking demand, usage and space requirement;
- Building facility requirements;
- Tour Bus parking requirements;
- Regional access needs;
- Downtown shuttle facilities and services; and
- Transit facility requirements.

FY 2013 PERFORMANCE INDICATORS:

1. Develop a work program and RFP to select successful consultant to undertake the work program.
2. Develop multi-modal center feasibility options for locations, facilities and funding.
3. Host a public meeting to share potential location and facility options. Also, solicit feedback on feasibility proposals.
4. Prepare a final report with changes recommended by public, develop design and requirement metrics for transportation centers and develop a plan for constructing, operating and financing a regional multimodal transportation center.

PRODUCTS/MILESTONES	SCHEDULE
Send out RFP and select a successful candidate	1 st Quarter
Have consultant develop multi-modal center options for locations, facilities and funding	2 nd Quarter
Hold a public hearing to present preliminary findings and to gather feedback on proposed locations and facilities	3 rd Quarter
Complete planning study with recommendations for a development plan	4 th Quarter

PARTICIPANTS: City of Annapolis, Consultant, Annapolis Regional Transportation Management Association, Anne Arundel County, MTA, BMC, SHA

BUDGET: **\$125,000**

PART B: US 50 OVERFLOW ANALYSIS AND MULTI-MODAL CIRCULATION STUDY: FOR WEST ANNAPOLIS, MD 450, TAYLOR AVE., AND ROWE BLVD/MD 70

PURPOSE: Formulate a plan for managing US 50 overflow traffic and traffic surge events to balance regional and local transportation needs, in concert with a circulation and safety analysis of West Annapolis streets, and concurrent with land use planning

OBJECTIVES

- Strategy for managing intra-regional traffic patterns resulting from US 50 congestion, State Capitol legislative session activity, visitor and tourist traffic, and other 'traffic surge' events
- Improved efficiency of the circulation network by all modes of transportation in the West Annapolis sector of the city
- Improved safety for pedestrians and bicycle riders in the West Annapolis sector
- Preserved community character and improved viability of the West Annapolis business district and residential community

DESCRIPTION

At times of congestion on US 50, automobile traffic seeks to divert from US 50 and find an alternate route across the Severn River. Sources of traffic include intra-regional circulation patterns for seasonal activities, activity surrounding the legislative session in the State Capitol, and substantial visitor and tourist traffic. This overflow traffic threads its way to the scenic "Naval Academy Bridge" (MD 450) via Rowe Boulevard (MD 70), Taylor Avenue, and other local streets. Key intersections quickly gridlock with traffic, with ramifications for the entire northern quadrant of the city.

The *Annapolis Comprehensive Plan* (2009) noted this problem area and recommended that "an engineering study should be done, with the goals of alleviating peak period traffic backups, improving transit efficiency, adding bike lanes, and enhancing access to and circulation within West Annapolis" (p.54). Acknowledging the regionally significant role of Rowe Boulevard and Taylor Avenue, the Comprehensive Plan further noted that "a balance must be found between regional transportation needs and local circulation

and mobility” (p.27). West Annapolis was identified in the Comprehensive Plan as one of four ‘Opportunity Areas’ with good potential for mixed commercial and residential development. This part of the City is the location of the Anne Arundel County District Courthouse and the Navy-Marine Corps Stadium, which is used for football games and other large events. A comprehensive program for treatment of features important to the area’s future character and identity, circulation, and economic viability was also recommended, specifically: pedestrian and bicycle facilities; a parking strategy; signage; streetscape improvements; road alignment; access management; transit service; and connections to the bicycle network.

This area is served by Annapolis City transit service along Rowe Blvd., Taylor Ave., and MD 450, including connections to points north (Anne Arundel Community College and others). The recently completed Bicycle Master Plan identified the bicycle-supportive features to be implemented in this area; these will be integrated with the more comprehensive traffic engineering study proposed here.

In conjunction with the Circulation Study, the City will conduct a Land Use/Zoning analysis to bring zoning for the West Annapolis opportunity area into conformance with the Comprehensive Plan. The results of the Land Use/Zoning study and Circulation Study will be combined into the West Annapolis Sector Plan and presented to the City Council for adoption. The sector plan will recommend phasing, inter-jurisdictional arrangements, and other implementation steps.

FY 2013 PERFORMANCE OBJECTIVES:

1. Traffic counts, turning movement analysis, LOS analysis. Develop proxy for traffic surge events, corroborate with counts and observations during known surge events, e.g., at Navy games/other events.
2. Analysis of pedestrian/bike/transit circulation and access.
3. Traffic Signal Timing Study and comprehensive review of traffic control signage, including signals under control of SHA, City, USNA (Gate 8).

4. Safety evaluation of selected intersections, utilizing the Bicycle Automotive Pedestrian Safety Evaluation (BAPSE) methodology developed for the Downtown Circulation Study (2010/2011).
5. Integrated with redevelopment planning, modeling/simulation of selected improvement scenarios, including As Is conditions and two alternatives.
6. Final Report or Technical memoranda and public presentations, to inform sector planning.

PRODUCTS/MILESTONES	SCHEDULE
Develop detailed work scope, establish inter-jurisdictional planning team	1 st Quarter
Traffic counts & analysis, Pedestrian, Bike and Transit analysis	2 nd & 3 rd Quarters
Traffic Signal Timing Study Safety Evaluation	3 rd & 4 th Quarters
Technical memoranda Public presentations Coordination with sector planning & redevelopment scenarios	2 nd , 3 rd , 4 th Quarters

PARTICIPANTS: City of Annapolis, Anne Arundel County, US Naval Academy, MDOT/State Highway Administration, Consultant, West Annapolis residential and business communities

BUDGET: **\$70,000**

**UNIFIED PLANNING WORK PROGRAM
FOR TRANSPORTATION PLANNING**

FY 2013 PROJECTS AND BUDGETS

FOR

ANNE ARUNDEL COUNTY

(\$282,080)

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PROJECT: UPWP MANAGEMENT

PURPOSE: This task involves managing, coordinating, and guiding the various technical activities related to the UPWP and the regional transportation planning process. These work efforts are carried out through a variety of means including direct involvement in planning activities and support to the multi-disciplined and multi-agency committees essential to a coordinated process. These activities specifically include management of the current fiscal year work program and budget, preparation of detailed work programs, and preparation of quarterly progress reports.

FY 2013 PERFORMANCE OBJECTIVES:

1. Manage Anne Arundel County’s local and regional involvement in the transportation planning process.
2. Prepare quarterly reports and invoices.
3. Prepare the FY 2014 UPWP grant application and associated contracts in conjunction with all pertinent federal, state, and local agencies.
4. As necessary, participate in seminars, workshops, and short courses designed to develop technical skills and broader perspectives on transportation-related subjects.

PRODUCTS/MILESTONES	SCHEDULE
Quarterly progress reports, invoices, audit preparation and other financial reports for FY 2013 UPWP	Throughout Fiscal Year
Budget amendments for FY 2013	As Necessary
Anne Arundel County FY 2014 UPWP submittals	2nd Quarter
Completion of formal grant acceptance process for FY 2014	4th Quarter

PARTICIPANTS: Anne Arundel County

BUDGET: \$7,620

PROJECT: LEGISLATIVE COORDINATION AND ANALYSIS

PURPOSE: To review, analyze and respond to proposed federal or state legislation or changes in existing legislation related to transportation or air quality issues. The intent is to provide decision makers with background information and impacts that the proposal could have on the county, region and state.

FY 2013 PERFORMANCE OBJECTIVES:

1. Provide timely review and analysis of proposed legislation and changes to existing legislation related to transportation.
2. Prepare briefing memoranda for decision makers on the potential impacts of the proposed legislation.

PRODUCTS /MILESTONES	SCHEDULE
Provide timely analysis and policy implications on proposed state and federal legislation	Throughout Fiscal Year

PARTICIPANTS: Anne Arundel County

BUDGET: \$10,000

PROJECT: COOPERATIVE FORECASTING PROCESS

PURPOSE: To generate socio-economic and demographic data for the regional forecasting process. To provide technical input to the Cooperative Forecasting Group (CFG) that is responsible for reporting updates to changes in local land use patterns and associated developments in the region.

In FY 2007, the CFG developed population, household, and employment forecasts for each jurisdiction by small area for 2000 through 2035. These forecasts were used in the creation and testing of the 2007 Baltimore Region Long Range Transportation Plan. Local planning staffs will continue the development of these data during FY 2013 as part of Round 8 Cooperative Forecasts, 2000 – 2035. They will report on their progress periodically to the CFG, the Technical Committee, and the BRTB.

FY 2013 PERFORMANCE OBJECTIVES:

1. Prepare updated socio-economic and demographic jurisdictional forecasts at the level of transportation analysis zones for 2000 – 2035.
2. Provide updates where necessary on major new developments or facilities that impact existing forecasts.
3. Prepare documentation on population, household and employment forecast methodologies.

PRODUCTS/MILESTONES	SCHEDULE
Review and report on forecasts for population, households and employment	2 nd Quarter
Document methodologies used to generate forecasts	3 rd Quarter
Provide updates on major new developments that affect existing forecasts	Throughout Fiscal Year

PARTICIPANTS: Anne Arundel County

BUDGET: \$34,650

PROJECT: BICYCLE AND PEDESTRIAN PLANNING

PURPOSE: Provide local assistance in integrating bicycle and pedestrian considerations into the overall planning and programming processes of the state, regional and local jurisdictions.

Anne Arundel County will assist the Bicycle and Pedestrian Advisory Group in the identification of appropriate opportunities to integrate bicycle and pedestrian travel options within a regional framework. Anne Arundel County will examine opportunities to incorporate bicycle and pedestrian uses along county roads, greenways and other non-motorized corridors. Promotional and educational efforts will also be used to increase awareness for bicycle and pedestrian opportunities.

FY 2013 PERFORMANCE OBJECTIVES:

1. Assist in development of regional work plan for analysis of regional bicycle network.
2. Support Bicycle/Pedestrian Advisory Group in reviewing regional opportunities.
3. Support activities related to enhanced greenways planning, along with opportunities to include pedestrian and bicycle activities.
4. Work with local bicycle groups to encourage non-motorized transportation alternatives.

PRODUCTS/MILESTONES	SCHEDULE
Joint activity on work programs and other efforts related to the regional bicycle/pedestrian plan	Throughout Fiscal Year
Other studies and analyses to support regional efforts	Throughout Fiscal Year

PARTICIPANTS: Anne Arundel County

BUDGET: \$3,810

PROJECT: TRANSPORTATION IMPROVEMENT PROGRAM

PURPOSE: This project develops Anne Arundel County’s component of the annual Transportation Improvement Program (TIP), revisions to Anne Arundel County’s component of the TIP and review and comment on the regional TIP. The task also includes review and comment regarding proposed TIP amendments during the fiscal year.

FY 2013 PERFORMANCE OBJECTIVES:

1. Develop Anne Arundel County’s annual submission to the TIP including assessment of all federally-funded projects.
2. Review and comment on the Draft 2014-2017 TIP.
3. Revise and correct TIP submission as needed.
4. Review and comment on all TIP amendments as submitted throughout the fiscal year.

PRODUCTS/MILESTONES	SCHEDULE
Review and comment on proposed TIP amendments	As Needed
Submit Local TIP component of 2014-2017 document	3rd Quarter
Revise Anne Arundel County’s local TIP component per comments and review draft TIP document	3rd Quarter
Final revisions to 2014-2017 TIP	4th Quarter

PARTICIPANTS: Anne Arundel County

BUDGET: \$1,000

PROJECT: REGIONAL FREIGHT ANALYSIS – LOCAL INPUT

PURPOSE: To coordinate and assist with the various technical and outreach activities in an effort to better understand and plan for improvements to the regional freight network.

 As an outgrowth of the *Imagine 2060* process, establishing a vision for the Baltimore region, feedback from a range of stakeholders led the BRTB to undertake a regional freight analysis to understand the transportation network supporting the movement of goods through and within the region as well as identify regional priorities to maintain and enhance the system.

In FY 2012, local government staff assisted BMC and consultants with several freight related studies/activities such as the Port of Baltimore Rail Served Properties Study and the SHA/MdTA Freight Implementation Plan. In FY 2013, it is anticipated that local participation will be stepped up to help provide input to the regional freight analysis and other freight related activities. Tasks will include access to data, meeting logistics, attendance and preparation/review of technical materials.

FY 2013 PERFORMANCE OBJECTIVES:

1. Contribute data and identify stakeholders.
2. Identify appropriate data as requested, facilities, etc.
3. Review and comment on materials as presented.

PRODUCTS/MILESTONES	SCHEDULE
Data and stakeholder identification	1 st and 2 nd Quarter
Identify data sets, locations, zoning as requested	Throughout Fiscal Year
Attend technical planning workshops	Throughout Fiscal Year

PARTICIPANTS: Anne Arundel County

BUDGET: \$5,000

PROJECT: REGIONAL TRANSIT ANALYSIS – LOCAL INPUT

PURPOSE: To assist with the various technical activities in the efforts to undertake a regional analysis of transit services and networks.

 As an outgrowth of the *Imagine 2060* process, establishing a vision for the Baltimore region, feedback from a range of stakeholders led the BRTB to an effort where the current system would be documented, followed by short- and long-term opportunities to pursue within the region.

Throughout FY 2013, local government staff will assist BMC staff and consultants in efforts to access both local data and expertise, including the private sector. Tasks will include meeting logistics, attendance and preparation/review of technical materials.

FY 2013 PERFORMANCE OBJECTIVES:

1. Contribute data and identify stakeholders.
2. Identify appropriate data as requested, facilities, etc.
3. Review and comment on materials as presented.

PRODUCTS/MILESTONES	SCHEDULE
Data and stakeholder identification	1 st and 2 nd Quarter
Identify data sets, locations, zoning as requested	Throughout Fiscal Year
Attend technical planning workshops	Throughout Fiscal Year

PARTICIPANTS: Anne Arundel County

BUDGET: \$5,000

PROJECT: SUBAREA ANALYSIS: ANNE ARUNDEL COUNTY RESPONSIBILITIES
PART A: MODEL MAINTENANCE/DATA COLLECTION

PURPOSE: Manage the development of subarea models; continue transit usage data collection effort for forecasting in future years.

FY2013 PERFORMANCE OBJECTIVES:

1. Maintain and manage the updates and development of subarea models.
2. Continue collecting information to add detail to the highway and transit networks. Continue identifying area of traffic congestion.
3. Attend transportation-related meetings, seminars, workshops and short courses designed to enhance and update technical skills in transportation planning and modeling.
4. Support the regional travel forecast model by maintaining the regional software package.
5. Identify and inventory Priority Highway Improvement Corridors and Transit Investment Corridors as recommended in the General Development Plan.

PRODUCTS/MILESTONES	SCHEDULE
Continue updating highway and transit network data bases.	Throughout Fiscal Year
Provide input and analysis on BRAC related activities.	Throughout Fiscal Year
Maintain and update the subarea models.	Throughout Fiscal Year

PARTICIPANTS: Anne Arundel County

BUDGET: \$ 40,000

PART B: COMPLETE STREETS APPLICATIONS

PURPOSE: Evaluate the applicability of Complete Streets techniques in a selected highway corridor as a means of 1) expanding local and regional travel capacity, 2) utilizing right of way more efficiently and 3) facilitating the beneficial integration of multiple travel modes while maintaining compatibility with surrounding land uses.

This initiative builds upon the Transportation Functional Master Plan (TFMP) analysis of regional corridors and connector roads and the Pedestrian and Bicycle Master Plan (PBMP) (now underway). These study processes have identified an array of strategies for addressing travel demand utilizing a multimodal complete streets approach. This project will explore specific opportunities in a selected corridor and examine their feasibility for implementation within current regulatory constraints. The analysis is intended as a regional prototype, the lessons from which may be applied elsewhere in the region.

FY 2013 PERFORMANCE OBJECTIVES:

1. Review mapping, centerline files, travel forecasts, traffic counts and other available data for the selected highway corridor.
2. Conduct a field survey of existing conditions within the corridor.
3. Identify site specific opportunities to improve travel conditions by implementing complete streets strategies.
4. Conduct a planning level assessment of each strategy to include a) development of typical cross sections; b) identification of State and County regulatory hurdles to implementing Complete Streets strategies and c) preparation of planning level cost estimates.
5. Prepare a final report summarizing the observations and recommendations arising from the above analysis.
6. Conduct a workshop with interested regional and State transportation agencies

PRODUCTS/MILESTONES	SCHEDULE
Conduct a map, file and field review of existing conditions	1 ST & 2 nd Quarters
Identify potential improvement strategies	2 nd & 3 rd Quarters
Conduct a planning level evaluation of each strategy; prepare tech memo	3 rd & 4 th Quarters
Prepare final report	4 th Quarter
Conduct a workshop with BMC, SHA, MTA, local planners, etc.	4 th Quarter

PARTICIPANTS: Anne Arundel County, Consultant

BUDGET: \$150,000

**UNIFIED PLANNING WORK PROGRAM
FOR TRANSPORTATION PLANNING**

FY 2013 PROJECTS AND BUDGETS

FOR

BALTIMORE CITY

(\$581,225)

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PROJECT: UPWP MANAGEMENT

PURPOSE: This task involves managing, coordinating, and guiding the various technical activities related to the UPWP and the regional transportation planning process. These work efforts are carried out through a variety of means including direct involvement in planning activities and support to the multi-disciplined and multi-agency committees essential to a coordinated process. These activities specifically include management of the current fiscal year work program and budget, preparation of detailed work programs, and preparation of quarterly progress reports.

FY 2013 PERFORMANCE OBJECTIVES:

1. Manage Baltimore City’s local and regional involvement in the transportation planning process.
2. Prepare quarterly reports and invoices.
3. Prepare the FY 2014 UPWP grant application and associated contracts in conjunction with all pertinent federal, state, and local agencies.
4. As necessary, participate in seminars, workshops, and short courses designed to develop technical skills and broader perspectives on transportation-related subjects.

PRODUCTS/MILESTONES	SCHEDULE
Quarterly progress reports, invoices, audit preparation and other financial reports for FY 2013 UPWP	Throughout Fiscal Year
Budget amendments for FY 2013	As Necessary
Baltimore City FY 2014 UPWP submittals	2nd Quarter
Completion of formal grant acceptance process for FY 2014	4th Quarter

PARTICIPANTS: Baltimore City

BUDGET: \$7,620

PROJECT: LEGISLATIVE COORDINATION AND ANALYSIS

PURPOSE: To review, analyze and respond to proposed federal or state legislation or changes in existing legislation related to transportation or air quality issues. The intent is to provide decision makers with background information and impacts that the proposal could have on the county, region and state.

FY 2013 PERFORMANCE OBJECTIVES:

1. Provide timely review and analysis of proposed legislation and changes to existing legislation related to transportation.
2. Prepare briefing memoranda for decision makers on the potential impacts of the proposed legislation.

PRODUCTS /MILESTONES	SCHEDULE
Provide timely analysis and policy implications on proposed state and federal legislation	Throughout Fiscal Year

PARTICIPANTS: Baltimore City

BUDGET: \$10,000

PROJECT: COOPERATIVE FORECASTING PROCESS

PURPOSE: To generate socio-economic and demographic data for the regional forecasting process. To provide technical input to the Cooperative Forecasting Group (CFG) that is responsible for reporting updates to changes in local land use patterns and associated developments in the region.

In FY 2007, the CFG developed population, household, and employment forecasts for each jurisdiction by small area for 2000 through 2035. These forecasts were used in the creation and testing of the 2007 Baltimore Region Long Range Transportation Plan. Local planning staffs will continue the development of these data during FY 2013 as part of Round 8 Cooperative Forecasts, 2000 – 2035. They will report on their progress periodically to the CFG, the Technical Committee, and the BRTB.

FY 2013 PERFORMANCE OBJECTIVES:

1. Prepare updated socio-economic and demographic jurisdictional forecasts at the level of transportation analysis zones for 2000 – 2035.
2. Provide updates where necessary on major new developments or facilities that impact existing forecasts.
3. Prepare documentation on population, household and employment forecast methodologies.

PRODUCTS/MILESTONES	SCHEDULE
Review and report on forecasts for population, households and employment	2nd Quarter
Document methodologies used to generate forecasts	3 rd Quarter
Provide updates on major new developments that affect existing forecasts	Throughout Fiscal Year

PARTICIPANTS: Baltimore City

BUDGET: \$54,630

PROJECT: BICYCLE AND PEDESTRIAN PLANNING

PURPOSE: Provide local assistance in integrating bicycle and pedestrian considerations into the overall planning and programming processes of the state, regional and local jurisdictions.

Baltimore City will assist the Bicycle and Pedestrian Advisory Group in the identification of appropriate opportunities to integrate bicycle and pedestrian travel options within a regional framework. Baltimore City will examine opportunities to incorporate bicycle and pedestrian uses along county roads, greenways and other non-motorized corridors. Promotional and educational efforts will also be used to increase awareness for bicycle and pedestrian opportunities.

FY 2013 PERFORMANCE OBJECTIVES:

1. Assist in development of regional work plan for analysis of regional bicycle network.
2. Support Bicycle/Pedestrian Advisory Group in reviewing regional opportunities.
3. Support activities related to enhanced greenways planning, along with opportunities to include pedestrian and bicycle activities.
4. Work with local bicycle groups to encourage non-motorized transportation alternatives.

PRODUCTS/MILESTONES	SCHEDULE
Joint activity on work programs and other efforts related to the regional bicycle/pedestrian plan	Throughout Fiscal Year
Other studies and analyses to support regional efforts	Throughout Fiscal Year

PARTICIPANTS: Baltimore City

BUDGET: \$3,810

PROJECT: TRANSPORTATION IMPROVEMENT PROGRAM

PURPOSE: This project develops Baltimore City's component of the annual Transportation Improvement Program (TIP), revisions to Baltimore City's component of the TIP and review and comment on the regional TIP. The task also includes review and comment regarding proposed TIP amendments during the fiscal year.

FY 2013 PERFORMANCE OBJECTIVES:

1. Develop Baltimore City's annual submission to the TIP including assessment of all federally-funded projects.
2. Review and comment on the Draft 2014-2017 TIP.
3. Revise and correct TIP submission as needed.
4. Review and comment on all TIP amendments as submitted throughout the fiscal year.

PRODUCTS/MILESTONES	SCHEDULE
Review and comment on proposed TIP amendments	As Needed
Submit Local TIP component of 2014-2017 document	3 rd Quarter
Revise Baltimore City's local TIP component per comments and review draft TIP document	3 rd Quarter
Final revisions to 2014-2017 TIP	4 th Quarter

PARTICIPANTS: Baltimore City

BUDGET: \$10,165

PROJECT: REGIONAL FREIGHT ANALYSIS – LOCAL INPUT

PURPOSE: To coordinate and assist with the various technical and outreach activities in an effort to better understand and plan for improvements to the regional freight network.

 As an outgrowth of the *Imagine 2060* process, establishing a vision for the Baltimore region, feedback from a range of stakeholders led the BRTB to undertake a regional freight analysis to understand the transportation network supporting the movement of goods through and within the region as well as identify regional priorities to maintain and enhance the system.

In FY 2012, local government staff assisted BMC and consultants with several freight related studies/activities such as the Port of Baltimore Rail Served Properties Study and the SHA/MdTA Freight Implementation Plan. In FY 2013, it is anticipated that local participation will be stepped up to help provide input to the regional freight analysis and other freight related activities. Tasks will include access to data, meeting logistics, attendance and preparation/review of technical materials.

FY 2013 PERFORMANCE OBJECTIVES:

1. Contribute data and identify stakeholders.
2. Identify appropriate data as requested, facilities, etc.
3. Review and comment on materials as presented.

PRODUCTS/MILESTONES	SCHEDULE
Data and stakeholder identification	1 st and 2 nd Quarter
Identify data sets, locations, zoning as requested	Throughout Fiscal Year
Attend technical planning workshops	Throughout Fiscal Year

PARTICIPANTS: Baltimore City

BUDGET: \$5,000

PROJECT: REGIONAL TRANSIT ANALYSIS – LOCAL INPUT

PURPOSE: To assist with the various technical activities in the efforts to undertake a regional analysis of transit services and networks.

 As an outgrowth of the *Imagine 2060* process, establishing a vision for the Baltimore region, feedback from a range of stakeholders led the BRTB to an effort where the current system would be documented, followed by short- and long-term opportunities to pursue within the region.

Throughout FY 2013, local government staff will assist BMC staff and consultants in efforts to access both local data and expertise, including the private sector. Tasks will include meeting logistics, attendance and preparation/review of technical materials.

FY 2013 PERFORMANCE OBJECTIVES:

1. Contribute data and identify stakeholders.
2. Identify appropriate data as requested, facilities, etc.
3. Review and comment on materials as presented.

PRODUCTS/MILESTONES	SCHEDULE
Data and stakeholder identification	1 st and 2 nd Quarter
Identify data sets, locations, zoning as requested	Throughout Fiscal Year
Attend technical planning workshops	Throughout Fiscal Year

PARTICIPANTS: Baltimore City

BUDGET: \$5,000

PROJECT: SUBAREA ANALYSIS: BALTIMORE CITY RESPONSIBILITIES**PART A: AT-GRADE CROSSING SAFETY PLAN**

PURPOSE: At-grade rail crossing have many impacts, especially in urban communities, such as noise, illegal dumping, traffic, and pedestrian safety, traffic delays, etc. According to the Federal Highway Administration, collisions between highway vehicles and trains have been, until recently, the greatest sources of injuries and fatalities in the railroad industry. This study proposes to analyze Baltimore's at-grade rail crossing and develop a strategic plan for managing safety and reducing adverse external impacts.

FY 2013 PERFORMANCE OBJECTIVES:

1. Verify FRA database of at-grade rail crossings and further develop inventory, as necessary.
2. Create local database that includes externalities such as crash data, roadway condition, gating/safety features, service type, noise impacts, surrounding land uses, trespassing and illegal dumping, etc.
3. Develop evaluation matrix and protocol based on grade-crossing database.
4. Identify priority grade-crossings for improvements.
5. Develop Citywide At-grade Crossing Improvement Plan.

PRODUCTS/MILESTONES	SCHEDULE
Verify FRA database of at-grade rail crossings and further develop inventory, as necessary	1 st Quarter
Create local database that includes externalities such as crash data, roadway condition, gating/safety features, service type, noise impacts, surrounding land uses, trespassing and illegal dumping, etc.	1 st Quarter
Develop evaluation matrix and protocol based on grade-crossing database	2 nd Quarter
Identify priority grade-crossings for improvements	2 nd & 3 rd Quarter
Develop Citywide At-grade Crossing Improvement Plan	3 rd & 4 th Quarter
Final Report	4 th Quarter

PARTICIPANTS: Baltimore City (DOT, Police, Public Works, Etc.), Railroads (NS, CSX, Canton, MTA), SHA Highway Safety Office, MDOT Office of Freight & Logistics

BUDGET: **\$50,000**

Note: A classification standard, the same as or similar to the one used by the Federal Railroad Administration, will be used. Also pedestrian and bicycle considerations, including ADA accessibility will be looked at.

PART B: YORK ROAD CORRIDOR PROJECT PLANNING (43RD STREET TO 28TH STREET)

PURPOSE: Develop a corridor safety study and operations study and conceptual alternatives for York Road from 43rd St. to 28th St.

York Road is a major gateway between Baltimore County and Baltimore City. Previous York Road corridor studies have helped improve safety and access on the corridor north of 43rd Street. Continuing this progress to 28th Street will address significant traffic and pedestrian safety concerns, support community development and “Main Street” activities, and consider alternatives for design and construction.

FY 2013 PERFORMANCE OBJECTIVES:

1. Assess current traffic operations, including traffic and pedestrian safety, congestion management, bus operations, etc.
2. Make recommendations based on data and public feedback.
3. Draft concept for roadway improvements.

PRODUCTS/MILESTONES	SCHEDULE
Data collection, project scope, stakeholder communication	1 st Quarter & ongoing thereafter
Development of corridor recommendations and concept alternatives	2 nd and 3 rd Quarters
Final Report	4 th Quarter

PARTICIPANTS: Baltimore City DOT, Baltimore City, Planning Department, Consultant, Mayor’s Office of Neighborhoods

BUDGET: \$105,000

Note: Corridor studies routinely include pedestrian and bicycle usability. A street lighting assessment along this corridor is intended.

PART C: TRANSPORTATION GREEN INFRASTRUCTURE STRATEGIC PLAN

PURPOSE: Transportation projects require stormwater mitigation practices to meet State and federal regulations, including MDE Stormwater Management Mitigation (SWM) and the City's MS4 permit requirements. The linear form and constrained right-of-ways of transportation infrastructure, especially in dense urban areas, creates challenges for the Baltimore City Department of Transportation (BCDOT) to meet stormwater mitigation on transportation projects. At the same time, urban areas also have important opportunities to convert vacant and underutilized land/properties into a productive use in the environmental context.

The Baltimore City Department of Housing & community Development has a strategic plan in place to address 5,000 of the City's 16,000 vacant, properties through community and economic development initiatives. The remaining 11,000 properties provide a strategic opportunity to develop green infrastructure that will aid the region in meeting its stormwater management, air quality and other environmental goals.

The purpose of this project is to develop a framework for assessing opportunities for environmental mitigation related to existing and planned transportation infrastructure by using Baltimore's available vacant and abandoned land. There will be two elements to the project: First, the work plan will evaluate existing policies (local, state, and federal) to determine interagency impediments to cooperatively respond to state and environmental mitigation requirements for transportation projects. The project will develop model policies, agreements, and processes to overcome these barriers and maximize opportunities for green infrastructure. Second, the project will utilize existing land inventories within the city to identify green infrastructure opportunities in particular corridors or communities, develop an evaluation matrix and protocol for candidate projects and initiate preliminary planning for one or more corridors or communities emanating from the evaluation process. The City would welcome the opportunity to partner with surrounding jurisdictions and MDOT modal administrations on cross-

jurisdictional corridors or communities opportunities for transportation-related environmental mitigation.

FY 2013 PERFORMANCE OBJECTIVES:

1. Conduct outreach to surrounding jurisdictions to determine interest, if any, in partnering on this project.
2. Review existing policies and interagency cooperative agreements to identify impediments for utilizing vacant land for transportation-related environmental mitigation projects; develop model policies, agreements, and processes to overcome these barriers and maximize opportunities for green infrastructure.
3. Analyze Baltimore Housing's vacant and under-utilized parcel database to identify potential corridors or communities for green infrastructure development; develop an evaluation matrix and protocol for same. Identify potential transportation SWM mitigation strategies, and demolition of properties for green infrastructure and SWM facilities.
4. Evaluate high-scoring communities/corridors and advance one of more areas to project planning stage; analyze benefit-cost of implementation relative to the region's environmental goals; review City's capital improvement program, the region's Transportation Improvement Program and Constrained Long Range Plan for implementation coordination opportunities.

PRODUCTS/MILESTONES	SCHEDULE
Conduct outreach to surrounding jurisdictions to determine interest, if any, in partnering on this project	1 st Quarter
Review existing policies and interagency cooperative agreements to identify impediments for utilizing vacant land for transportation-related environmental mitigation projects; develop model policies, agreements, and processes to overcome these barriers and maximize opportunities for green infrastructure	2 nd Quarter
Develop evaluation matrix/protocol for corridors/communities lending themselves to green infrastructure development; analyze the 11,000 vacant properties/buildings for potential project development	2 nd & 3 rd Quarter
Conduct evaluation of transportation Capital Improvement Projects (CIP) and Transportation Improvement Program (TIP) and Constrained Long Range Plan for potential green infrastructure coordination	3 rd & 4 th Quarter
Initiate project planning on one or more corridors/communities (as funds permit)	4 th Quarter
Produce policy report for regional replication	4 TH Quarter

PARTICIPANTS: Baltimore City DOT, Public Works, Housing, Law, Planning/Sustainability, MDE, and other jurisdictions, if interested.

BUDGET: \$100,000

Note: The City will consider a long term development partner(s) as part of the long term strategy.

PART D: PERMITTING PROCESS & FEE STRUCTURE FOR OVERSIZE / OVERWEIGHT VEHICLES

PURPOSE: Over the past 18 months, Baltimore City has made tactical improvements to its permitting and escort processes for oversize/overweight vehicles traveling on City streets; these changes, however, have been limited to day-to-day operational matters and not in a broader context of maintaining infrastructure at a state of good repair. This project seeks to quantify the financial impact of oversize overweight vehicles on City Streets and to develop a cost model that can be used to inform the City's permitting process and fee structure.

FY 2013 PERFORMANCE OBJECTIVES:

1. Quantify the effects of overweight and oversized vehicles and associated costs on the City's road and bridge network.
2. Refine City permitting process and cost structure to reflect industry standards, consistency with policies of other urban/industrial/port areas, SHA, MdTA, etc.

PRODUCTS/MILESTONES	SCHEDULE
Review and analyze data for the bridge and pavement conditions within the city relative to truck counts	1 st Quarter
Review permitting process and identify best practices	2 nd Quarter
Develop cost matrix for bridges and pavement for overweight vehicles	2 nd Quarter
Evaluate permit fees based on study data to offset damage	3 rd & 4 th Quarter

PARTICIPANTS: Baltimore City DOT, industry groups, MPA, MDOT office of Freight and Logistics, SHA

BUDGET: \$50,000

Note: The goal of the policy is to target roadways dedicated to these vehicles and to minimize community impacts. The study will look at providing a funding source to maintain and strengthen dedicated roadways.

PART E: STRATEGIC TRANSPORTATION SAFETY PLAN

PURPOSE: Baltimore City has the most significant share of all traffic-related injuries and fatalities of all local jurisdictions in Maryland; more people die in traffic accidents in Baltimore City than in house fires; and, residents of Baltimore rate driver's failure to obey traffic safety laws as a greater problem than property crime. Modeled after other successful state and local strategic highway safety plans, the City of Baltimore will develop a data-driven, stakeholder-supported and action-oriented *Strategic Transportation Safety Plan* to dramatically reduce property damage, personal injuries and fatalities on City Streets. The plan will cover all modes of transportation.

FY 2013 PERFORMANCE OBJECTIVES:

1. Convene a project advisory committee and develop broad stakeholder outreach efforts for participation in plan development.
2. Synthesize City traffic safety data, identify accident "hot spots" and identify demographic or other trends.
3. Identify major emphasis areas for the *Strategic Transportation Safety Plan*.
4. Develop work plan based on safety emphasis areas.

PRODUCTS/MILESTONES	SCHEDULE
Convene a project advisory committee and develop broad stakeholder outreach efforts for participation in plan development	1 st Quarter
Synthesize City traffic safety data, identify accident "hot spots" and identify demographic or other trends	2 nd Quarter
Identify current City plans, programs and policies related to traffic safety	2 nd Quarter
Identify major emphasis areas for the <i>Strategic Transportation Safety Plan</i>	3 rd Quarter
Develop work plan based on safety emphasis areas.	3 rd and 4 th Quarter
Final Report	4 th Quarter

PARTICIPANTS: Baltimore City DOT, Police, Health Dept, Planning, community stakeholders

BUDGET: **\$100,000**

Note: The Citywide Safety Traffic Plan will include bicycle planning strategies as well as pedestrian and bicycle safety elements.

PART F: BICYCLE MASTER PLAN MANAGEMENT

PURPOSE: This project will further refine the BMC “Access to Rail” study in order to develop a prioritization schedule and implementation strategy which also integrates the City’s current bicycle and trails network. Additional efforts under this project will be to collect and analyze bicycle data, identify roadway safety hazards for bicyclists and barriers to bicycle usage in Baltimore.

FY 2013 PERFORMANCE OBJECTIVES:

1. Develop implementation strategy for Access to Rail study; review City roadway design projects for opportunities to integrate Access to Rail improvements
2. Collect and analyze data on bicycle usage in Baltimore
3. Identify roadway safety hazards for bicyclists in key corridors.
4. Participate with other jurisdictions in the BRTB Bicycle and Pedestrian Task Force as that group works with BMC staff to develop implementation plans, etc.

PRODUCTS/MILESTONES	SCHEDULE
Bicycle Master Plan Management: <ul style="list-style-type: none"> • Review roadway design and construction plans for bicycle lane and safety improvements • Meet with neighborhood groups, particularly in areas with limited bicycle facilities, to determine the appropriate bicycle infrastructure investments 	Throughout Fiscal Year
Track data on and analyze bicycle traffic <ul style="list-style-type: none"> • Install bicycle and pedestrian count technologies at appropriate locations • Provide findings to BMC and others for use in modeling • Identify roadway safety hazards in key corridors 	Throughout Fiscal Year
Develop implementation strategy for Access to Rails plan <ul style="list-style-type: none"> • Screen current and planned construction projects for easy implementation • Develop preliminary cost estimates for each rail station • Identify grant opportunities for further implementation 	Throughout Fiscal Year

PARTICIPANTS: Baltimore City DOT, Planning, Rec and Parks, Police, Mayor's Bicycle Advisory Committee, Bike Maryland

BUDGET: \$80,000

Note: The results of the Citywide Safety Traffic Plan relating to pedestrian and bicycle safety enhancements will be forwarded to appropriate staff for inclusion in the Bicycle Master Plan.

**UNIFIED PLANNING WORK PROGRAM
FOR TRANSPORTATION PLANNING
FY 2013 PROJECTS AND BUDGETS
FOR
BALTIMORE COUNTY
(\$239,430)**

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PROJECT: UPWP MANAGEMENT

PURPOSE: This task involves managing, coordinating, and guiding the various technical activities related to the UPWP and the regional transportation planning process. These work efforts are carried out through a variety of means including direct involvement in planning activities and support to the multi-disciplined and multi-agency committees essential to a coordinated process. These activities specifically include management of the current fiscal year work program and budget, preparation of detailed work programs, and preparation of quarterly progress reports.

FY 2013 PERFORMANCE OBJECTIVES:

1. Manage Baltimore County's local and regional involvement in the transportation planning process.
2. Prepare quarterly reports and invoices.
3. Prepare the FY 2014 UPWP grant application and associated contracts in conjunction with all pertinent federal, state, and local agencies.
4. As necessary, participate in seminars, workshops, and short courses designed to develop technical skills and broader perspectives on transportation-related subjects.

PRODUCTS/MILESTONES	SCHEDULE
Quarterly progress reports, invoices, audit preparation and other financial reports for FY 2013 UPWP	Throughout Fiscal Year
Budget amendments for FY 2013	As Necessary
Baltimore County FY 2014 UPWP submittals	2nd Quarter
Completion of formal grant acceptance process for FY 2014	4th Quarter

PARTICIPANTS: Baltimore County

BUDGET: \$7,620

PROJECT: LEGISLATIVE COORDINATION AND ANALYSIS

PURPOSE: To review, analyze and respond to proposed federal or state legislation or changes in existing legislation related to transportation or air quality issues. The intent is to provide decision makers with background information and impacts that the proposal could have on the county, region and state.

FY 2013 PERFORMANCE OBJECTIVES:

1. Provide timely review and analysis of proposed legislation and changes to existing legislation related to transportation.
2. Prepare briefing memoranda for decision makers on the potential impacts of the proposed legislation.

PRODUCTS /MILESTONES	SCHEDULE
Provide timely analysis and policy implications on proposed state and federal legislation	Throughout Fiscal Year

PARTICIPANTS: Baltimore County

BUDGET: \$10,000

PROJECT: COOPERATIVE FORECASTING PROCESS

PURPOSE: To generate socio-economic and demographic data for the regional forecasting process. To provide technical input to the Cooperative Forecasting Group (CFG) that is responsible for reporting updates to changes in local land use patterns and associated developments in the region.

In FY 2007, the CFG developed population, household, and employment forecasts for each jurisdiction by small area for 2000 through 2035. These forecasts were used in the creation and testing of the 2007 Baltimore Region Long Range Transportation Plan. Local planning staffs will continue the development of these data during FY 2013 as part of Round 8 Cooperative Forecasts, 2000 – 2035. They will report on their progress periodically to the CFG, the Technical Committee, and the BRTB.

FY 2013 PERFORMANCE OBJECTIVES:

1. Prepare updated socio-economic and demographic jurisdictional forecasts at the level of transportation analysis zones for 2000 – 2035.
2. Provide updates where necessary on major new developments or facilities that impact existing forecasts.
3. Prepare documentation on population, household and employment forecast methodologies.

PRODUCTS/MILESTONES	SCHEDULE
Review and report on forecasts for population, households and employment	2nd Quarter
Document methodologies used to generate forecasts	3 rd Quarter
Provide updates on major new developments that affect existing forecasts	Throughout Fiscal Year

PARTICIPANTS: Baltimore County

BUDGET: \$35,000

PROJECT: BICYCLE AND PEDESTRIAN PLANNING

PURPOSE: Provide local assistance in integrating bicycle and pedestrian considerations into the overall planning and programming processes of the state, regional and local jurisdictions.

Baltimore County will assist the Bicycle and Pedestrian Advisory Group in the identification of appropriate opportunities to integrate bicycle and pedestrian travel options within a regional framework. Baltimore County will examine opportunities to incorporate bicycle and pedestrian uses along county roads, greenways and other non-motorized corridors. Promotional and educational efforts will also be used to increase awareness for bicycle and pedestrian opportunities.

FY 2013 PERFORMANCE OBJECTIVES:

1. Assist in development of regional work plan for analysis of regional bicycle network.
2. Support Bicycle/Pedestrian Advisory Group in reviewing regional opportunities.
3. Support activities related to enhanced greenways planning, along with opportunities to include pedestrian and bicycle activities.
4. Work with local bicycle groups to encourage non-motorized transportation alternatives.

PRODUCTS/MILESTONES	SCHEDULE
Joint activity on work programs and other efforts related to the regional bicycle/pedestrian plan	Throughout Fiscal Year
Other studies and analyses to support regional efforts	Throughout Fiscal Year

PARTICIPANTS: Baltimore County

BUDGET: \$3,810

PROJECT: TRANSPORTATION IMPROVEMENT PROGRAM_

PURPOSE: This project develops Baltimore County’s component of the annual Transportation Improvement Program (TIP), revisions to Baltimore County’s component of the TIP and review and comment on the regional TIP. The task also includes review and comment regarding proposed TIP amendments during the fiscal year.

FY 2013 PERFORMANCE OBJECTIVES:

1. Develop Baltimore County’s annual submission to the TIP including assessment of all Federally-funded projects.
2. Review and comment on the Draft 2014-2017 TIP.
3. Revise and correct TIP submission as needed.
4. Review and comment on all TIP amendments as submitted throughout the fiscal year.

PRODUCTS/MILESTONES	SCHEDULE
Review and comment on proposed TIP amendments	As Needed
Submit Local TIP component of 2014-2017 document	3rd Quarter
Revise Baltimore County local TIP component per comments and review draft TIP document	3rd Quarter
Final revisions to 2014-2017 TIP	4th Quarter

PARTICIPANTS: Baltimore County

BUDGET: \$3,000

PROJECT: REGIONAL FREIGHT ANALYSIS – LOCAL INPUT

PURPOSE: To coordinate and assist with the various technical and outreach activities in an effort to better understand and plan for improvements to the regional freight network.

 As an outgrowth of the *Imagine 2060* process, establishing a vision for the Baltimore region, feedback from a range of stakeholders led the BRTB to undertake a regional freight analysis to understand the transportation network supporting the movement of goods through and within the region as well as identify regional priorities to maintain and enhance the system.

In FY 2012, local government staff assisted BMC and consultants with several freight related studies/activities such as the Port of Baltimore Rail Served Properties Study and the SHA/MdTA Freight Implementation Plan. In FY 2013, it is anticipated that local participation will be stepped up to help provide input to the regional freight analysis and other freight related activities. Tasks will include access to data, meeting logistics, attendance and preparation/review of technical materials.

FY 2013 PERFORMANCE OBJECTIVES:

1. Contribute data and identify stakeholders.
2. Identify appropriate data as requested, facilities, etc.
3. Review and comment on materials as presented.

PRODUCTS/MILESTONES	SCHEDULE
Data and stakeholder identification	1 st and 2 nd Quarter
Identify data sets, locations, zoning as requested	Throughout Fiscal Year
Attend technical planning workshops	Throughout Fiscal Year

PARTICIPANTS: Baltimore County

BUDGET: \$5,000

PROJECT: REGIONAL TRANSIT ANALYSIS – LOCAL INPUT

PURPOSE: To assist with the various technical activities in the efforts to undertake a regional analysis of transit services and networks.

As an outgrowth of the *Imagine 2060* process, establishing a vision for the Baltimore region, feedback from a range of stakeholders led the BRTB to an effort where the current system would be documented, followed by short- and long-term opportunities to pursue within the region.

Throughout FY 2013, local government staff will assist BMC staff and consultants in efforts to access both local data and expertise, including the private sector. Tasks will include meeting logistics, attendance and preparation/review of technical materials.

FY 2013 PERFORMANCE OBJECTIVES:

1. Contribute data and identify stakeholders.
2. Identify appropriate data as requested, facilities, etc.
3. Review and comment on materials as presented.

PRODUCTS/MILESTONES	SCHEDULE
Data and stakeholder identification	1 st and 2 nd Quarter
Identify data sets, locations, zoning as requested	Throughout Fiscal Year
Attend technical planning workshops	Throughout Fiscal Year

PARTICIPANTS: Baltimore County

BUDGET: \$5,000

PART A: SUBAREA ANALYSIS

PURPOSE: Plan refinement studies provide for the development of highway and transit systems usage projections and needs analyses, ultimately leading to updates of corridor and local area multi-modal transportation plans. Support of sub-area transportation systems analysis efforts is a critical first step toward integration of the regionally significant elements of local transportation plans within a regional framework.

Local jurisdictions of the region are encouraged to perform sub-area transportation systems analyses using state-of-the-art planning models. These efforts must be carried out in coordination with BMC model refinement activities. Microcomputer-based planning tools are particularly effective in sensitivity testing of alternative growth and transportation systems scenarios. The results of local sub-area refinement studies will be used to further calibrate the regional model development efforts and identify refinements needing local area improvements. The Baltimore County Subarea Analysis effort for FY 2013 will consist of two major initiatives: (1) conduct County-wide assessments of the No-Build Alternatives for key potential Master Plan improvements e.g., the Dolfield Boulevard/I-795 Interchange, Walther Boulevard/Gunview, Owings Mills Boulevard South, etc. and, (2) apply various TP+ reporting modules to enhance graphical and data analysis.

FY 2013 PERFORMANCE OBJECTIVES:

1. Conduct No-Build/Master Plan assessments study using TP+.
2. Enhance data analysis using various TP+ reporting modules.

PRODUCTS/MILESTONES	SCHEDULE
Electronic documentation of the various sensitivity runs; submit to BMC for review and comment	Throughout Fiscal Year
Memorandum documenting study results	4 TH Quarter

PARTICIPANTS: Baltimore County

BUDGET: \$70,000

PART B: TRIP GENERATION STUDY

PURPOSE: This task involves conducting a study to assess if the generalized trip generation rates for certain land uses in the ITE manual are representative of actual trip generation rates in Baltimore County. The County has previously done a pilot study of residential trip generation rates in Baltimore County and determined that in certain instances the trip rates are significantly different from ITE rates. This study will identify communities that have limited egress and conduct cordon hose counts.

FY 2013 PERFORMANCE OBJECTIVES:

1. Conduct traffic counts.
2. Analyze data and produce final report.

PRODUCTS/MILESTONES	SCHEDULE
Conduct traffic counts	Throughout Fiscal Year
Analyze data and produce final report	4 th Quarter

PARTICIPANTS: Baltimore County

BUDGET: \$25,000

PART C: TRANSIT-ORIENTED DEVELOPMENT POLICY ANALYSIS

PURPOSE: Provide transferable local framework and guidance for pursuing Transit Oriented Development (TOD) opportunities. Since the 1960's and under a number of different names local jurisdictions in the Baltimore region have discussed the importance of Transit Oriented Development. However, very little TOD development has actually occurred over nearly half a century. This project will focus on developing a transferable framework for implementing more successful TOD opportunities in both Baltimore County and the Baltimore Region in general. In addition to developing a transferable framework the project will develop TOD site concepts for several locations in Baltimore County.

FY 2013 PERFORMANCE OBJECTIVES:

1. Conduct national and regional TOD process reconnaissance.
2. Develop list of local fatal flaws and an opportunities framework.
3. Prepare necessary reports.

PRODUCTS/MILESTONES	SCHEDULE
Develop a detailed work program that contains reconnaissance on successful TOD activity and processes in Baltimore and other regions. Identify common successful elements	1 st and 2 nd Quarter
Identify existing fatal flaws that have prohibited a more robust development of TOD opportunities in the Baltimore Region	2 nd Quarter
Develop a TOD Opportunities framework	2 nd Quarter
Review and rank potential TOD opportunities	3 rd Quarter
Develop conceptual plans	3 rd Quarter
Draft and Final Report	4 th Quarter

PARTICIPANTS: Baltimore County

BUDGET: \$75,000

**UNIFIED PLANNING WORK PROGRAM
FOR TRANSPORTATION PLANNING
FY 2013 PROJECTS AND BUDGETS
FOR
CARROLL COUNTY
(\$120,815)**

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PROJECT: UPWP MANAGEMENT

PURPOSE: This task involves managing, coordinating, and guiding the various technical activities related to the UPWP and the regional transportation planning process. These work efforts are carried out through a variety of means including direct involvement in planning activities and support to the multi-disciplined and multi-agency committees essential to a coordinated process. These activities specifically include management of the current fiscal year work program and budget, preparation of detailed work programs, and preparation of quarterly progress reports.

FY 2013 PERFORMANCE OBJECTIVES:

1. Manage Carroll County’s local and regional involvement in the transportation planning process.
2. Prepare quarterly reports and invoices.
3. Prepare the FY 2014 UPWP grant application and associated contracts in conjunction with all pertinent federal, state, and local agencies.
4. As necessary, participate in seminars, workshops, and short courses designed to develop technical skills and broader perspectives on transportation-related subjects.

PRODUCTS/MILESTONES	SCHEDULE
Quarterly progress reports, invoices, audit preparation and other financial reports for FY 2013 UPWP	Throughout Fiscal Year
Budget amendments for FY 2013	As Necessary
Carroll County FY 2014 UPWP submittals	2nd Quarter
Completion of formal grant acceptance process for FY 2014	4th Quarter

PARTICIPANTS: Carroll County

BUDGET: \$7,620

PROJECT: LEGISLATIVE COORDINATION AND ANALYSIS

PURPOSE: To review, analyze and respond to proposed federal or state legislation or changes in existing legislation related to transportation or air quality issues. The intent is to provide decision makers with background information and impacts that the proposal could have on the county, region and state.

FY 2013 PERFORMANCE OBJECTIVES:

1. Provide timely review and analysis of proposed legislation and changes to existing legislation related to transportation.
2. Prepare briefing memoranda for decision makers on the potential impacts of the proposed legislation.

PRODUCTS /MILESTONES	SCHEDULE
Provide timely analysis and policy implications on proposed state and federal legislation	Throughout Fiscal Year

PARTICIPANTS: Carroll County

BUDGET: \$10,000

PROJECT: COOPERATIVE FORECASTING PROCESS

PURPOSE: To generate socio-economic and demographic data for the regional forecasting process. To provide technical input to the Cooperative Forecasting Group (CFG) that is responsible for reporting updates to changes in local land use patterns and associated developments in the region.

In FY 2007, the CFG developed population, household, and employment forecasts for each jurisdiction by small area for 2000 through 2035. These forecasts were used in the creation and testing of the 2007 Baltimore Region Long Range Transportation Plan. Local planning staffs will continue the development of these data during FY 2013 as part of Round 8 Cooperative Forecasts, 2000 – 2035. They will report on their progress periodically to the CFG, the Technical Committee, and the BRTB.

FY 2013 PERFORMANCE OBJECTIVES:

1. Prepare updated socio-economic and demographic jurisdictional forecasts at the level of transportation analysis zones for 2000 – 2035.
2. Provide updates where necessary on major new developments or facilities that impact existing forecasts.
3. Prepare documentation on population, household and employment forecast methodologies.

PRODUCTS/MILESTONES	SCHEDULE
Review and report on forecasts for population, households and employment	2nd Quarter
Document methodologies used to generate forecasts	3 rd Quarter
Provide updates on major new developments that affect existing forecasts	Throughout Fiscal Year

PARTICIPANTS: Carroll County

BUDGET: \$38,115

PROJECT: BICYCLE AND PEDESTRIAN PLANNING

PURPOSE: Provide local assistance in integrating bicycle and pedestrian considerations into the overall planning and programming processes of the state, regional and local jurisdictions.

Carroll County will assist the Bicycle and Pedestrian Advisory Group in the identification of appropriate opportunities to integrate bicycle and pedestrian travel options within a regional framework. Carroll County will examine opportunities to incorporate bicycle and pedestrian uses along county roads, greenways and other non-motorized corridors. Promotional and educational efforts will also be used to increase awareness for bicycle and pedestrian opportunities.

FY 2013 PERFORMANCE OBJECTIVES:

1. Assist in development of regional work plan for analysis of regional bicycle network.
2. Support Bicycle/Pedestrian Advisory Group in reviewing regional opportunities.
3. Support activities related to enhanced greenways planning, along with opportunities to include pedestrian and bicycle activities.
4. Work with local bicycle groups to encourage non-motorized transportation alternatives.

PRODUCTS/MILESTONES	SCHEDULE
Joint activity on work programs and other efforts related to the regional bicycle/pedestrian plan	Throughout Fiscal Year
Other studies and analyses to support regional efforts	Throughout Fiscal Year

PARTICIPANTS: Carroll County

BUDGET: \$3,810

PROJECT: TRANSPORTATION IMPROVEMENT PROGRAM

PURPOSE: This project develops Carroll County’s component of the annual Transportation Improvement Program (TIP), revisions to Carroll County’s component of the TIP and review and comment on the regional TIP. The task also includes review and comment regarding proposed TIP amendments during the fiscal year.

FY 2013 PERFORMANCE OBJECTIVES:

1. Develop Carroll County’s annual submission to the TIP including assessment of all federally-funded projects.
2. Review and comment on the Draft 2014-2017TIP.
3. Revise and correct TIP submission as needed.
4. Review and comment on all TIP amendments as submitted throughout the fiscal year.

PRODUCTS/MILESTONES	SCHEDULE
Review and comment on proposed TIP amendments	As Needed
Submit local TIP component of 2014-2017 document	3rd Quarter
Revise Carroll County local TIP component per comments and review draft TIP document	3rd Quarter
Final revisions to 2014-2017 TIP	4th Quarter

PARTICIPANTS: Carroll County

BUDGET: \$1,270

PROJECT: REGIONAL FREIGHT ANALYSIS – LOCAL INPUT

PURPOSE: To coordinate and assist with the various technical and outreach activities in an effort to better understand and plan for improvements to the regional freight network.

 As an outgrowth of the *Imagine 2060* process, establishing a vision for the Baltimore region, feedback from a range of stakeholders led the BRTB to undertake a regional freight analysis to understand the transportation network supporting the movement of goods through and within the region as well as identify regional priorities to maintain and enhance the system.

In FY 2012, local government staff assisted BMC and consultants with several freight related studies/activities such as the Port of Baltimore Rail Served Properties Study and the SHA/MdTA Freight Implementation Plan. In FY 2013, it is anticipated that local participation will be stepped up to help provide input to the regional freight analysis and other freight related activities. Tasks will include access to data, meeting logistics, attendance and preparation/review of technical materials.

FY 2013 PERFORMANCE OBJECTIVES:

1. Contribute data and identify stakeholders.
2. Identify appropriate data as requested, facilities, etc.
3. Review and comment on materials as presented.

PRODUCTS/MILESTONES	SCHEDULE
Data and stakeholder identification	1 st and 2 nd Quarter
Identify data sets, locations, zoning as requested	Throughout Fiscal Year
Attend technical planning workshops	Throughout Fiscal Year

PARTICIPANTS: Carroll County

BUDGET: \$5,000

PROJECT: REGIONAL TRANSIT ANALYSIS – LOCAL INPUT

PURPOSE: To assist with the various technical activities in the efforts to undertake a regional analysis of transit services and networks.

 As an outgrowth of the *Imagine 2060* process, establishing a vision for the Baltimore region, feedback from a range of stakeholders led the BRTB to an effort where the current system would be documented, followed by short- and long-term opportunities to pursue within the region.

Throughout FY 2013, local government staff will assist BMC staff and consultants in efforts to access both local data and expertise, including the private sector. Tasks will include meeting logistics, attendance and preparation/review of technical materials.

FY 2013 PERFORMANCE OBJECTIVES:

1. Contribute data and identify stakeholders.
2. Identify appropriate data as requested, facilities, etc.
3. Review and comment on materials as presented.

PRODUCTS/MILESTONES	SCHEDULE
Data and stakeholder identification	1 st and 2 nd Quarter
Identify data sets, locations, zoning as requested	Throughout Fiscal Year
Attend technical planning workshops	Throughout Fiscal Year

PARTICIPANTS: Carroll County

BUDGET: \$5,000

PROJECT: Freedom Area Bicycle and Pedestrian Assessment & Master Plan

PURPOSE: The Freedom Area in southeastern-most Carroll County is the county's largest population center. It is projected to remain the fastest growing portion of the county for the foreseeable future. It is also the location of several regional parks and provides corridors to link Carroll County to both Baltimore and Howard counties. The community is served by a highly fractured network of pedestrian facilities in varying condition. Bicycle facilities remain even less well-developed. This project proposes a detailed analysis and inventory of existing bicycle and pedestrian facilities and conditions, and an initial plan to improve safety and access while linking key community and regional destinations. Numerous plans, including the *2001 Baltimore Regional Bicycle, Pedestrian and Greenways Transportation Plan*, the *2001 Freedom Area Community Comprehensive Plan*, the *2011 Plan it 2035 Plan* and the *2011 Town of Sykesville Master Plan*, identify numerous needs and describe many opportunities for establishing and improving bicycle and pedestrian network connections throughout this region.

FY 2013 OBJECTIVES:

1. Define specific scope of study area and gather existing inventory and safety data
2. Conduct cursory assessment of safety issues and "missing links"
3. Analyze code, regulatory and implementation barriers to multimodal network connections
4. Engage community through bicycle/pedestrian audits and/or Walkable Community Workshops in conjunction with BMC technical and planning staff. Identify key destinations and desired bicycle/pedestrian connections and any safety issues associated with them.
5. Develop measures to analyze and track current and future bicycle and pedestrian activity and level of service

6. Prepare a Freedom Bicycle/Pedestrian Master Plan that combines results of the inventory, barrier analysis, audits/workshops, and desired community connections into a strategic long-range plan for developing a cohesive bicycle and pedestrian network.

Product/ Milestone	Schedule
Inventory of pedestrian and bicycle facilities; review of development barriers	1 st Quarter
Community outreach; audits/workshops	2 nd Quarter
Refinement of strategies	3 rd & 4 th Quarters
Final Bicycle/Pedestrian Master Plan	4 th Quarter

PARTICIPANTS: Carroll County Government (Department of Planning, Public Works, and Recreation and Parks), local community, Baltimore Metropolitan Council, State Highway Administration

BUDGET: \$50,000

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**UNIFIED PLANNING WORK PROGRAM
FOR TRANSPORTATION PLANNING**

FY 2013 PROJECTS AND BUDGETS

FOR

HARFORD COUNTY

(\$112,740)

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PROJECT: UPWP MANAGEMENT

PURPOSE: This task involves managing, coordinating, and guiding the various technical activities related to the UPWP and the regional transportation planning process. These work efforts are carried out through a variety of means including direct involvement in planning activities and support to the multi-disciplined and multi-agency committees essential to a coordinated process. These activities specifically include management of the current fiscal year work program and budget, preparation of detailed work programs, and preparation of quarterly progress reports.

FY 2013 PERFORMANCE OBJECTIVES:

1. Manage Harford County's local and regional involvement in the transportation planning process.
2. Prepare quarterly reports and invoices.
3. Prepare the FY 2014 UPWP grant application and associated contracts in conjunction with all pertinent federal, state, and local agencies.
4. As necessary, participate in seminars, workshops, and short courses designed to develop technical skills and broader perspectives on transportation-related subjects.

PRODUCTS/MILESTONES	SCHEDULE
Quarterly progress reports, invoices, audit preparation and other financial reports for FY 2013 UPWP	Throughout Fiscal Year
Budget amendments for FY 2013	As Necessary
Harford County FY 2014 UPWP submittals	2 nd Quarter
Completion of formal grant acceptance process for FY 2014	4 th Quarter

PARTICIPANTS: Harford County

BUDGET: \$7,620

PROJECT: LEGISLATIVE COORDINATION AND ANALYSIS

PURPOSE: To review, analyze and respond to proposed federal or state legislation or changes in existing legislation related to transportation or air quality issues. The intent is to provide decision makers with background information and impacts that the proposal could have on the county, region and state.

FY 2013 PERFORMANCE OBJECTIVES:

1. Provide timely review and analysis of proposed legislation and changes to existing legislation related to transportation.
2. Prepare briefing memoranda for decision makers on the potential impacts of the proposed legislation.

PRODUCTS /MILESTONES	SCHEDULE
Provide timely analysis and policy implications on proposed state and federal legislation	Throughout Fiscal Year

PARTICIPANTS: Harford County

BUDGET: \$10,000

PROJECT: COOPERATIVE FORECASTING PROCESS

PURPOSE: To generate socio-economic and demographic data for the regional forecasting process. To provide technical input to the Cooperative Forecasting Group (CFG) that is responsible for reporting updates to changes in local land use patterns and associated developments in the region.

In FY 2007, the CFG developed population, household, and employment forecasts for each jurisdiction by small area for 2000 through 2035. These forecasts were used in the creation and testing of the 2007 Baltimore Region Long Range Transportation Plan. Local planning staffs will continue the development of these data during FY 2013 as part of Round 8 Cooperative Forecasts, 2000 – 2035. They will report on their progress periodically to the CFG, the Technical Committee, and the BRTB.

FY 2013 PERFORMANCE OBJECTIVES:

1. Prepare updated socio-economic and demographic jurisdictional forecasts at the level of transportation analysis zones for 2000 – 2035.
2. Provide updates where necessary on major new developments or facilities that impact existing forecasts.
3. Prepare documentation on population, household and employment forecast methodologies.

PRODUCTS/MILESTONES	SCHEDULE
Review and report on forecasts for population, households and employment	2nd Quarter
Document methodologies used to generate forecasts	3 rd Quarter
Provide updates on major new developments that affect existing forecasts	Throughout Fiscal Year

PARTICIPANTS: Harford County

BUDGET: \$76,230

PROJECT: BICYCLE AND PEDESTRIAN PLANNING

PURPOSE: Provide local assistance in integrating bicycle and pedestrian considerations into the overall planning and programming processes of the state, regional and local jurisdictions.

Harford County will assist the Bicycle and Pedestrian Advisory Group in the identification of appropriate opportunities to integrate bicycle and pedestrian travel options within a regional framework. Harford County will examine opportunities to incorporate bicycle and pedestrian uses along county roads, greenways and other non-motorized corridors. Promotional and educational efforts will also be used to increase awareness for bicycle and pedestrian opportunities.

FY 2013 PERFORMANCE OBJECTIVES:

1. Assist in development of regional work plan for analysis of regional bicycle network.
2. Support Bicycle/Pedestrian Advisory Group in reviewing regional opportunities.
3. Support activities related to enhanced greenways planning, along with opportunities to include pedestrian and bicycle activities.
4. Work with local bicycle groups to encourage non-motorized transportation alternatives.

PRODUCTS/MILESTONES	SCHEDULE
Joint activity on work programs and other efforts related to the regional bicycle/pedestrian plan	Throughout Fiscal Year
Other studies and analyses to support regional efforts	Throughout Fiscal Year

PARTICIPANTS: Harford County

BUDGET: \$3,810

PROJECT: TRANSPORTATION IMPROVEMENT PROGRAM

PURPOSE: This project develops Harford County’s component of the annual Transportation Improvement Program (TIP), revisions to Harford County’s component of the TIP and review and comment on the regional TIP. The task also includes review and comment regarding proposed TIP amendments during the fiscal year.

FY 2013 PERFORMANCE OBJECTIVES:

1. Develop Harford County’s annual submission to the TIP including assessment of all federally-funded projects.
2. Review and comment on the Draft 2014-2017 TIP.
3. Revise and correct TIP submission as needed.
4. Review and comment on all TIP amendments as submitted throughout the fiscal year.

PRODUCTS/MILESTONES	SCHEDULE
Review and comment on proposed TIP amendments	As Needed
Submit local TIP component of 2014-2017 document	3rd Quarter
Revise Harford County local TIP component per comments and review draft TIP document	3rd Quarter
Final revisions to 2014-2016 TIP	4th Quarter

PARTICIPANTS: Harford County

BUDGET: \$5,080

PROJECT: REGIONAL FREIGHT ANALYSIS – LOCAL INPUT

PURPOSE: To coordinate and assist with the various technical and outreach activities in an effort to better understand and plan for improvements to the regional freight network.

 As an outgrowth of the *Imagine 2060* process, establishing a vision for the Baltimore region, feedback from a range of stakeholders led the BRTB to undertake a regional freight analysis to understand the transportation network supporting the movement of goods through and within the region as well as identify regional priorities to maintain and enhance the system.

In FY 2012, local government staff assisted BMC and consultants with several freight related studies/activities such as the Port of Baltimore Rail Served Properties Study and the SHA/MdTA Freight Implementation Plan. In FY 2013, it is anticipated that local participation will be stepped up to help provide input to the regional freight analysis and other freight related activities. Tasks will include access to data, meeting logistics, attendance and preparation/review of technical materials.

FY 2013 PERFORMANCE OBJECTIVES:

1. Contribute data and identify stakeholders.
2. Identify appropriate data as requested, facilities, etc.
3. Review and comment on materials as presented.

PRODUCTS/MILESTONES	SCHEDULE
Data and stakeholder identification	1 st and 2 nd Quarter
Identify data sets, locations, zoning as requested	Throughout Fiscal Year
Attend technical planning workshops	Throughout Fiscal Year

PARTICIPANTS: Harford County

BUDGET: \$5,000

PROJECT: REGIONAL TRANSIT ANALYSIS – LOCAL INPUT

PURPOSE: To assist with the various technical activities in the efforts to undertake a regional analysis of transit services and networks.

 As an outgrowth of the *Imagine 2060* process, establishing a vision for the Baltimore region, feedback from a range of stakeholders led the BRTB to an effort where the current system would be documented, followed by short- and long-term opportunities to pursue within the region.

Throughout FY 2013, local government staff will assist BMC staff and consultants in efforts to access both local data and expertise, including the private sector. Tasks will include meeting logistics, attendance and preparation/review of technical materials.

FY 2013 PERFORMANCE OBJECTIVES:

1. Contribute data and identify stakeholders.
2. Identify appropriate data as requested, facilities, etc.
3. Review and comment on materials as presented.

PRODUCTS/MILESTONES	SCHEDULE
Data and stakeholder identification	1 st and 2 nd Quarter
Identify data sets, locations, zoning as requested	Throughout Fiscal Year
Attend technical planning workshops	Throughout Fiscal Year

PARTICIPANTS: Harford County

BUDGET: \$5,000

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**UNIFIED PLANNING WORK PROGRAM
FOR TRANSPORTATION PLANNING
FY 2013 PROJECTS AND BUDGETS**

FOR

HOWARD COUNTY

(\$390,440)

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PROJECT: UPWP MANAGEMENT

PURPOSE: This task involves managing, coordinating, and guiding the various technical activities related to the UPWP and the regional transportation planning process. These work efforts are carried out through a variety of means including direct involvement in planning activities and support to the multi-disciplined and multi-agency committees essential to a coordinated process. These activities specifically include management of the current fiscal year work program and budget, preparation of detailed work programs, and preparation of quarterly progress reports.

FY 2013 PERFORMANCE OBJECTIVES:

1. Manage Howard County's local and regional involvement in the transportation planning process.
2. Prepare quarterly reports and invoices.
3. Prepare the FY 2014 UPWP grant application and associated contracts in conjunction with all pertinent federal, state, and local agencies.
4. As necessary, participate in seminars, workshops, and short courses designed to develop technical skills and broader perspectives on transportation-related subjects.

PRODUCTS/MILESTONES	SCHEDULE
Quarterly progress reports, invoices, audit preparation and other financial reports for FY 2013 UPWP	Throughout Fiscal Year
Budget amendments for FY 2013	As Necessary
Howard County FY 2014 UPWP submittals	2nd Quarter
Completion of formal grant acceptance process for FY 2014	4th Quarter

PARTICIPANTS: Howard County

BUDGET: \$7,620

PROJECT: LEGISLATIVE COORDINATION AND ANALYSIS

PURPOSE: To review, analyze and respond to proposed federal or state legislation or changes in existing legislation related to transportation or air quality issues. The intent is to provide decision makers with background information and impacts that the proposal could have on the county, region and state.

FY 2013 PERFORMANCE OBJECTIVES:

1. Provide timely review and analysis of proposed legislation and changes to existing legislation related to transportation.
2. Prepare briefing memoranda for decision makers on the potential impacts of the proposed legislation.

PRODUCTS /MILESTONES	SCHEDULE
Provide timely analysis and policy implications on proposed state and federal legislation	Throughout Fiscal Year

PARTICIPANTS: Howard County

BUDGET: \$10,000

PROJECT: COOPERATIVE FORECASTING PROCESS

PURPOSE: To generate socio-economic and demographic data for the regional forecasting process. To provide technical input to the Cooperative Forecasting Group (CFG) that is responsible for reporting updates to changes in local land use patterns and associated developments in the region.

In FY 2007, the CFG developed population, household, and employment forecasts for each jurisdiction by small area for 2000 through 2035. These forecasts were used in the creation and testing of the 2007 Baltimore Region Long Range Transportation Plan. Local planning staffs will continue the development of these data during FY 2013 as part of Round 8 Cooperative Forecasts, 2000 – 2035. They will report on their progress periodically to the CFG, the Technical Committee, and the BRTB.

FY 2013 PERFORMANCE OBJECTIVES:

1. Prepare updated socio-economic and demographic jurisdictional forecasts at the level of transportation analysis zones for 2000 – 2035.
2. Provide updates where necessary on major new developments or facilities that impact existing forecasts.
3. Prepare documentation on population, household and employment forecast methodologies.

PRODUCTS /MILESTONES	SCHEDULE
Review and report on forecasts for population, households and employment	2nd Quarter
Document methodologies used to generate forecasts	3 rd Quarter
Provide updates on major new developments that affect existing forecasts	Throughout Fiscal Year

PARTICIPANTS: Howard County

BUDGET: \$76,230

PROJECT: BICYCLE AND PEDESTRIAN PLANNING

PURPOSE: Provide local assistance in integrating bicycle and pedestrian considerations into the overall planning and programming processes of the state, regional and local jurisdictions.

Howard County will assist the Bicycle and Pedestrian Advisory Group in the identification of appropriate opportunities to integrate bicycle and pedestrian travel options within a regional framework. Howard County will examine opportunities to incorporate bicycle and pedestrian uses along county roads, greenways and other non-motorized corridors. Promotional and educational efforts will also be used to increase awareness for bicycle and pedestrian opportunities.

FY 2013 PERFORMANCE OBJECTIVES:

1. Assist in development of regional work plan for analysis of regional bicycle network.
2. Support Bicycle/Pedestrian Advisory Group in reviewing regional opportunities.
3. Support activities related to enhanced greenways planning, along with opportunities to include pedestrian and bicycle activities.
4. Work with local bicycle groups to encourage non-motorized transportation alternatives.

PRODUCTS/MILESTONES	SCHEDULE
Joint activity on work programs and other efforts related to the regional bicycle/pedestrian plan	Throughout Fiscal Year
Other studies and analyses to support regional efforts	Throughout Fiscal Year

PARTICIPANTS: Howard County

BUDGET: \$3,810

PROJECT: TRANSPORTATION IMPROVEMENT PROGRAM

PURPOSE: This project develops Howard County’s component of the annual Transportation Improvement Program (TIP), revisions to Howard County’s component of the TIP and review and comment on the regional TIP. The task also includes review and comment regarding proposed TIP amendments during the fiscal year.

FY 2013 PERFORMANCE OBJECTIVES:

1. Develop Howard County’s annual submission to the TIP including assessment of all federally-funded projects.
2. Review and comment on the Draft 2014-2017 TIP.
3. Revise and correct TIP submission as needed.
4. Review and comment on all TIP amendments as submitted throughout the fiscal year.

PRODUCTS/MILESTONES	SCHEDULE
Review and comment on proposed TIP amendments	As Needed
Submit local TIP component of 2014-2017 document	3rd Quarter
Revise Howard County local TIP component per comments and review draft TIP document	3rd Quarter
Final revisions to 2014-2017 TIP	4th Quarter

PARTICIPANTS: Howard County

BUDGET: 5,080

PROJECT: REGIONAL FREIGHT ANALYSIS – LOCAL INPUT

PURPOSE: To coordinate and assist with the various technical and outreach activities in an effort to better understand and plan for improvements to the regional freight network.

 As an outgrowth of the *Imagine 2060* process, establishing a vision for the Baltimore region, feedback from a range of stakeholders led the BRTB to undertake a regional freight analysis to understand the transportation network supporting the movement of goods through and within the region as well as identify regional priorities to maintain and enhance the system.

In FY 2012, local government staff assisted BMC and consultants with several freight related studies/activities such as the Port of Baltimore Rail Served Properties Study and the SHA/MdTA Freight Implementation Plan. In FY 2013, it is anticipated that local participation will be stepped up to help provide input to the regional freight analysis and other freight related activities. Tasks will include access to data, meeting logistics, attendance and preparation/review of technical materials.

FY 2013 PERFORMANCE OBJECTIVES:

1. Contribute data and identify stakeholders.
2. Identify appropriate data as requested, facilities, etc.
3. Review and comment on materials as presented.

PRODUCTS/MILESTONES	SCHEDULE
Data and stakeholder identification	1 st and 2 nd Quarter
Identify data sets, locations, zoning as requested	Throughout Fiscal Year
Attend technical planning workshops	Throughout Fiscal Year

PARTICIPANTS: Howard County

BUDGET: \$5,000

PROJECT: REGIONAL TRANSIT ANALYSIS – LOCAL INPUT

PURPOSE: To assist with the various technical activities in the efforts to undertake a regional analysis of transit services and networks.

 As an outgrowth of the *Imagine 2060* process, establishing a vision for the Baltimore region, feedback from a range of stakeholders led the BRTB to an effort where the current system would be documented, followed by short- and long-term opportunities to pursue within the region.

Throughout FY 2013, local government staff will assist BMC staff and consultants in efforts to access both local data and expertise, including the private sector. Tasks will include meeting logistics, attendance and preparation/review of technical materials.

FY 2013 PERFORMANCE OBJECTIVES:

1. Contribute data and identify stakeholders.
2. Identify appropriate data as requested, facilities, etc.
3. Review and comment on materials as presented.

PRODUCTS/MILESTONES	SCHEDULE
Data and stakeholder identification	1 st and 2 nd Quarter
Identify data sets, locations, zoning as requested	Throughout Fiscal Year
Attend technical planning workshops	Throughout Fiscal Year

PARTICIPANTS: Howard County

BUDGET: \$5,000

PART A: PEDESTRIAN FACILITY ASSESSMENT

PURPOSE: Comprehensively evaluate pedestrian facilities in Howard County.

This project will assess deficiencies and gaps in continuity, including missing connections to local (parks, schools, etc.) and regional facilities, activity centers, and transit service in order to identify and prioritize potential corrective actions. The project will be coordinated with the regional effort to provide easier access to rail stations and is intended as a prototype that may be applied elsewhere in the Baltimore region.

FY 2013 PERFORMANCE OBJECTIVES:

Review County reports/studies (e.g., Pedestrian Plan 2007, GDP and small area master plans, latest travel forecast model trip table and mode share data; School Board sidewalk priority list, etc.) plus efforts by other jurisdictions to identify, quantify and prioritize facility improvement needs.

1. Field survey and map pedestrian/bike facilities and facility gaps along arterial and collector roads in the County's urbanized area and suburban area and identify pedestrian/bike amenities (crosswalks, lighting, pedestrian signal phase, bike racks, etc.) as well as likely significant pedestrian/bike trip producers (residential enclaves) and attractors (schools, parks, libraries, shopping, etc.)
2. Conduct outreach meetings to identify community concerns and observations in order to identify and prioritize additional facility needs.
3. Develop methodologies for prioritizing facility improvement options and standardizing unit costing.
4. Identify and broadly rank (e.g. high, medium, low) site specific improvement options and cost estimates.
5. Develop a prototype list of recommendations for changes to existing development regulations and design standards to assist in implementation of the identified improvements.

PRODUCTS/MILESTONES	SCHEDULE
Prioritized list of pedestrian and bicycle improvements in Priority Improvement Corridors	1 st and 2 nd Quarter
Strategies to implement the improvements from sources other than the capital budget	2 nd and 3 rd Quarter
Final mapping and reports in electronic and hardcopy formats for distribution to stakeholders and the public	4 th Quarter

PARTICIPANTS: Howard County, Consultant

BUDGET: \$158,000

PART B: TRANSIT PLANNING

PURPOSE: This project evaluates the impacts the Howard Transit system service performance including route and frequency of service modifications. This initiative will allow Howard County to apply transit performance guidelines to identify cost and performance effectiveness for fixed route and paratransit operations. Route analysis will also be applied to further refine Howard Transit coordination with CMRT and the Maryland Transit Administration's routes and schedules and to develop new service and routes that provide increased mobility across jurisdictional boundaries and in urban and suburban redevelopment areas.

Regional Justification:

1. Application of MTA transit standards will assist in testing the reasonableness of the standards for the Baltimore region.
2. Analysis of Howard Transit routes will emphasize regional connections with other transportation systems and modes including MTA, MARC Light Rail, Connect-A-Ride and the BWI Airport.
3. Refinement of routes and schedules will strive to achieve better regional coordination with Maryland Transit Administration's routes and schedules.

FY 2013 PERFORMANCE OBJECTIVES:

1. Apply transit performance tools Howard Transit routes and schedules.
2. Evaluate all Howard Transit bus routes relative to state efficiency measures.
3. Recommend changes to Howard Transit routes and schedules as needed to meet transit performance standards and increase system efficiency as feasible based on public feedback and funding constraints.

PRODUCTS/MILESTONES	SCHEDULE
Assemble FY 2012\2013 performance data	1 st Quarter
Produce graphics and charts of the application of efficiency measures to Howard Transit	2 nd and 3 rd Quarters
Prepare revised route maps and schedules as needed	4 th Quarter

PARTICIPANTS: Howard County

BUDGET: \$10,700

PART C: BICYCLE PROJECT PLANNING

PURPOSE: This project will provide local assistance and continued support of the BRTB's pedestrian/bicycle planning process and will promote and enable cycling improvements. Howard County will develop preliminary, 30% design solutions for locations identified in the County Bicycle Master Plan. These preliminary designs will reflect both inter-jurisdictional, as well as, overall regional system priorities. Preliminary 30% designs, where applicable, will address pedestrian needs. The Howard County Department of Public Works (DPW), the Columbia Association (CA), and the State Highway Administration (SHA) will participate in the review of candidate projects, as well as the review of the proposed preliminary design solutions. Preliminary design solutions will serve as a basis for future local (CA), County and State capital improvements.

FY 2013 PERFORMANCE OBJECTIVES:

1. Select, with the advice of engineering staff from Howard County DPW, SHA, and the Columbia Association (CA), those projects of regional significance which address critical gaps/needs and which have the attribute of high constructability given forecasted budget funding.
2. Identify five to eight locations from the Howard County Bicycle Master Plan list of priority improvement projects.
3. Develop 30% design or preliminary engineering solutions for the selected projects or locations, including cost estimates and a detailed list of additional data needed to carry the project through further engineering, i.e., likely storm water management requirements, potential environmental analysis, signal timing modifications, etc.
4. Vet 30% design solutions for selected projects with SHA, Howard County DPW and the Columbia Association as well as at public forums and meetings with cycling groups and stakeholders, including the BMC Bicycle and Pedestrian Advisory Group (BPAG).

5. Revise 30% designs, as applicable, based on stakeholders' comments and develop final products. Make plans available to the public through distribution, county website, etc.; distribute to stakeholder agencies for future use as funding opportunities arise.
6. Provide final document in hardcopy and electronically, including listing and mapping of all projects. This will include 30% design sheets for each project.

PRODUCTS/MILESTONES	SCHEDULE
Develop list of five to eight locations from the County Bicycle Master Plan and with the assistance of stakeholder agencies, as indicated	1 st Quarter
Develop preliminary designs for twelve to fifteen select locations	2 nd Quarter
Vet preliminary designs with stakeholder agencies and public; revise as needed, per review and comment	3 rd Quarter
Develop final preliminary designs and compile a final project report for public distribution, both electronically and in hard copy	4 th Quarter

PARTICIPANTS: Howard County DPZ, DPW, SHA, CA and other stakeholders

BUDGET: \$109,000

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**UNIFIED PLANNING WORK PROGRAM
FOR TRANSPORTATION PLANNING
FY 2013 PROJECTS AND BUDGETS
FOR
STATE HIGHWAY ADMINISTRATION

(\$32,110)**

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PROJECT: REGIONAL TRAFFIC COUNT COLLECTION PROGRAM

PURPOSE: To collect various types of traffic counts in support of regional planning tasks. The Maryland Department of Transportation – State Highway Administration – will collect vehicle mix data on selected roadways. This on-going effort will continue into FY 2013 for the State Highway Administration to perform traffic count data collection activities. In addition, they will work with BMC and the local governments to collect and analyze traffic count data. This effort will lead to improved estimates of vehicle-miles-of-travel (VMT) reported by the Highway Performance Monitoring System (HPMS). These data are integral for many planning activities.

FY 2013 PERFORMANCE OBJECTIVES:

1. Tabulate and document the collection of count and vehicle mix information.
2. Produce databases and reports of collected information.

PRODUCTS/MILESTONES	SCHEDULE
Highway traffic counts and vehicle mix data	Throughout Fiscal Year
Technical memoranda documenting data collection activities	Throughout Fiscal Year

PARTICIPANTS: State Highway Administration

BUDGET: \$32,110

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PUBLIC REVIEW PROCESS

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FY 2013 UNIFIED PLANNING WORK PROGRAM (UPWP) PUBLIC COMMENT PERIOD

Dates of Review

February 16, 2012 through March 16, 2012

Web site

www.baltometro.org/transportation-planning/annual-work-program-and-budget-fy-2013-upwp

Comments Received

6 Comments were received during this comment period (5 public, 1 CAC)

Public Meetings

No public meetings were held during this comment period.

Facebook/Twitter Posts

\$7M to plan & improve #Baltimore region's roads, transit, & bicycle & pedestrian resources. How would you spend it? <http://ow.ly/9ul6T>

\$7M to plan & improve #Baltimore region's roads, bicycle & pedestrian resources, and transit. How would you spend it? <http://ow.ly/9ul6T>

Every year, the Baltimore Regional Transportation Board (BRTB) develops a budget and work program. Many of the activities are focused on the collection and analysis of data that assist planners in identifying and meeting transportation needs.

Thanks to Carroll County Times for informing residents about the proposed 2013 Transportation Planning Program @cctnews <http://ow.ly/9BHGL>

Facebook Ad

How Would You Spend \$7M



You have \$7M to plan & improve the region's roads, transit, and bicycle & pedestrian resources. How would you spend it? Let us know.

How Would You Spend \$7M

baltometro.org



You have \$7M to plan & improve the region's roads, transit, and bicycle & pedestrian resources. How would you spend it? Let us know.

See report below for detailed metrics on this ad campaign.

BALTIMORE REGION UPWP
FY 2013 UNIFIED PLANNING WORK PROGRAM

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Ads and Pages

Account
comments@baltometro...

Campaigns & Ads

All Campaigns »
Campaign: **UPWP** [Create an Ad](#)

Campaign Name: UPWP Status: ✔ Completed Budget: \$250.00 Lifetime Duration (Eastern Time): 03/05/2012 7:00pm - 03/16/2012 3:30pm

Audience

Response

Last 28 Days All Except Deleted Select rows to edit Full Report 1 result

Campaign Reach: **178,353** Frequency: **4.8** Social Reach: **0** Connections: **0** Clicks: **221** CTR: **0.026%** Spent: **\$249.78**

Name	Status	Reach	Freq.	Social Reach	Connections	Clicks	CTR	Bid	Price
How Would You Spend \$7M	✔	178,353	4.8	0	0	221	0.026%	\$1.45 CPC	\$1.13 CPC

Ad Preview

How Would You Spend \$7M
baltometro.org

You have \$7M to plan & improve the region's roads, transit, and bicycle & pedestrian resources. How would you spend it? Let us know.

Targeting

This ad targets 1,012,060 users:

- who live in the United States
- who live within 25 miles of Baltimore, MD
- age 18 and older

Suggested Bid: {min}; 94 - 2.16 USD

Performance

facebook Search Settings Logout

Ads and Pages

Account
comments@baltometro...

Campaigns & Ads (0)

Pages (0)

Reports (0)

Scheduled Reports (0)

Settings (0)

Billing (0)

Creative Library (0)

Power Editor (0)

Learn More (0)

Search your ads

View Advertising Report [Export Report \(.csv\)](#) [Generate Another Report](#) [Schedule this Report](#)

Report Type: Advertising Performance Summarize By: Ad Time Summary: Custom Filter: How Would You Spend \$7M

Date Range: 3/5/2012 - 3/17/2012

864,505 Impressions **221** Clicks **0** Connections **0.026%** CTR **\$249.78** Spent **\$0.29** CPM
\$1.13 CPC

Date Range	Campaign	Ad Name	Impressions	Clicks	CTR	CPC	CPM	Spent
03/05/2012-03/17/2012	UPWP	How Would You Spend \$7M	864,505	221	0.026%	1.13	0.29	249.78

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IMPRESSIONS are counted each time an ad or Sponsored Story is shown to a user, regardless of whether the user clicks or takes any other action on the ad.

CLICKS are counted each time a user clicks through your ad to your landing page. If you're advertising a Facebook Page or Event, a click is also counted when a user "likes" your Page or Place or RSVPs to your Event within the ad. We have a variety of measures in place to ensure that we only report and charge advertisers for legitimate clicks, and not clicks that come from automated programs, or clicks that may be repetitive, abusive, or otherwise inauthentic.

CONNECTIONS measures the response your message is driving among people who have seen your ads or Sponsored Stories, including the people who liked your Page or Place, RSVPed to your event, installed your app or checked in to your advertised place within 24 hours of viewing or clicking on an ad or Sponsored Story. If your ad links offsite, you won't see Connections data in your Ads Manager.

CPM - Cost per thousand impressions

CPC - Cost per click

CTR - Click-through rate

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Produced by the Baltimore Metropolitan Council on behalf of the Baltimore Regional Transportation Board

March 2012

\$7M TO PLAN AND IMPROVE THE REGION'S ROADS, TRANSIT, AND BIKE/PED RESOURCES. HOW WOULD YOU SPEND IT?

Comments welcome through Friday, March 16

Every year, the Baltimore Regional Transportation Board (BRTB) develops a budget and work program called the UPWP - Unified Planning Work Program for transportation planning.

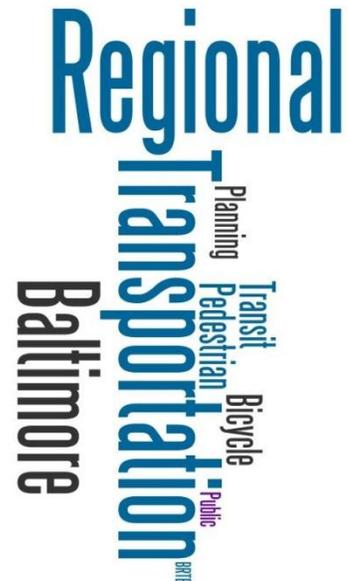
The proposed \$6.9 million FY 2013 budget includes \$1.9 million to support regional planning activities initiated by the local jurisdictions or State Highway Administration and \$4.2 million for work by Baltimore Metropolitan Council staff.

A major focus in FY 2013 uses **Plan It 2035** - the recently approved long-range transportation plan - as the basis for exploring regional transit and freight initiatives. Additional proposed activities include:

- Annapolis: Identify a location and financing for a multi-modal transportation center
- Anne Arundel County: Explore opportunities to utilize a complete streets strategy
- Baltimore City: Produce a rail crossing safety plan
- Baltimore Co: Develop a framework for Transit Oriented Development opportunities
- Carroll Co: Create a Freedom Area Bicycle and Pedestrian Master Plan
- Howard Co: Coordinate local transit service with various transit providers
- Collect travel data in Bel Air, BWI Airport, Westminster, White Marsh & Woodlawn
- Explore transportation options available to seniors and persons with disabilities
- Update Air Quality models
- Deploy a web-based interactive map application

The public is invited to share their thoughts on these proposed transportation planning activities through **Friday, March 16.**

>> Tell us how you'd spend \$7M to plan for and improve the region



Flyer

FOCUS ON PRIORITIES:

BALTIMORE REGIONAL TRANSPORTATION BOARD 2013 BUDGET & WORK PROGRAM

Every year, the BRTB develops a budget and work program called the UPWP - Unified Planning Work Program for Transportation Planning. Many of the activities are focused on the collection and analysis of data that assist planners in identifying and meeting transportation needs.

Proposed activities include:

- *Annapolis*: Identify a location and financing for a multi-modal transportation center
- *Anne Arundel Co*: Explore opportunities to utilize a complete streets strategy
- *Baltimore City*: Produce a rail crossing safety plan
- *Baltimore Co*: Develop a framework for Transit Oriented Development
- *Carroll Co*: Create a Freedom Area Bicycle and Pedestrian Master Plan
- *Howard Co*: Coordination of transit service with various transit providers
- Develop new regional socio-economic forecasts
- Explore active transportation options for seniors and persons with disabilities
- Collect travel data in Bel Air, BWI Airport, Westminster, White Marsh & Woodlawn.
- Update Air Quality models
- Deploy a web-based interactive map application

Download the draft FY 2013 UPWP at www.baltometro.org.

You are invited to share your comments

The public is invited to share their thoughts on these proposed regional transportation planning activities from Thursday, February 16 through Friday, March 16, 2012.

Please send all comments in writing to: The Baltimore Regional Transportation Board, 1500 Whetstone Way, Suite 300, Baltimore, MD 21230; Fax: 410-732-8248; E-mail: comments@baltometro.org, Web: www.baltometro.org/bboard.

Comments may also be submitted in person at the following BRTB meetings at 9 a.m. on February 28, March 27 or April 24 (tentatively scheduled vote).

For more information, contact Regina Aris, raris@baltometro.org or 410-732-9572



OPEN FOR PUBLIC REVIEW

*We'd like to hear your comments on our
annual budget and work priorities*

Press Release

From: Barbara Herron <bherron@baltimoremetro.org>
Sent: Thursday, February 16, 2012, 4:36 PM
Subject: Proposed FY 2013 Transportation Planning Program for the Baltimore Region Open for Public Review



FOR IMMEDIATE RELEASE

FOR IMMEDIATE RELEASE
CONTACT: Barbara Herron, 410-732-9564

Proposed FY 2013 Transportation Planning Program for the Baltimore Region Open for Public Review

BALTIMORE (February 16, 2012) - Every year, the Baltimore Regional Transportation Board (BRTB) works with state agency partners and public transit agencies to develop a work program and a Unified Planning Work Program (UPWP) for the coming fiscal year. The draft FY 2013 UPWP identifies transportation planning activities to be completed by the staff of the Baltimore Metropolitan Council, local governments and state agencies between July 1, 2012, and June 30, 2013.

The \$6.9 million FY 2013 budget includes \$1.9 million to support regional planning activities initiated by the local jurisdictions or State Highway Administration, \$715,000 for consultant activities, and \$4.2 million for BMC staff activities. A major focus in FY 2013 will be the recently approved long-range transportation plan as the basis for exploring regional transit and freight initiatives. Many of the activities in the UPWP are focused on the collection and analysis of data that assist planners in identifying and meeting transportation needs.

Proposed activities for Fiscal Year 2013 include:

Locally Sponsored Activities:

- **City of Annapolis:** identify a location and financing for a multi-modal transportation center;
- **Anne Arundel County:** explore opportunities in a specific corridor to utilize a complete streets strategy within current regulatory constraints;
- **Baltimore City:** develop an at-grade rail crossing safety plan;
- **Baltimore County:** develop a framework for pursuing Transit Oriented Development opportunities;
- **Carrroll County:** assess bicycle and pedestrian conditions, leading to a Master Plan in the Freedom area;
- **Howard County:** strive to achieve coordination of local transit service with other transit providers.

Regionally Sponsored Activities:

- Develop new socio-economic forecasts based on recent Census data out to the year 2040. These forecasts result in population, household and employment projections for small geographic areas that are used in making a range of investment decisions.
- Explore active transportation options available to seniors and persons with disabilities.
- Collect occupancy and vehicle-type data at five activity centers, including Bel Air, BWI Airport, Westminster, White Marsh and Woodlawn.
- Deploy a web-based interactive map application.
- Complete the transition from MOBILE 6.2 to MOVES. These air quality models are used to keep the region on track for achieving federal air quality standards.

The draft UPWP is available in PDF format at www.baltimoremetro.org. A print version is available at the Regional Information Center, located at the Baltimore Metropolitan Council, 1500 Whetstone Way, Suite 300, in the Locust Point area of Baltimore City.

The public is invited to share their thoughts on these proposed transportation planning activities through **Friday, March 16**.

To share your thoughts and ideas, submit all comments in writing to:

Mail: The Baltimore Regional Transportation Board
Offices @ McHenry Row
1500 Whetstone Way, Suite 300
Baltimore, MD 21230
410-732-8248
E-mail: comments@baltimoremetro.org
Web: www.baltimoremetro.org/bbaard

All mailed comments must be received no later than 3 days after the end of the comment period.

Comments may also be submitted in person at meetings of the BRTB on **February 28, March 27 or April 24** (tentative date). All meetings will be held at BMC at 9:00 a.m..

For more information contact: Regina Artis, raartis@baltimoremetro.org, 410-732-9573 or Monica Haines Benkhedda at mhaineshenkhedda@baltimoremetro.org or 410-732-0500 x 1047.

###

Baltimore Regional Transportation Board | Baltimore.Metropolitan.Council
Working to improve the quality of life in the Baltimore region.

www.baltimoremetro.org

The Baltimore Metropolitan Council (BMC) is the organization of the region's elected executives who are committed to identifying regional interests and developing collaborative strategies, plans and programs which will improve the quality of life and economic vitality throughout the region. The Baltimore Regional Transportation Board (BRTB) is the Federally-recognized Metropolitan Planning Organization (MPO) for transportation in the Baltimore region. BMC provides technical and staff support to the BRTB.



Barbara Herron
Communications Officer
410-732-9564
bherron@baltimoremetro.org



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From: Craig Purcell <craigp@bctarchitects.com>
Sent: Thursday, February 16, 2012 7:44 PM
To: comments@baltometro.org

Would it be possible to begin planning a high speed ferry system for the Bay and do a serious study of a passenger only system that coordinates with landslide transit?

From: jeff <jeff@bikedoctorlinthicum.com>
Sent: Wednesday, March 14, 2012 10:53 AM
To: comments@baltometro.org
Subject: Transportation enhancements spending

I would like to see the BWI Trail extended from the J. Charles Linthicum Memorial Park at Maple Road and the old B&O Train Station to the Light Rail stop at Nursery Road. There is a bus stop at Nursery Road and Baltimore and Annapolis Blvd that would provide access to other routes than the Light Rail.

Jeff Dalik, Owner
Bike Doctor Linthicum
www.bikedoctorlinthicum.com
410.691.2453

From: James S. Leanos <jim@corpro.com>
Sent: Tuesday, March 13, 2012 6:04 PM
To: comments@baltometro.org
Subject: How to Spend wisely for Baltimore's regional transportation

Four projects not listed come to mind for the Baltimore Region:

1. Re-examine route alternatives for **freight rail** in Baltimore to remove it from existing AMTRAK and CSX alignments within the Baltimore Beltway, and between Baltimore and Washington. This is needed in order to free up existing alignments for improved Regional Passenger Rail Service, for the Baltimore Light Rail on Howard Street, and for the critical issue of safety for the densely populated central Baltimore areas through which it passes. Such a study is also necessary in order for possible Public Private Partnership arrangements to be considered, and for the Freight Rail Lines to take seriously the need for new through alignments. Existing rail customers could be served via spurs which would remain along existing freight rail alignments.
2. Examine the possibilities that would exist for the existing Metro Green Line to be extended eastward from Johns Hopkins Hospital to provide access to Dundalk, Sparrows Point and the Maryland Port Administration properties. On the West Side, a spur northward from State Center towards Towson via Johns Hopkins Homewood, and Loyola, Notre Dame and Towson Universities would fast track service to those active destinations (existing plans to build the Green Line to White Marsh have never been popular in northeastern Baltimore County and should be taken off the plan). Ultimately, a westward extension from Mondawmin could either replace an unfunded/unbuilt Red Line, and extend to Ellicott City and Columbia, perhaps even to Silver Spring.
3. Advance the plan to develop a true regional rail line from Newark, Delaware to Northern Virginia along one of the two existing MARC rail alignments to control right-of-way acquisition costs. This would be especially desirable after plans noted in Paragraph 1 above are advanced and the existing rail alignments could be used differently.
4. For all of the first three items, re-examine existing land use plans around existing and planned station locations to dramatically increase the scale of residential density and commercial square footage, thereby increasing the appeal of Transit Oriented Developments and Ridership throughout the Baltimore region.

Finally, send a message to our region's political leaders that too much time has been wasted in executing bold freight rail and passenger transit plans which would truly provide job access throughout the region while solving long-recognized freight rail problems. All of this assumes that the proposed Northeast Corridor High Speed Rail plans would be executed simultaneously by AMTRAK and others.

James S. Leanos, Principal
CORPORATE PROPERTY SOLUTIONS, LLC
309 Halsey Road
Annapolis, MD 21401

Phone: 410-321-9600
Fax: 888-446-0124
Mobile: 410-215-2299

From: jarmael.burman@verizon.net
Sent: Thursday, March 15, 2012 8:30 PM
To: comments@baltometro.org
Subject: UPWP Comments

Hello:

As a resident in District 4 of Baltimore County and an advisor to Baltimore County Councilman Ken Oliver on the Pedestrian and Bicycle Advisory Committee, I am very concerned with the installation of continuous sidewalks and bicycle lanes when and where ever possible throughout the state of Maryland.

It is a known fact that when cyclist and pedestrians are made to feel like a valuable part of a community's transportation objective, they are more likely to utilize the the sidewalks and pathways that are provided for them. This in turn leads to fewer automobiles on the road which in turn increases the overall health of the citizens which leads to a dramatic decrease in healthcare costs. Many people do not walk or cycle as a means of transit simply because they do not feel safe doing so.

With a steady increase in population throughout the region, alternative sources of transportation are vital to creating a more sustainable infrastructure. Cycling is an efficient and cost effective mode of transportation, second only to walking. The negative impact on the environment due to automobile use is approaching a critical level here in the United States. We must make the installation of bicycle lanes and continuous sidewalks a priority if we are to create that sustainable infrastructure and a more healthy population.

Thank you for your time.

Jarmael "Jay" Burman
2007 Kernan Drive
Gwynn Oak, Maryland 21207-5963
(410) 298-8080 (home)
(443) 938-3570 (mobile)



City of Annapolis
Joshua J. Cohen
Mayor

Anne Arundel County
John R. Leopold
County Executive

City of Baltimore
Stephanie Rawlings-Blake
Mayor

Baltimore County
Kevin Kamenetz
County Executive

Carroll County
Haven Shoemaker
Member, Board of Commissioners

Harford County
David R. Craig
County Executive

Howard County
Ken Ulman
County Executive

Maryland Department of Transportation
Beverley Swaim-Staley
Secretary

Maryland Department of the Environment
Robert Summers, Ph.D.
Secretary

Maryland Department of Planning
Richard E. Hall
Secretary

Maryland Transit Administration
Ralign T. Wells
Administrator and CEO

Offices @ McHenry Row
1500 Whetstone Way, Suite 300
Baltimore, MD 21230
Telephone 410-732-0500
Facsimile 410-732-8248
www.baltometro.org

April 16, 2012

On behalf of the Baltimore Regional Transportation Board, I would like to thank you for your comments on the *Fiscal Year 2013 Unified Planning Work Program*.

The BRTB is continually striving to improve the transportation plans and planning process based on the comments received. As such, all comments received were carefully considered by the BRTB. Responses to your comments are included in the enclosed matrix which summarizes all testimony received during the public comment period.

The BRTB is scheduled to vote on the final version of *Fiscal Year 2013 Unified Planning Work Program* at their next meeting on Tuesday, April 24, 2012 at 9 a.m. at the Baltimore Metropolitan Council (address below). There is a public comment opportunity at the meeting if you wish to directly address the BRTB.

Once again, thank you for your time and effort in reviewing the *Fiscal Year 2013 Unified Planning Work Program*. We appreciate your input and encourage your continued participation in the regional transportation planning process.

Sincerely,

Emery Hines, Empowered Chair
Baltimore Regional Transportation Board

Enclosure

**A RESOLUTION REGARDING THE BALTIMORE REGION
FY 2013 UNIFIED PLANNING WORK PROGRAM
FOR TRANSPORTATION PLANNING (UPWP) BY THE CITIZEN ADVISORY COMMITTEE (CAC) OF THE BALTIMORE
REGIONAL TRANSPORTATION BOARD (BRTB)**

WHEREAS, the BRTB, the Metropolitan Planning Organization for the Baltimore region responsible for transportation planning and policy making for the Baltimore region, has prepared the FY 2013 UPWP and requested comment on its content from the CAC; and

WHEREAS, the CAC Serves as an advisory body to the BRTB, charged with providing independent, region-oriented citizen advice to the BRTB on issues related to the development of the Baltimore Regional Transportation Plan (BRTB), Unified Planning Work Program (UPWP), Transportation Improvement Program (TIP) and amendments that affect the region's conformity with federal air quality requirements, the public involvement process, regionally significant land use issues, and other regional transportation-related issues, as appropriate, promotes public awareness and participation in the regional transportation planning process and promotes equity in the regional transportation planning process; and

WHEREAS, the CAC has reviewed the FY 2012 UPWP;

THEREFORE BE IT RESOLVED, the following comments pertaining to the FY 2013 UPWP are hereby submitted by the CAC to the BRTB for consideration:

GENERAL COMMENTS ON THE 2013 UPWP

1. The UPWP is well composed. The document addresses transportation planning topics of interest to the CAC while balancing legislative requirements of the MPO.
2. Unify the UPWP. The UPWP addresses activities representing divergent interests. However, it lacks a clear, unifying statement of its purpose.
 - a. Provide an introduction or executive summary to describe the document's purpose, summarize or list the various entities associated with activities of the BRTB, their roles and enabling legislation and overarching theme.
 - b. Describe the cumulative goal of all the projects and tasks contained within the document.
 - c. Describe how the document will be used as a back-check for the projects and tasks.
3. Explain why the BRTB undertakes the projects and tasks in the UPWP. A few project descriptions reference legislative requirements however, such justification seems absent on several project descriptions. Within each project, indicate how BRTB activities are linked to new or ongoing governmental policies and legislation. Where possible, cite references.
4. Projects and tasks describe useful and necessary individual activities performed to plan parts of a complex network of transportation. The document does not describe how each of the activities and tasks are linked or integrated with one another. The document does not address how or why the various interests and tasks are coordinated or how they support a common vision or goal to unify the planning efforts. This theme is articulated in comments that follow.
5. Elaborate on the role of community participation. Portions of the document and several project descriptions could better describe the importance, composition of and roles and responsibilities of the CAC and citizen organizations.

BRTB CAC Resolution #12-5

6. Clarify the information.
 - a. Spreadsheets throughout the document could better define the numeric units (e.g. thousands of dollars) contained within them.
 - b. Consider the addition of graphs and charts to supplement the tables and better describe the quantitative information.
 - c. Consider the addition of prior year(s) quantitative information for comparison with the current year.
 - d. Consider prior year budgets versus the actual expenditures. Indicate if they are congruent.
 - e. Indicate if the expenditures are adequate for performance of the tasks. If shortfalls or surpluses are anticipated indicate them.
7. Account for expenditures. For the project 'Public Participation and Community Outreach' a more detailed accounting of expenses is requested. An accounting of how these efforts dovetail with public outreach efforts within other projects and tasks such as 'Transportation Improvement Program' is requested.
8. Integrate the projects. Indicate how the various projects integrate with one another to provide a comprehensive transportation planning strategy. As currently presented, each project seems to stand alone and lacks shared benefit. One of many possible examples of opportunities to integrate projects is by indicating how the 'Congestion Management Process' is coordinated with the 'Travel Monitoring Program', 'Intermodal Planning', 'Freight Mobility Planning' and many others to make each project more useful. The task 'Transit Coordination' may seek to accomplish such an objective but it is not articulated. Another opportunity to articulate project integration may include how the '2010 Census and American Community Survey' and 'Cooperative Forecasting Process' are linked with 'Data Development', GIS activities and other such data interdependent tasks.
9. Provide evidence that projects and tasks are not conducted at cross purposes or in variance with one another. How does 'Travel Demand Modeling' incorporate the aims of 'Transit Coordination', 'Freight Mobility Planning', 'Bicycle and Pedestrian Planning', 'Environmental Planning', etc?
10. Coordinate with other MPOs. Where possible, indicate how the BRTB coordinates its efforts with other regional MPOs. As currently presented, such coordination is described in a very limited number of projects.
11. Strive for economic efficiencies. Assure that projects do not duplicate efforts of other federal, state or local governmental agencies. One example is in the 'Cooperative Forecasting Process'. Assure that tasks are not conducted to produce information which may be available through private market purchase for costs lower than those of the BMC costs.

PROJECT SPECIFIC COMMENTS ON THE 2013 UPWP

Baltimore City Work Programs

At-Grade Crossing Safety Plan -

As part of the evaluation process of the different crossing scenarios across the city, the CAC recommends recommend establishing a 'classification standard' of what elements need to be considered and included the rehab for three types of crossings - "A" = Major, "B" = Normal, "C" = Minimum and a category - "S" = special considerations.

Each category would have a range for dollars i.e. "A" = over \$ 3M, "B" = \$ 1M - \$ 3M etc??

Each category would have an analysis of pedestrian and cycle standards to be included.

York Rd Corridor Study -

Upgrade to include considerations for cycle and pedestrian traffic. The study should nclude street lighting at high use intersections and high risk areas.

BRTB CAC Resolution #12-5

Transportation Green Infrastructure Study -

It is premature to offer suggestions until a strategy plan can be agreed upon.

The CAC recommends starting in an optimum scenario with a possible long term development partner. I would make the project easily manageable with a high possibility of success so when completed it would attract other developmental partners. Tax incentives a must!!

Oversize/ Overweight Fee Policies -

Once a 'fee' system is agreed, the CAC recommends dedicated roads around the Port and Industrial areas to be used and restrict passage on roadways to limit the amount of stress from heavy loads and vehicles.

A major portion of those 'fees' should be earmarked for the repairs and replacement of the 'dedicated' roadways.

Citywide Safety Traffic Plan -

Upon determining the 'hot spots' from the results of the study, we recommend each area to include a pedestrian and cycle planning strategy or minimum requirement of safety elements.

Bicycle Master Plan -

The CAC recommends this plan be intertwined with the result from the 'Citywide' plan. Major 'high-use' intersections and roadways to have increase awareness for safety to all traffic.

BE IT FINALLY RESOLVED, the CAC thanks the BRTB for this opportunity to participate through this opportunity to comment on the FY 2013 UPWP. The CAC thanks the BRTB staff for facilitating our participation.

Submitted by;



Stephen Lauria
Chair, BRTB Citizen Advisory Committee

From: John Eberhard <jeberhard2@gmail.com>
Sent: Wednesday, March 14, 2012 7:44 AM
To: Monica Haines Benkhedda
Cc: Steve Lauria
Subject: Re: Annual work plan document

Monica, is the inputs from Howard County requesting funding for a new transit planning project or is that project currently funded? I have an issue with their requesting funding for transit planning. Based upon my understanding of what currently occurs what is being requested is what the contractor for the bus service normally prepares. I have seen presentations of what they are requesting given at their Public Transportation Board meetings. Need to know so that I can comment on other parts of the plan.

John



City of Annapolis
Joshua J. Cohen
Mayor

Anne Arundel County
John R. Leopold
County Executive

City of Baltimore
Stephanie Rawlings-Blake
Mayor

Baltimore County
Kevin Kamenetz
County Executive

Carroll County
Haven Shoemaker
Member, Board of Commissioners

Harford County
David R. Craig
County Executive

Howard County
Ken Ulman
County Executive

Maryland Department of Transportation
Beverley Swaim-Staley
Secretary

Maryland Department of the Environment
Robert Summers, Ph.D.
Secretary

Maryland Department of Planning
Richard E. Hall
Secretary

Maryland Transit Administration
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April 16, 2012

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The BRTB is scheduled to vote on the final version of *Fiscal Year 2013 Unified Planning Work Program* at their next meeting on Tuesday, April 24, 2012 at 9 a.m. at the Baltimore Metropolitan Council (address below). There is a public comment opportunity at the meeting if you wish to directly address the BRTB.

Once again, thank you for your time and effort in reviewing the *Fiscal Year 2013 Unified Planning Work Program*. We appreciate your input and encourage your continued participation in the regional transportation planning process.

Sincerely,

Emery Hines, Empowered Chair
Baltimore Regional Transportation Board

Enclosure

#	Comment	Received From	Response
1a	I am very concerned with the installation of continuous sidewalks and bicycle lanes when and where ever possible throughout the state of Maryland.	Jarmael "Jay" Burman	<p>The BRTB recognizes that pedestrians and bicyclists are important users of the transportation network and that there are many benefits including improved health, reduced environmental impact, reduced congestion on roadways, and economic development. The Bicycle and Pedestrian Advisory Group meets bi-monthly to discuss bicycle and pedestrian issues and has funded bicycle and/or pedestrian plans for most of our member jurisdictions through our Unified Planning Work Program.</p> <p>Newer roads that are built or re-built today are much more likely to include pedestrian and bicycle facilities than they were just a few years ago. We encourage you to take advantage of public comment opportunities to help planners identify specific issues or needs.</p> <p>While much work remains, comments from citizens such as yourself have led to a gradual increase in funding dedicated to bicycle and pedestrian infrastructure, and to more pedestrian and bicycle friendly designs in the development of new or improved roadway facilities throughout the region.</p>
1b	Install a trail where the Gwynn Falls Trail ends and extend up Security Boulevard to provide greater access to the Proposed Red Line Station as well as to the Social Security Administration, Woodlawn High School, The Woodlawn Public Library and all other businesses in the area by way of bicycle and walking.	Jarmael "Jay" Burman	<p>Last year Baltimore County submitted a 3.5 mile project called the Red Line Trail (to connect major destinations) which was included in <i>Plan it 2035</i> the long-range transportation plan for the region. Visit Plan it 2035 for details.</p> <p>Currently Baltimore County is finalizing a Western Baltimore County Pedestrian and Bicycle Access Plan which is an "action plan" for constructing pedestrian and bicycle improvements in the urban area of the western side of Baltimore County in the area you have mentioned. The plan was developed by a technical advisory committee composed of representatives from the community and county and state government, based on the needs and desires expressed by the citizens who live or work in the area through several workshops.</p>

#	Comment	Received From	Response
2	Would it be possible to begin planning a high speed ferry system for the Bay and do a serious study of a passenger only system that coordinates with landslide transit?	Craig Purcell	<p>Over the last 2 decades, Maryland has undertaken numerous studies investigating possible cross-bay ferry service. These studies have allowed MDOT to stay abreast of the latest technologies, trends and public opinions. Although a ferry service has not yet been implemented due to prior uncertainties in achieving financial and political viability, local interest in funding a cross-bay ferry service remains high, particularly within Maryland. One of the supporting reasons cited for providing ferry service across the Chesapeake Bay is an anticipated mode shift allowing for congestion relief on the Chesapeake Bay Bridge. Visit this page for details: http://www.mdot.maryland.gov/Office%20of%20Planning%20and%20Capital%20Programming/Ferry_Boat/Ferry_Boat_Planning.html.</p>
3	Is the Howard County Transit Planning project requesting funding for a new transit planning project or is that project currently funded?	John Eberhard	<p>The funding request is for Howard County personnel who review in detail all analysis developed by Central Maryland Regional Transit (CMRT) prior to its distribution and presentation to citizens, the Public Transportation Board, Transportation Advocates, Capital budget hearings, and the County Administration.</p> <p>Currently, Howard County and CMRT are developing a methodology to gauge the efficacy of bus schedules. As a result of ongoing development, changes in roads (new signals, closures, etc.) over time the times indicated on bus schedules “drift” further from the actual times achieved (on average) by operating routes. What is needed is a methodology to look at this problem on an ongoing basis, without major expenditure.</p> <p>Howard County also is the “first line” of the process of route revision. It is Howard Transit (not CMRT) that receives the most public comment or is privy to locations where transit demand is emerging due to development, i.e., TODs, MADs, new employment uses, etc.</p>

#	Comment	Received From	Response
4	Extend the BWI Trail from the J. Charles Linthicum Memorial Park at Maple Road and the old B&O Train Station to the Light Rail stop at Nursery Road. There is a bus stop at Nursery Road and Baltimore and Annapolis Blvd that would provide access to other routes than the Light Rail.	Jeff Dalik, Owner Bike Doctor Linthicum	Anne Arundel County was recently awarded \$300,000 from the FY 2012 Maryland Bikeways Program for the Design Phase of a 1.4 mile extension of the BWI trail to the Nursery Road Light Rail Station.
5a	<p>Re-examine route alternatives for freight rail in Baltimore to separate it from existing AMTRAK and CSX alignments within the Baltimore Beltway, and between Baltimore and Washington.</p> <p>This is needed in order to free up existing alignments for improved Regional Passenger Rail Service, for the Baltimore Light Rail on Howard Street, and for the critical issue of safety for the densely populated central Baltimore areas through which it passes. Such a study is also necessary in order for possible Public Private Partnership arrangements to be considered, and for the Freight Rail Lines to take seriously the need for new through alignments. Existing rail customers could be served via spurs which would remain along existing freight rail alignments.</p>	Jim Leanos	<p>The MPO recently initiated a regional freight analysis to better understand freight flows and the multimodal aspect of freight, including: highway, rail and water movements. The BRTB designated a Freight Regional Oversight Group to manage this effort. It is expected this work will take 12 to 18 months to complete. Staff will take these comments into consideration as this study progresses. Progress Reports will be made to several of the BRTB committees as work begins.</p> <p>At the present time, BMC staff is working with several sources of data such as the Freight Analysis Framework (FAF) and the LEHD (Longitudinal Employer Household Dynamics) data from the US Census to identify freight flows by mode into and out of the Baltimore region. This effort includes active participation from state and local agencies including MDOT and Baltimore City DOT. Both Class 1 railroads (CSX and NS) are active members of the MPO's Freight Movement Task Force and provide valuable insight into freight planning needs. MDOT is also about to release their statewide rail plan that will address some of the concerns expressed.</p>
5b	Advance the plan to develop a true regional rail line from Newark, Delaware to Northern Virginia along one of the two existing MARC rail alignments to control right-of-way acquisition costs. This would be especially desirable after plans noted in the Paragraph above are advanced and the existing rail alignments could be used differently.	Jim Leanos	Planning of this nature make sense but is better suited to organizations such as the I-95 Corridor Coalition or by a multi-state agreement. Planning at this scale does take place and serves long distance commuters for facilities such as Aberdeen Proving Ground.

#	Comment	Received From	Response
5c	<p>Examine the possibilities that would exist for the existing Metro Green Line to be extended eastward from Johns Hopkins Hospital to provide access to Dundalk, Sparrows Point and MPA properties. On the West Side, a spur northward from State Center towards Towson via Johns Hopkins Homewood, and Loyola, Notre Dame and Towson Universities would fast track service to those active destinations (existing plans to build the Green Line to White Marsh have never been popular in northeastern Baltimore County and should be taken off the plan). Ultimately, a westward extension from Mondawmin could either replace an unfunded/unbuilt Red Line, and extend to Ellicott City and Columbia, perhaps even to Silver Spring.</p>	Jim Leanos	<p>Similar to the freight analysis, the BRTB is also undertaking a regional transit analysis. This is to 1) gain a better understanding of existing transit systems and services and how they might be improved, and 2) identify and analyze potential transit markets, corridors, and modes to provide improved service in the future. Progress Reports will be made to several of the BRTB committees as work begins.</p> <p>The transit analysis will use Longitudinal Employer Household Dynamics data from the US Census as well as BMC data on activity centers to identify existing and potential origins and destinations for transit service. This will help identify and analyze potential transit markets and corridors. This effort is in its initial stages, but the committee expects that the analysis will consider new and expanded local and commuter bus routes, expanded commuter rail service, and new and expanded Metro and light rail corridors and service.</p>
5d	<p>Re-examine existing land use plans around existing and planned station locations to dramatically increase the scale of residential density and commercial square footage, thereby increasing the appeal of Transit Oriented Developments and ridership throughout the Baltimore region.</p>	Jim Leanos	<p>As part of the regional transit analysis, the oversight committee has recommended that BMC staff use the Production Exchange Consumption Allocation System (PECAS) model and the regional travel demand model to evaluate potential growth scenarios that incorporate new and expanded transit corridors. The PECAS model is an econometric land use model that enables analysts to simulate production of goods, services, labor, and floor space given varying assumptions. This model is integrated with the travel demand model. One suggestion has been to use PECAS and the travel demand model to evaluate a scenario focused on transit-oriented development and growth in community centers, to include the Red Line corridor and other potential transit corridors.</p> <p>On a related note, the regional freight analysis oversight committee also has recommended that BMC staff use PECAS to help analyze land use patterns and growth scenarios related to new and expanded freight services.</p>

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5e	Finally, send a message to our region's political leaders that too much time has been wasted in executing bold freight rail and passenger transit plans which would truly provide job access throughout the region while solving long-recognized freight rail problems. All of this assumes that the proposed Northeast Corridor High Speed Rail plans would be executed simultaneously by AMTRAK and others.	Jim Leanos	This message will be shared with the BRTB members.
6a	Baltimore City: At-Grade Crossing Safety Plan. As part of the evaluation process of the different crossing scenarios, recommend establishing a 'classification standard' of what elements need to be considered and included to rehab for three types of crossings: "A" = Major, "B" = Normal, "C" = Minimum and a category - "S" = special considerations. Each category would have a range for dollars and a category for analysis of pedestrian and bicycle standards.	Roger Nolan/CAC	Baltimore City has indicated to the BRTB that a classification standard will be applied to this work. The City will review Federal Railroad Administration standards and seek to use the same or similar classifications. Pedestrian and bicycle standards including ADA accessibility will also be included.
6b	Baltimore City: York Rd Corridor Study. Include considerations for bicycle and pedestrian traffic. Study to include street lighting at high use intersections and high risk areas.	Roger Nolan/CAC	Baltimore City has indicated to the BRTB that Corridor studies in Baltimore City routinely include pedestrian and bicycle safety and usability. The City will include lighting assessments along the corridor as well.
6c	Baltimore City: Transportation Green Infrastructure Study. Start in an optimum scenario with a possible long term development partner. I would make the project easily manageable with a high possibility of success so when completed it would attract other developmental partners. Tax incentives a must!	Roger Nolan/CAC	Baltimore City has indicated to the BRTB that the City Department of Transportation is working jointly with the City Department of Planning to develop a strategic plan as part of this project. The City will consider a long term development partner(s) as part of the long term strategy.

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6d	Baltimore City: Oversize/ Overweight Fee Policies. Recommend dedicated roads around the Port and Industrial areas to be used and restrict passage on roadways to limit the amount of stress from heavy loads and vehicles. A major portion of those 'fees' should be earmarked for the repairs and replacement of the 'dedicated' roadways.	Roger Nolan/CAC	Baltimore City has indicated to the BRTB that the goal of the oversize/overweight fee policy is to target roadways dedicated to these vehicles and to minimize community and residential road impacts. The study will look at providing a funding source to maintain and strengthen dedicated roadways.
6e	Baltimore City: Citywide Safety Traffic Plan. Recommend each 'hot spot' to include a pedestrian and bicycle planning strategy or minimum requirement of safety elements.	Roger Nolan/CAC	Baltimore City has indicated to the BRTB that the Citywide Safety Traffic Plan will include bicycle planning strategies as well as pedestrian and bicycle safety elements.
6f	Baltimore City: Bicycle Master Plan. Recommend this plan be intertwined with the result from the 'Citywide Safety' plan. Major 'high-use' intersections and roadways to have increased awareness for safety to all traffic.	Roger Nolan/CAC	Baltimore City has indicated to the BRTB that the results of the Citywide Safety Traffic Plan, including "hot spots" and pedestrian and bicycle safety enhancements, will be forwarded to the Baltimore City Pedestrian and Bicycle Coordinator for inclusion in the Bicycle Master Plan.
7a	The UPWP is well composed. The document addresses transportation planning topics of interest to the CAC while balancing legislative requirements of the MPO.	CAC	The BRTB appreciates the comment.
7b	Unify the UPWP. The UPWP addresses activities representing divergent interests. However, it lacks a clear, unifying statement of its purpose.	CAC	In the future this information, included in the Prospectus, will be made available with the draft document. The Prospectus serves as an introduction to the UPWP providing the background that identifies federal requirements and regional priorities.

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7c	Explain why the BRTB undertakes the projects and tasks in the UPWP. A few project descriptions reference legislative requirements, however such justification seems absent on several project descriptions. Within each project, indicate how BRTB activities are linked to new or ongoing governmental policies and legislation. Where possible, cite references.	CAC	For 7c and 7d, this graphic helps to explain a complex yet coordinated transportation planning process.
7d	Projects and tasks describe useful and necessary individual activities performed to plan parts of a complex network of transportation. The document does not describe how each of the activities and tasks are linked or integrated with one another. The document does not address how or why the various interests and tasks are coordinated or how they support a common vision or goal to unify the planning efforts. This theme is articulated in comments that follow.	CAC	
7e	Elaborate on the role of community participation. Portions of the document and several project descriptions could better describe the importance, composition of and roles and responsibilities of the CAC and citizen organizations.	CAC	<p>Public input provides critical information to more fully understand and assess potential impacts from possible transportation projects as viewed by the community. Early and continuing public for an awareness of potential issues, problems and impacts, to discuss them more comprehensively, and to determine how to address such concerns.</p> <p>We will focus information in the UPWP within the Prospectus and in the Public Involvement and Community Outreach task. It will also be clarified in the Public Participation Plan.</p>

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7f	<p>Clarify the information.</p> <ol style="list-style-type: none"> 1. Spreadsheets throughout the document could better define the numeric units (e.g. thousands of dollars) contained within them. 2. Consider the addition of graphs and charts to supplement the tables and better describe the quantitative information. 3. Consider the addition of prior year(s) quantitative information for comparison with the current year. 4. Consider prior year budgets versus the actual expenditures. Indicate if they are congruent. 5. Indicate if the expenditures are adequate for performance of the tasks. If shortfalls or surpluses are anticipated indicate them. 	CAC	<ol style="list-style-type: none"> 1. All numeric units throughout are in whole numbers. 2. Not sure graphics are suited to the tables; however we have reformatted some of the tables and added more descriptive titles. 3. We will add a table to the appendix with FY 2012 numbers for comparison 4. For the most part the budgets are congruent with expenditures; the exceptions are due to staff vacancies. 5. We will consider this.
7g	<p>Account for expenditures. For the project 'Public Participation and Community Outreach' a more detailed accounting of expenses is requested.</p>	CAC	<p>For ALL tasks except UPWP Management, the funding listed is only for staff support only. Expenses are only charged against the UPWP Management task.</p> <p>Staff time related to public participation for any and all tasks is charged to public participation while all other activities related to a particular task are charged to that topic.</p> <p>Hence, staff time preparing the Transportation Improvement Program is charged to the TIP task, the time spent for advertising and public meetings is charged to Public Participation and the cost of advertising is charged to UPWP Management.</p>
7h	<p>Integrate the projects. Indicate how the various projects integrate with one another to provide a comprehensive transportation planning strategy. As currently presented, each project seems to stand alone and lacks shared benefit.</p>	CAC	<p>Please refer to the response for 7c and 7d.</p>

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7i	Provide evidence that projects and tasks are not conducted at cross purposes or in variance with one another. How does 'Travel Demand Modeling' incorporate the aims of 'Transit Coordination', 'Freight Mobility Planning', 'Bicycle and Pedestrian Planning', 'Environmental Planning', etc.?	CAC	The travel demand model is a support tool. This tool utilizes technical analysis to provide data to help answer questions posed from a policy perspective by decision-makers. In fact there are competing interests in how resources should be allocated, yet the travel demand model is simply a tool to support decisions made by the members of the BRTB, serving as the MPO.
7j	Coordinate with other MPOs. Where possible, indicate how the BRTB coordinates its efforts with other regional MPOs. As currently presented, such coordination is described in a very limited number of projects.	CAC	Recognizing that many staff contribute to writing portions of the UPWP there are instances of inconsistency. We will make an effort to devote a section of the Prospectus to describe the robust involvement that occurs between this region and the Association of Metropolitan Planning Organizations and our closest neighbors, including the National Capital Region Transportation Planning Board, Wilmington Area Planning Council, and the York Area Metropolitan Planning Organization.
7k	Strive for economic efficiencies. Assure that projects do not duplicate efforts of other federal, state or local governmental agencies. One example is in the 'Cooperative Forecasting Process'. Assure that tasks are not conducted to produce information which may be available through private market purchase for costs lower than those of the BMC costs.	CAC	The BRTB has limited resources for the many tasks undertaken so carefully reviews how best to achieve desired outcomes. The BRTB does utilize federal, state and local data as well as some purchased data sets. Periodically there is a review of data sources and costs to maintain economic efficiencies.