



FY 2021 UPWP Development

For the Public Advisory Committee to the BRTB

January 22, 2020



UPWP Development - Overview

- The BRTB develops a full work program every two years
- In the second year the BRTB confirms the budget and any new focus areas or consultants
- The UPWP, in all years, is released for a 30-day public review and comment
- Usually approved at the April BRTB meeting to allow federal review before start of fiscal year (July 1, 2020 – June 30, 2021)

Overall Budget Status - DRAFT

| | FY 2020 | FY 2021 |
|---------------|----------------|----------------|
| BMC Staff | \$5,320,000 | \$5,625,000 |
| Consultants | \$1,595,000 | \$2,740,000 |
| Local Support | \$983,500 | \$536,750 |
| Total | \$7,898,500 | \$8,901,750 |

Core Work Program

- Core program remains the same, centered around these topic areas:
 - Program Management & Coordination
 - Planning Context
 - Promoting Inclusiveness & Cooperation
 - Gathering & Analyzing Data
 - Safety & Security
 - Mobility, Accessibility & Connectivity
 - Protecting Current & Future Resources

New Focus Areas

- Transportation & Land Use Connection Grants
- Infrastructure in a Changing Climate
- Planning & Public Health
- Best Practices or Local CIP Development
- Pedestrian Report Card Assessment
- Transit Prioritization (up to 3 corridors)
(for short-term improvements)

New - New Focus Areas

- Congestion Corridor Assessment (1)
- Bus Stop Assessments for LOTS
- Baltimore Region Transit Governance/Funding
- Implementation of RTP – Corridor Analysis (3)
(for long-term improvements)
- Patapsco Greenway – Segment Design

The Public Review Schedule

- 2/11 Begin 30-day review
- 2/12 Virtual public meeting, 12-12:30
- 2/26 PAC review
- 3/12 Deadline for public comments
- 3/24 Present comments to BRTB
- 4/24 BRTB votes
- 7/01 Work program can begin

To Be Conducted by MDOT (w PAC comments)

Priority Letter Development Practices

- ...would like to see a broader analysis of the project prioritization and funding process undertaken by the State as part of the TIP and CTP development process. The purpose should be to create a more transparent and standardized process for project selection and funding, based on performance and data.
- If this is limited to a regional project that BRTB takes on, it is an opportunity for the jurisdictions to learn from each other.

Concept-Level Cost Estimation Tool

- PAC has no comments on this project.

Review of Large Project Development Process

- ...conducted by MDOT since the modal administrations typically oversee large project development processes.

Deferred Tasks (w PAC comments)

Active Transportation Database

- ...suggests that the BRTB consider means to reduce the costs of collecting active transportation data...
- ...this initiative be combined with the collection and storage of traffic flow data for efficiencies...

Regional Snapshots

- BMC as regional source for crash data & mapping over VPI
- Public portal for data and visualizations
- Expand to include affordable housing, equity, etc.

Small Area Land Use Impact Tool

- PAC has no comment on this project.

Mitigating Transportation Impacts of Tourism Events

- PAC has no comment on this project

To Be Conducted In-house (w PAC comments)

Study of Methods to Provide More Efficient Traffic Flow

- ...look to other jurisdictions for models that could be adopted by the region. An example cited was Philadelphia's 60 second signal timing, which saved the region millions of dollars in signal equipment by standardizing timing.
- Any analysis of traffic flow must look at the benefits to ped and bike safety as well as bus performance and traffic flow. Integrate consideration of all travel modes, including TSP with a goal of increasing person throughput

Deeper Dive into Inrix Traffic Flow Data

- ...available through sources such as the University of MD and RITIS and could provide cost savings on data needs.
- ...help locals make better use of available data and incorporate into decision-making processes.

To Be Conducted In-house (w PAC comments)

Review of Methods to "Move the Needle" on PMs

- PAC has no comment on this project

Who Owns My Road?

- ...should be implemented on a statewide basis and made available to all jurisdictions and members of the general public.

Transportation & LU Connections Grants

- ...supports this project as an opportunity to improve local land use and transportation connections.

To Utilize Consultant Support (w PAC comments)

Pedestrian Report Card Assessment

- ...something that SHA should be or could be implementing for the entire state. Can BMC be a central repository for all crash data in the region?
- ...included in the UPWP that BRTB staff look to the Ford Mobility Predictive Analysis as a model.

Local CIP Development

- PAC suggests that this project be funded and executed at the state level as a means to standardize best practices

Transit Prioritization

- Evaluate the value of the TSP program in terms of its value to transit and traffic performance.
- Make region wide data available for use by locals for the planning of local projects and applications.

To Utilize Consultant Support (w PAC comments)

Infrastructure in a Changing Climate

- Study should estimate cost savings and the impact on emissions (and other climate related issues such as sea level rise) from converting MDOT/SHA/MTA facilities to solar power.
- Study should assess the adopted TIP and LRTP for GHG emissions (carbon) and identify a process and analytical methods for assessing future TIP and LRTP documents.
- PAC suggests that the region consider an evaluation of the resiliency of the regional transportation system. In that regard, PAC asks whether the State is conducting any resiliency studies that could be used by the BRTB for a regional analysis.

To Utilize Consultant Support (w PAC comments)

Planning and Public Health

- ...should be a priority project, given the critical role transportation plays in public health, particularly in disadvantaged communities.
- ...look to Puget Sound Regional Council for their adoption of Health and Equity metrics ... The MPO travel demand model includes more detailed equity and health analysis, such as:
 - Costs and travel time by income and person/household type (ex: Average Commute Time of higher / lower income)
 - Share of income spent on transportation
 - Active transportation by person types
 - Look at death and illness related to air quality emissions; Apply an equity lens to look at vulnerable populations
- Look at death and injury related to crashes; Apply an equity lens to look at vulnerable populations and communities

For More Information

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