

FY 2021 ADDENDUM
TO THE BALTIMORE REGION FY 2020-2021
UNIFIED PLANNING WORK PROGRAM
FOR TRANSPORTATION PLANNING

BRTB Vote on:
May 1, 2020

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

1500 Whetstone Way, Suite 300
Baltimore, MD 21230-4767

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The U.S. Department of Transportation, (the Federal Highway Administration, and the Federal Transit Administration) and the Maryland Department of Transportation contributed funding towards the preparation of the Addendum to the FY 2020-2021 Unified Planning Work Program.

FY 2021 ADDENDUM
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The Honorable Stephen Wantz
Baltimore Regional Transportation Board

Todd R. Lang
Director Transportation Planning Baltimore Metropolitan Council

BRTB Vote:
May 1, 2020

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

Baltimore Metropolitan Council
1500 Whetstone Way, Suite 300
Baltimore, Maryland 21230-4767

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Ms. Bihui Xu, Manager, Transportation Planning Service Division

* Denotes non-voting members

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INTRODUCTION

UNIFIED PLANNING WORK PROGRAM DEVELOPMENT PROCESS

The Fiscal Years (FY) 2020-2021 Unified Planning Work Program (UPWP) outlines the planning activities to be performed by all state, regional, and local participants involved in the Baltimore metropolitan transportation planning process over the two fiscal years (July 1, 2019 through June 30, 2021). It defines the regionally agreed upon planning priorities and the roles and responsibilities of the various participants in this process. This Addendum updates the FY 2021 budget and identifies several new work program items.

The work program reflects a careful consideration of critical transportation issues currently facing the region, as well as the analytical capabilities needed 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).

It is through the FY 2020-2021 UPWP, as well as previous UPWP initiatives, that the Baltimore Regional Transportation Board (BRTB), acting as the designated metropolitan planning organization (MPO), will address and support the short-term and long-range transportation planning priorities of the Baltimore metropolitan area. In July 2019, the BRTB approved *Maximize2045: A Performance-Based Transportation Plan*, the current 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 continued coordination with state agencies to address requirements related to performance-based planning and programming. This UPWP includes studies and programs to those ends.

The UPWP is funded through an 80 percent planning grant provided by FHWA and FTA and a 20 percent match provided by the 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 (Federal Highway Act (PL-93-87)) and Title III, Section 5303 metropolitan planning funds. The total funding proposed for the FY 2021 transportation planning activities for the Baltimore region is \$8,901,750.

Developing this UPWP has relied on the continued cooperation among State (specifically transportation, air quality and planning agencies), local and regional entities. The FY 2020-2021 UPWP was prepared with the involvement of these organizations, acting through the BRTB and its subcommittee structure.

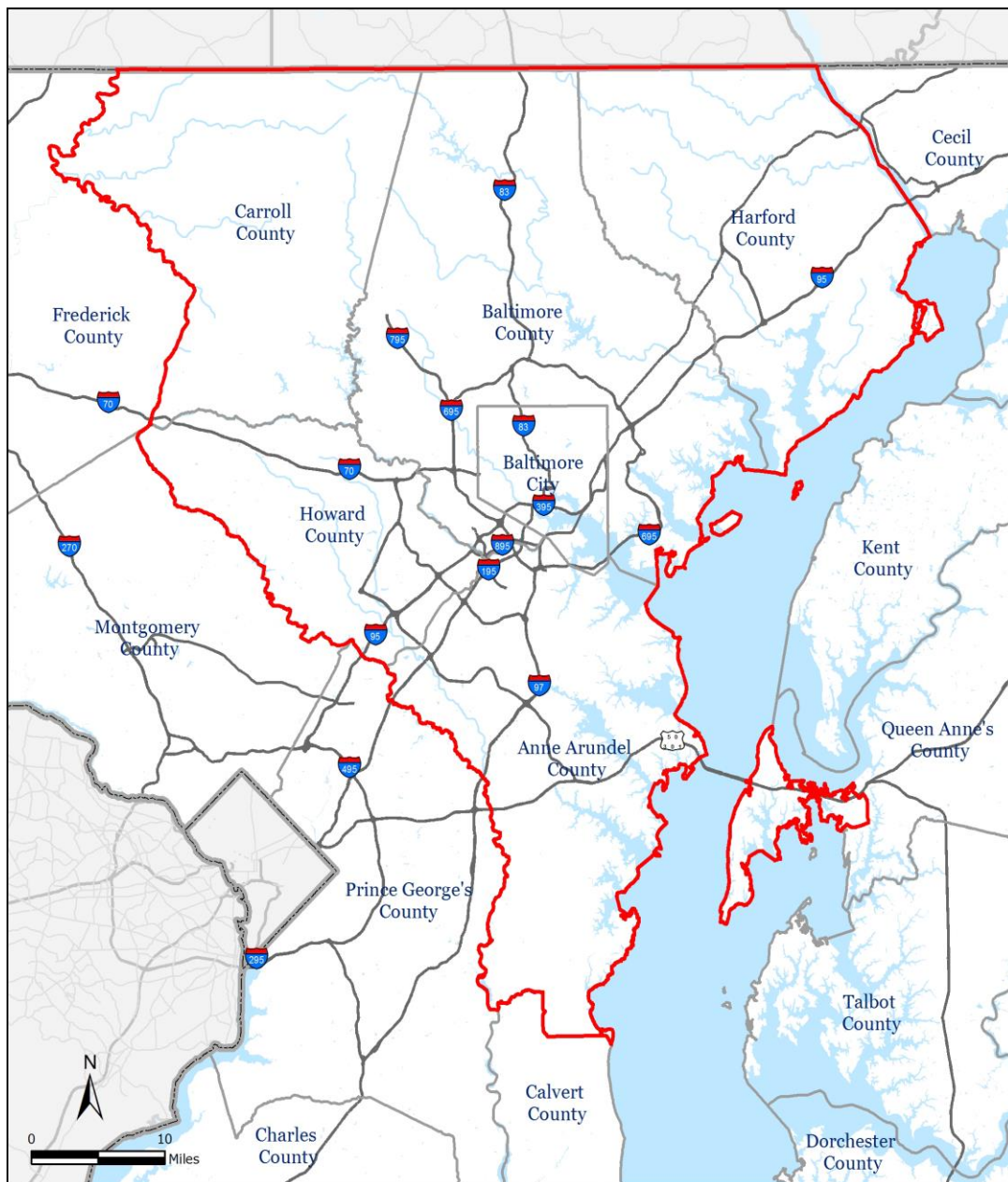
The work tasks delineated in the UPWP are performed primarily by staff working in the Transportation Planning Division of the Baltimore Metropolitan Council (BMC), with limited support provided by other functioning units within the BMC. Specific elements of the UPWP, at times, are contracted out to consultants in accordance with the work program project descriptions and the budget. Some UPWP funds are also "passed through" to local jurisdiction members of the BRTB for specific transportation planning studies that support the regional transportation planning process.

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, Howard and portions of Queen Anne's counties (see **Figure 1** for the geographic location of each participating local jurisdiction).

FIGURE 1

THE BALTIMORE REGION



The planning area is part of the 2010 U.S. Census Bureau's Baltimore-Columbia-Towson Metropolitan Statistical Area (MSA), containing the Baltimore Urbanized Area, the Aberdeen-Havre De Grace-Bel Air Urbanized Area, the Westminster Urbanized area, and a portion of Queen Anne's County. Also included within the Baltimore region are thirteen smaller incorporated municipalities. The renamed Baltimore-Towson metropolitan area (excluding Queen Anne's County) has also been designated by the Environmental Protection Agency (EPA) as a "moderate" non-attainment area for the 8-hour ozone standard and a maintenance area for fine particulate matter (PM_{2.5}). The entire non-attainment area is in the northern portion of the 2010 U.S. Census Bureau designated Washington-Baltimore-Northern Virginia, DC-MD-VA-WV Combined Statistical Area (CSA).

PUBLIC INPUT INTO THE UPWP

In keeping with the proactive public involvement spirit of the Fixing America's Surface Transportation (FAST) Act (P.L. 114-94), this Addendum to the FY 2020-2021 UPWP is being released to the public for a 30-day review and comment opportunity.

METROPOLITAN TRANSPORTATION PLANNING

The most recent federal transportation legislative program, Fixing America's Surface Transportation (FAST) Act, was signed into law on December 4, 2015. FAST preserves the commitment to the metropolitan transportation planning process established in previous federal initiatives. On May 27, 2016, the U.S. Department of Transportation (U.S. DOT) issued the latest regulations regarding metropolitan transportation planning, specifically outlining the planning requirements associated with the metropolitan planning process, including the Long-Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP).

The LRTP provides information on the region's transportation-related goals and policies as well as socioeconomic, environmental, and other factors that will affect the operation of the transportation system over the next 20-25 years. The document includes a list of major federally funded capital projects planned for this period, their estimated year-of-expenditure costs, and the revenues reasonably expected to be available to fund the projects. The LRTP generally is updated every four years.

The TIP is a 4-year listing of all federally funded transportation projects, generally updated every year. The TIP serves as the programming element of the LRTP, showing those projects with committed funds and established schedules. The TIP includes a listing of projects for which federal funds have been obligated in the preceding year. This list is compiled annually and published online.

Both the LRTP and the TIP are required by law to be fiscally constrained. In the case of the LRTP, this means projecting the amount of funding the region reasonably anticipates will be available over the next 20-25 years. The total estimated cost of the projects and programs in the LRTP cannot exceed the projected funding. For the TIP, this means providing (1) budgets showing committed funding for whichever project phase (planning, engineering, right of way acquisition, or construction) is being covered and (2) realistic implementation schedules based on when these committed funds will be available.

Long-Range Transportation Plan

The BRTB adopted *Maximize2045: A Performance-Based Transportation Plan*, the current long-range regional transportation plan, in July 2019. The BRTB has approved a resolution to adopt the next long-range regional transportation plan by July 2022. During FY 2021, tasks to be covered in developing the next long-range plan include:

- reviewing and, potentially, updating regional goals and strategies
- adopting demographic forecasts developed by the Cooperative Forecast Group
- adopting revenue forecasts developed by MDOT
- adopting updated performance targets, as applicable according to federal due dates

This 3-year update time frame will be in place only for the next long-range transportation plan. Subsequent plans will revert to a 4-year update cycle. This means the next adoption date after 2022 will be 2026.

FY 2020-2023 Transportation Improvement Program

The BRTB adopted the FY 2020-2023 TIP in July 2019. All projects and activities funded in the FY 2020-2023 TIP were developed in relationship to the regionally adopted *Maximize2045: A Performance-Based Transportation Plan*. BMC staff will develop the next TIP, covering FY 2021-2024, during FY 2021.

Performance-Based Planning and Programming

Following the enactment of the FAST Act, the U.S. DOT published updated Metropolitan Planning Regulations on May 27, 2016. These updated regulations continue and strengthen the emphasis on performance-based planning and programming.

Maximize2045 includes a set of overarching regional goals, specific implementation strategies that support these goals, and a series of performance measures and targets. These measures and targets are consistent with the performance-based approach to planning and programming set forth in MAP-21, the FAST Act, and corresponding regulations. These measures and targets help the BRTB and operating agencies gauge progress relative to regional goals and strategies.

The BRTB coordinated with the State and public transportation providers to adopt regional performance targets. In some cases, the BRTB adopted the statewide targets, and in other cases the BRTB adopted different regional targets to reflect regional concerns, per the process described in federal regulations.

Out of the set of 25 federally mandated measures and targets, the BRTB has adopted 21 to date. These include:

- four transit asset management measures and targets (adopted in June 2017 and updated in February 2019): (1) percentage of non-revenue service vehicles that have either met or exceeded their Useful Life Benchmarks (ULBs), (2) percentage of revenue vehicles within an asset class that have either met or exceeded their ULBs, (3) with respect to infrastructure (rail fixed-guideway, track, signals, systems): percentage of track segments with performance restrictions, and (4) percentage of facilities within an asset class rated below condition 3 on the TERM scale
- five highway safety measures and targets (adopted in January 2018 and updated in January 2019 and January 2020): (1) number of fatalities, (2) rate of fatalities per 100 million VMT, (3) number of serious injuries, (4) rate of serious injuries per 100 million VMT, and (5) number of non-motorized fatalities + non-motorized serious injuries – pedestrian and bicycle
- two system performance measures and targets to assess traffic congestion (unified MDOT/BRTB targets for the urbanized area; adopted in May 2018): (1) annual hours of peak-hour excessive delay per capita (PHED measure) and (2) percentage of non-SOV (single-occupancy vehicle) travel.
- one measure and target to assess on-road mobile source emissions (applies to projects with CMAQ funding) (adopted in June 2018): total emissions reduction: 2-year and 4-year cumulative reported emission reductions of each criteria pollutant and applicable precursors (PM_{2.5}, PM₁₀, CO, VOC, and NO_x) for which the area is designated nonattainment or maintenance [*Note: the BRTB region is in nonattainment only with respect to ozone*].
- four measures and targets to assess pavement condition (adopted in October 2018): (1) percentage of pavement on the interstate system in good condition, (2) percentage of pavement on the interstate system in poor condition, (3) percentage of pavement on the NHS (excluding the interstate system) in good condition – state/local, and (4) percentage of pavement on the NHS (excluding the interstate system) in poor condition – state/local
- two measures and targets to assess bridge condition (adopted in October 2018): (1) percentage of NHS bridges by deck area classified as in good condition and (2) percentage of NHS bridges by deck area classified as in poor condition
- two measures and targets to assess performance of the NHS under the National Highway Performance Program (expressed as Level of Travel Time Reliability (LOTTR) (adopted in October 2018): (1) percentage of person-miles traveled on the interstate system that are reliable (Interstate Travel Time Reliability measure) and (2) percentage of person-miles traveled on the non-interstate NHS that are reliable (non-interstate NHS Travel Time Reliability measure)
- one measure and target to assess freight movement on the interstate system: percentage of interstate system mileage providing for reliable truck travel times (Truck Travel Time Reliability Index – TTTR) (adopted in October 2018)

Chapter 5 of *Mazimize2045* provides additional information on these adopted performance measures and targets.

The remaining four performance targets, yet to be set, relate to transit safety. Federal regulations stipulate that transit providers have until 1 year following publication of the final transit safety rule (i.e., until July 20, 2020) to develop transit safety plans and establish transit safety targets. Following MDOT MTA adoption of the state targets in 2020, the BRTB will have 180 days in which either to adopt the state's transit safety targets or to set its own regional targets. The following bullet gives information about the transit safety measures and targets:

- four transit safety measures (reported by mode): (1) number of reportable fatalities and rate per total vehicle revenue miles, (2) number of reportable injuries and rate per total vehicle revenue miles, (3) number of reportable safety events and rate per total vehicle revenue miles, and (4) mean distance between major mechanical failures.

All of the measures and targets will be used to guide the Maryland Department of Transportation and the BRTB in carrying out the requirements of the applicable FHWA and FTA laws and regulations, including the Highway Safety Improvement Program (HSIP).

All Transportation Improvement Programs (TIPs) that will be adopted after May 2019 will follow the performance-based approach described in the long-range transportation plan. These TIPs will include a narrative explaining how the programmed projects relate to specific regional performance measures and targets.

MPO Roles and Responsibilities

The BRTB is the federally designated MPO acting as the regional transportation planning and policy making body for the Baltimore region. In this capacity, the 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 approved an updated 3-C Planning Agreement at their February 2020 meeting. 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.

The BRTB is a 13-member policy board consisting of the cities of Annapolis and Baltimore; the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's; and MDOT, the Maryland Department of the Environment (MDE), the Maryland Department of Planning (MDP), the Maryland Transit Administration (MDOT MTA) and a Representative of Public Transportation (currently Harford Transit). 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. These agencies serve the BRTB in an advisory capacity. Harford Transit currently serves the role of "representative of public transportation" on the Board based on a vote of the public transit providers in the region. Representatives from the local jurisdictions and agencies have been designated and empowered by their respective lead elected official or department secretary to integrate locally oriented policies and needs into a regionally based agenda.

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.

A network of committees and subcommittees was formulated to focus on specific technical and policy areas at the direction of the BRTB. 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 and environmental challenges, land development and quality of life issues such as public health. The BRTB establishes a Budget Subcommittee annually to review projects and work tasks included in the UPWP to ensure regional significance and quality control.

The MDOT has a standing Memorandum of Understanding (MOU) with the BMC that delineates responsibilities in support of the regional transportation planning process. This agreement, initiated in 1992 with the redesignation of the BRTB and reauthorized in 2004 and amended in 2014, 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 nonfederal matching funds required. The BRTB is in the process of reviewing the MOU and expects an update to incorporate recent changes in federal transportation law. In addition, MDOT formally represents all State-affiliated transportation modes and authorities on the BRTB.

As the leading air quality agency, MDE is an active member in the transportation planning 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. MDP provides a direct linkage between transportation planning decisions and statewide growth management and land planning strategies.

MDOT MTA operates a comprehensive transit system throughout the Baltimore and Washington metropolitan areas. The MDOT MTA works closely with the BRTB on planning improved transit in the Baltimore region.

APPENDIX A

FY 2021 BUDGET DETAILS

FY 2021 UPWP BUDGET

SOURCES

	FHWA	FTA	MDOT	LOCAL	TOTAL
FY 2021 Appropriations	\$3,738,126	\$1,300,295	\$836,500	\$943,850	\$6,818,771
FY 2020 Carryover	\$1,645,846	\$437,962			\$2,083,808
FY 2021 Funds Available	\$5,383,972	\$1,738,257	\$836,500	\$943,850	\$8,902,579

USES

BMC Staff	\$5,625,000
Consultants	\$2,740,000
BMC Total	\$8,365,000
City of Annapolis	\$52,300
Anne Arundel County	\$63,425
Baltimore City	\$73,400
Baltimore County	\$73,175
Carroll County	\$63,525
Harford County	\$73,700
Howard County	\$73,700
Queen Anne's County	\$63,525
Local Total	\$536,750
TOTAL USES	\$8,901,750

BALTIMORE REGION UPWP
ADDENDUM TO THE FY 2020-2021 UNIFIED PLANNING WORK PROGRAM

FY 2021 WORK PROGRAM BY TASK & FUND SOURCE
(\$)

	FHWA	FTA	MDOT	LOCAL	TOTAL
UPWP Management	526,478	169,922	82,000	92,100	870,500
Professional Consultant Services	1,874,880	605,120	274,000	346,000	3,100,000
Technical Analysis for State/Local Initiatives	108,864	35,136	18,000	18,000	180,000
Long-Range Planning	84,672	27,328	14,000	14,000	140,000
Transportation Improvement Program	83,825	27,055	13,000	14,720	138,600
Public Participation and Community Outreach	151,200	48,800	25,000	25,000	250,000
Transportation Equity Planning	66,528	21,472	11,000	11,000	110,000
GIS Activities	233,241	75,279	38,000	39,130	385,650
Demographic/Socioeconomic Forecasting	216,972	70,028	26,000	45,750	358,750
Development Monitoring	163,296	52,704	27,000	27,000	270,000
Analysis of Regional Data and Trends	169,344	54,656	28,000	28,000	280,000
Maintenance of Current Simulation Tools	211,680	68,320	35,000	35,000	350,000
Simulation Tools Applications/Analysis	181,440	58,560	30,000	30,000	300,000
Safety Planning and Analysis	102,816	33,184	17,000	17,000	170,000
TSMO Planning	102,816	33,184	17,000	17,000	170,000
Emergency Preparedness Planning	84,672	27,328	14,000	14,000	140,000
System Performance: Monitoring/Adapting	229,824	74,176	38,000	38,000	380,000
Freight Mobility Planning	96,768	31,232	16,000	16,000	160,000
Bicycle and Pedestrian Planning	98,734	31,866	15,000	17,650	163,250
Transit and Human Service Planning	311,472	100,528	51,500	51,500	515,000
Environmental Planning	205,632	66,368	34,000	34,000	340,000
Air Quality Conformity Analysis	78,624	25,376	13,000	13,000	130,000
Total	5,383,778	1,737,622	836,500	943,850	8,901,750

**BALTIMORE REGION UPWP
FY 2020-2021 UNIFIED PLANNING WORK PROGRAM**

FY 2021 FUNDING BY TASK AND PROJECT SPONSOR

WORK TASKS	BMC SHARE	ANNAPOLIS SHARE	ANNE ARUNDEL COUNTY SHARE	BALTIMORE CITY SHARE	BALTIMORE COUNTY SHARE	CARROLL COUNTY SHARE	HARFORD COUNTY SHARE	HOWARD COUNTY SHARE	QUEEN ANNE'S COUNTY SHARE	TOTAL
UPWP Management	820,000	5,000	6,300	6,300	6,300	7,000	6,300	6,300	7,000	\$870,500
Professional Consultant Services	2,740,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	\$3,100,000
Technical Analysis for State/Local Initiatives	180,000									\$180,000
Long-Range Planning	140,000									\$140,000
Transportation Improvement Program	130,000	350	775	2,550	775	775	1,300	1,300	775	\$138,600
Public Participation and Community Outreach	250,000									\$250,000
Transportation Equity Planning	110,000									\$110,000
GIS Activities	380,000	675	675	675	675	800	675	675	800	\$385,650
Demographic/Socioeconomic Forecasting	260,000		9,400	17,600	19,150	7,150	19,150	19,150	7,150	\$358,750
Development Monitoring	270,000									\$270,000
Analysis of Regional Data and Trends	280,000									\$280,000
Maintenance of Current Simulations Tools	350,000									\$350,000
Simulation Tools Applications/Analysis	300,000									\$300,000
Safety Planning and Analysis	170,000									\$170,000
TSMO Planning	170,000									\$170,000
Emergency Preparedness Planning	140,000									\$140,000
System Performance: Monitoring/Adapting	380,000									\$380,000
Freight Mobility Planning	160,000									\$160,000
Bicycle and Pedestrian Planning	150,000	1,275	1,275	1,275	1,275	2,800	1,275	1,275	2,800	\$163,250
Transit and Human Service Planning	515,000									\$515,000
Environmental Planning	340,000									\$340,000
Air Quality Conformity Analysis	130,000									\$130,000
TOTAL	8,365,000	\$52,300	\$63,425	\$73,400	\$73,175	\$63,525	\$73,700	\$73,700	\$63,525	8,901,750

BALTIMORE REGION UPWP
FY 2020-2021 UNIFIED PLANNING WORK PROGRAM

**FY 2021 FOCUS AREA PROJECTS (LISTED UNDER PROFESSIONAL CONSULTANT SERVICES)
PROJECTS & FUND SOURCE**

WORK TASKS	FHWA	FTA	MDOT	LOCAL	TOTAL
Transportation/Land Use Connection Grants	\$60,480	\$19,520	\$10,000	\$10,000	\$100,000
Pedestrian Report Card Assessment	\$90,720	\$29,280	\$15,000	\$15,000	\$150,000
Infrastructure in a Changing Climate	\$57,456	\$18,544	\$9,500	\$9,500	\$95,000
Transit Priority Screening	\$217,728	\$70,272	\$36,000	\$36,000	\$360,000
Promoting Healthy Communities	\$39,312	\$12,688	\$6,500	\$6,500	\$65,000
Best Practices for Local CIP Development	\$54,432	\$17,568	\$9,000	\$9,000	\$90,000
Patapsco Greenway Second Segment	\$160,272	\$51,728	\$26,500	\$26,500	\$265,000
CMP Corridor Assessment	\$108,864	\$35,136	\$18,000	\$18,000	\$180,000
Baltimore Region Transit Regional Governance/Funding	\$235,872	\$76,128	\$39,000	\$39,000	\$390,000
Bus Stop Assessments (MDOT MTA/LOTs follow-up)	\$199,584	\$64,416	\$33,000	\$33,000	\$330,000
Implementation of RTP - Corridor Analysis	\$226,800	\$73,200	\$37,500	\$37,500	\$375,000
FOCUS AREA TOTALS	\$1,451,520	\$468,480	\$240,000	\$240,000	\$2,400,000

APPENDIX B

NEW FOCUS AREAS

TRANSPORTATION AND LAND USE CONNECTION GRANTS

PURPOSE: Provide short-term consultant services to local jurisdictions for small planning projects that either improve access to existing communities and regional generators of economic activity or promote mixed-use, walkable communities and that support a variety of transportation alternatives. This is directly related to several strategies the BRTB adopted in developing the regional long-range transportation plan. These strategies provide a clear direction for additional planning in this area as well as the basis for moving forward with programming and implementation of relevant improvements.

Funding under this task could cover a range of activities, including, but not limited to:

- Identifying locations or corridors where transportation infrastructure can be improved to enable better access to established communities and regional generators of economic activity (e.g., activity hubs and freight corridors).
- Identifying locations or corridors where transportation infrastructure can be improved to promote walking and biking and enable more efficient multimodal connections.
- Identifying enhancements to existing transit services, or identifying opportunities for new transit services, to improve individuals' access to such essential destinations as hospitals, grocery stores, major job centers, and colleges or universities. Besides promoting alternatives to driving, these kinds of activities directly support efforts to address Environmental Justice concerns identified in the regional long-range transportation plan.
- Establishing and operating a Peer Exchange Network that (1) encourages the sharing of best practices related to transportation and land use connections and (2) supports the BRTB's project selection role under the federal Transportation Alternatives set-aside.

An essential part of each of the activities that relate to infrastructure improvements and transit service improvements will be identifying potential funding sources for the eventual design and implementation of these improvements.

Potential products include:

- Plans for improving transportation infrastructure that improves access to established communities and regional generators of economic activity,
- Plans for transit service improvements, including the consideration of expanded geographic coverage and expanded hours of operation,
- Planning for and coordination of improved inter-agency or inter-jurisdictional transit services (e.g., fare coordination, coordination of routes and hours of operation), or
- Planning and coordination to support transit-oriented development.

PARTICIPANTS: BMC, local jurisdictions (TBD), consultants

FY 2021 BUDGET: \$100,000

PEDESTRIAN REPORT CARD ASSESSMENT

PURPOSE: To advance safe, equitable, accessible, and enjoyable places to walk.

Almost every commute and short trip in the Baltimore region includes at least some walking. Presently there is no standard process in place to determine the pedestrian friendliness of transportation facilities in the region, even though the overall quality of a roadway or intersection should include the ability for people to travel using multiple transportation modes.

Lack of adequate data on pedestrian facilities can be a barrier to pedestrian planning and compliance with the Americans with Disabilities Act. Lack of adequate data on pedestrian volumes and crashes can be a further impediment to pedestrian planning priorities and activities.

Sidewalk presence, width and condition and adequate and safe crossing opportunities are important indicators of pedestrian facility quality and accessibility. This study would first explore scalable methods for collecting data about street-level accessibility in the region and could potentially include consolidation of data already collected by MDOT MVA, MDOT SHA and MDP, automated methods, crowdsourcing and use of Street View. A literature review would also explore scalable methods of data collection for pedestrian volume and safety incidents.

Finally, the development of a Pedestrian Report Card Assessment tool will set a standard for measuring the pedestrian friendliness of subarea, or small urban communities, which can be used to assign a grade to help facilitate pedestrian planning priorities. The Pedestrian Report Card Assessment could include measures of capacity management and mobility, safety, equity, economic opportunity and system preservation.

PARTICIPANTS: BMC, MDOT, MDP, local jurisdictions, consultants

FY 2021 BUDGET: \$120,000 (Consultant)

\$15,000 (City of Annapolis – co-lead BRTB project liaison)

\$15,000 (Carroll County – co-lead BRTB project liaison)

\$150,000 Total Budget

INFRASTRUCTURE IN A CHANGING CLIMATE

PURPOSE: To address impacts that are already evident, this task will develop a product termed, a Resource Toolkit for Planning, Operating, and Maintaining Local Infrastructure in a Changing Climate. This product will provide a brief overview of the ways our region's climate has and will continue to change and how public works and transportation agencies could consider effects from these changes in their operations and become more resilient.

The Toolkit will provide ways that operations and maintenance departments could consider climate change in their decisions today and in coming years to ensure operations remain as efficient and resilient as possible while considering impacts on resources and staff and on our community. The product could be one document or multiple documents. This project will be overseen by the Transportation & Public Works Committee, which has drafted a table of contents:

1. Executive Summary
2. Changing Climate – Documented and Projected for the Region and for Each Jurisdiction
3. Impacts of a Changing Climate
4. Toolkit of demonstrated practices that could be used by local agencies to adapt to the changes in the short-, medium- and long-terms
5. Resources and Regulations
6. Summary – What does this mean for local DPW/DOT operations? Facilities? Maintenance? Planning?

There are some parts of the Toolkit that the Committee can prepare; however, consultant support will be critical in fully developing the Toolkit. Funding under this task would be used for consultant activities that would supplement staff and T&PW Committee work, including, but not limited to, the following:

- assisting with compiling and reporting current and projected climate conditions
- detailing impacts of a changing climate on public works functions
- researching and documenting demonstrated practices that could be used to adapt to changes in the short-, medium- and long-term
- compiling and reporting relevant resources and regulations
- reporting on considerations that local public works/transportation agencies could incorporate into their planning, operations, and maintenance activities
- preparing one or more short, informative documents that can be used by public works/transportation agency heads/managers/supervisors to better prepare for the changing climate

BALTIMORE REGION UPWP
ADDENDUM TO FY 2020-2021 UNIFIED PLANNING WORK

PARTICIPANTS: BMC, local jurisdictions, consultants
FY 2021 BUDGET: \$80,000 (Consultant)
\$15,000 (Queen Anne's County – lead BRTB project liaison)
\$95,000 **Total Budget**

TRANSIT PRIORITY SCREENING

PURPOSE: Bus priority or transit signal priority (TSP) is a name for various techniques to improve service and reduce delay for mass transit vehicles at intersections (or junctions) controlled by traffic signals. This task will explore opportunities to improve existing service that is operated by Locally Operated Transit Systems in the Baltimore region.

Transit signal priority techniques can generally be classified as "active" or "passive". Passive TSP techniques typically involve optimizing signal timing or coordinating successive signals to create a "green wave" for traffic along the transit line's route. Passive techniques require no specialized hardware (such as bus detectors and specialized traffic signal controllers) and rely on simply improving traffic for *all* vehicles along the transit vehicle's route.

Active TSP techniques rely on detecting transit vehicles as they approach an intersection and adjusting the signal timing dynamically to improve service for the transit vehicle. Unlike passive techniques, active TSP requires specialized hardware: the detection system typically involves a transmitter on the transit vehicle and one or more receivers (detectors), and the signal controller must be "TSP capable", i.e. sophisticated enough to perform the required timing adjustments.

This activity will be patterned after the work MDOT MTA has undertaken to provide more reliable service in a number of Baltimore LINK corridors. MDOT MTA utilized a toolkit with eighteen treatments in five categories. The categories include: travel time reliability, travel delay, stop delay, signal delay, and pedestrian/bicyclist safety.

PARTICIPANTS: BMC, jurisdictions, consultants

FY 2021 BUDGET: \$360,000

PROMOTING HEALTHY COMMUNITIES

PURPOSE: To identify areas where improvements can be made to the built environment to allow for active lifestyles, promote connections to jobs and services, and encourage walking and biking on a regular basis. This task will identify areas of local government and regional planning where a new perspective on development can lead to better health outcomes for all members of society.

For many years the transportation community has been focused on commuters, those trips taken to get people from home to work. Over time, other trips have been included to some degree. Now the focus is on all trips as well as encouraging active transportation for the overall health of our communities. As this is taken into consideration, we are looking to various models as to how we can all do a better job of providing the opportunity for more people to be active.

The impetus for this task comes from many directions. Two specific examples from the national level include: the AARP program called Livable Communities and the Centers for Disease Control and Prevention (CDC) called Active People, Healthy Nation. On the local level the Harford County program called Harford NEXT is a great example of this type of activity. Healthy communities are built upon active residents of all ages. This task will identify unique initiatives and strategies that support strong and vibrant communities that foster the health of its residents and could lead to changes in the built environment. Communities across the country are recognizing the link between the built environment and physical and mental health and wellness. Land use decisions, community design, and transportation planning have a direct effect on many poor health outcomes. Therefore, health and wellness must be incorporated into the planning process.

The transportation community can certainly reassess the potential impact of communities as new approaches such as MDOT SHA's new guidance: Context Driven, Access & Mobility for all Users as well as new policy/ordinances for Complete Streets at the state and local level.

PARTICIPANTS: BMC, local jurisdictions, MDP, consultant

FY 2021 BUDGET: \$50,000 (Consultant)
\$15,000 (Queen Anne's County – lead BRTB project liaison)
\$65,000 **Total Budget**

BEST PRACTICES FOR LOCAL CIP DEVELOPMENT

PURPOSE: A Capital Improvement Program (CIP) contains all the individual capital projects, equipment purchases, and major studies for a local government; in conjunction with construction and completion schedules, and in consort with financing plans. The plan provides a working blueprint for sustaining and improving the community's infrastructures. It coordinates strategic planning, financial capacity, and physical development. A CIP stands at the epicenter of a government's Planning, Public Works, and Finance departments. For purposes of this task, the focus will be on the transportation component.

Each jurisdiction has its own process for developing the CIP. This process may or may not be codified or even documented well in the planning process. This task will assess key steps for jurisdictions in the region and then examine other regions for Best Practices.

Topics for consideration include:

- Legal Basis, Schedule,
- Budget issues / fiscal constraint,
- Agency Input, Citizen Input,
- Evaluation Criteria, and
- Review and Approval.

PARTICIPANTS: BMC, all jurisdictions, MACo, consultant

FY 2021 BUDGET: \$75,000

\$15,000 (Queen Anne's County – lead BRTB project liaison)

\$90,000 Total Budget

PATAPSCO REGIONAL GREENWAY: PLANNING ADVANCEMENT

PURPOSE: To advance the planning of a segment of the Patapsco Regional Greenway to include all steps in necessary to complete what is known as thirty percent design.

In 2018, the BRTB endorsed The Patapsco Regional Greenway Concept Plan. The Patapsco Regional Greenway extends along a 35-mile corridor from Sykesville in Carroll County to the Inner Harbor in Baltimore City. Patapsco Valley State Park has a natural surface trail system that connects natural and historically significant features. Additional paved trails were created on abandoned railroad corridors, which provide a relatively flat walking or bicycling experience in an otherwise very steep area. As the region's trail systems developed, connecting the entire Patapsco Valley with other trails started to become a reality. This will support the increasing demand to walk and bike for recreation as well as transportation.

Keeping the area of the trail section in mind, segments are beginning to move forward into the design phase. In FY 2020 a 2-mile segment moved forward to preliminary. An additional segment is currently being identified to enter design in FY 2021.

This project would assess the following items:

- Documentation of existing conditions,
- One or more alignments investigated,
- Opportunities, challenges and design considerations,
- Public outreach opportunities,
- Preferred alignment selection,
- Topographic survey, geotechnical investigation, environmental survey, and utility investigations,
- Preliminary design documents, and
- Continued design recommendations.

PARTICIPANTS: BMC, MDOT SHA, jurisdictions/municipalities

FY 2021 BUDGET: \$250,000 (Consultant)

\$15,000 (Carroll County – lead BRTB project liaison)

\$265,000 Total Budget

CMP CORRIDOR ASSESSMENT

PURPOSE: BMC is continuing to study the operation of various corridors in the region to manage congestion and assess proposed or applied strategies. The Corridor Study Template, developed as part of the CMP Study consultant project in FY 2020, will be used to evaluate the recurring and non-recurring congestion of selected corridors. Corridors for study will be selected with input from local jurisdictions and state agencies.

A Congestion Management Process (CMP) is a systematic approach to address congestion in order to reduce its impacts on the movement of people and goods. As developed by U.S. DOT, there are eight steps in the congestion process. This task in part, will support five of the tasks.

- Approach to collect data and monitor system performance
- Approach to analyze congestion problems and needs
- Approach to identify congestion management strategies to address problems and needs
- Approach to establish an implementation schedule and identify possible funding sources; and
- Approach to evaluate the effectiveness of implemented strategies.

The corridor assessment will include sections as appropriate on: define goals for the corridor, documentation of existing conditions and trends, identifying causes of congestion, identifying potential low-cost congestion management strategies to address identified conditions and trends, an assessment of the effectiveness of previously applied strategies, especially TDM and TSMO, and recommendations for additional steps.

Funding will be used to support consultant work on one or more corridor assessments. Potential products include assessment reports of one or more corridors.

PARTICIPANTS: BMC, **consultant**

FY 2021 BUDGET: \$180,000

BALTIMORE REGION TRANSIT GOVERNANCE AND FUNDING

PURPOSE: Study, analyze and recommend alternative governance and funding models for the Baltimore area transit system to the current state-led model, and identify potential approaches that more equitably distribute governing and funding responsibilities, improve performance, accountability and increased ridership on Baltimore's transit system.

The Maryland Metro/Transit Funding Act, passed by the Maryland State Legislature in 2018, required MDOT MTA to initiate a Regional Transit Plan (RTP) for Central Maryland that defined public transportation goals over a 25 year period. The Act required MDOT MTA to complete the Plan by October 2020 working with the Central Maryland Regional Transit Plan Commission and the public. During the development of the Plan the RTP Commission members recommended that the BRTB undertake a study looking at the governance and funding of transit in the region. This effort is intended to undertake that study.

Baltimore's public transportation system is one of just a few in the country that is governed and operated by a state agency rather than a regional authority or local transportation department. MDOT MTA is part of the executive branch of the state and reports to the governor, with no local oversight. The primary source of funding for MDOT MTA is the state Transportation Trust Fund. The city and counties do not contribute to MDOT MTA's services, although they do provide funding for other local bus services (e.g., the Locally Operated Transit Systems (LOTs)).

Under this current structure, Baltimore's public transportation system has not kept pace with repair and service needs as identified in the recent MDOT MTA Capital Needs Assessment. Reforming this governance and funding structure could enhance accountability and drive shared investments to create a higher-performing transit system in the Baltimore metropolitan area.

In meeting the purpose here, the Baltimore Region Transit Governance and Funding study will include:

- Examples from peer regions of successful structures for shared public transportation funding and oversight;
- Review of potential alternative distributions of responsibilities for public transportation planning, oversight, and funding among state and local governments to improve the planning and delivery of public transportation in the Baltimore metro area;
- Review of potential alternative entities and/or governance structures for the region that could include:
 - Whether a new regional entity could be created or existing entities could be given new responsibilities;
 - General provisions, powers and duties of the potential entity;
 - Representation and member appointment;
 - Voting;
 - Necessary funding, financing and budgeting authority;

BALTIMORE REGION UPWP
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- Potential state, local or regional funding sources for public transportation;
- Coordination with state and other providers of public and private transit in the region; and,
- Any additional steps needed to improve coordination among all public transportation services in the region.

PARTICIPANTS:

City of Annapolis	\$15,000
Anne Arundel County	\$15,000
Baltimore City	\$15,000
Baltimore County	\$15,000
Harford County	\$15,000
Howard County	\$15,000
Consultant	\$300,000
FY 2021 BUDGET:	\$390,000

BUS STOP ASSESSMENT

PURPOSE: To complete a bus stop assessment for the Locally Operated Transit Systems (LOTS) in the region. This follows a limited assessment in 2019 of 94 bus stops that serve as transfer points between LOTS or between LOTS and MDOT MTA services. The remaining, stand-alone bus stops number approximately 700.

The Baltimore region has an estimated population of 2.8 million people and generates approximately 116 million transit trips annually. Many regional trips require a rider to transfer either within the same system or to/from another operator. In late 2018 and into 2019 a task was completed to assess bus stops at transfer locations. A field survey was administered to better understand the current ADA compliance and transferability at MDOT MTA and locally operated transit systems (LOTS) bus stops where transfers can occur in the region. The proximity analysis used a buffer of one-quarter (0.25) mile, as this is generally recognized as close walking distance.

A survey tool was developed to undertake the inventory and assessment of transfer locations. The tool consisted of five major categories that included bus stops, pathway obstructions, curb ramps, intersections, and wayfinding signage. The survey tool was uploaded onto a Global Positioning Satellites (GPS) enabled hand-held Trimble device. This device allowed all bus stop information to be digitally entered and geotagged, providing greater efficiency while minimizing the number of entry errors normally associated with manual data entry.

LOTS agencies and MDOT MTA found the information to be useful in route planning and in the provision of service amenities. A request was made to assess the remaining 700 bus stops in the region. This will allow all transit agencies in the region to have quality data available to them in the same format and collected at approximately the same time.

The process is intended to be replicated in the same manner and data collection will follow the protocol previously used as well as all terms in the Data Dictionary.

PARTICIPANTS:	City of Annapolis	\$15,000
	Anne Arundel County	\$15,000
	Baltimore City	\$15,000
	Baltimore County	\$15,000
	Carroll County	\$15,000
	Harford County	\$15,000
	Howard County	\$15,000
	Consultant	\$225,000
FY 2021 BUDGET:		\$330,000

IMPLEMENTATION OF REGIONAL TRANSIT PLAN – CORRIDOR ANALYSIS

PURPOSE: The purpose of this UPWP task is to begin the corridor feasibility study phase of corridors emerging from the Central Maryland Regional Transit Plan process. This task will potentially include an early screening of the corridors against the Federal Transit Administration (FTA) Capital Investment Grant (CIG) criteria to indicate the potential competitiveness of the corridors for federal funding and against identified and appropriate public-private partnership (P3) feasibility screening models as they might exist to determine competitiveness and viability.

The Maryland Metro/Transit Funding Act, passed by the Maryland State Legislature in 2018, required MDOT MTA to initiate a Regional Transit Plan for Central Maryland that defined public transportation goals over a 25 year period. The Act required MDOT MTA to complete the Plan by October 2020 working with the Central Maryland Regional Transit Plan Commission and the public. The Plan has generated 30 “Potential Regional Transit Corridors” that were defined through a collaborative process with the Commission members, including local jurisdictions. These corridors were identified as having a need for additional transit assets because they demonstrated transit demand that justifies infrastructure, service and/or technology improvements and have regional significance, often providing connectivity between jurisdictions. The corridor identification did not include defining specific routes, service patterns, alignments, levels of service, potential stations or transit mode of travel. The Corridors were subjected to a series of Evaluation Measures including:

- Does this corridor address a current or future transit gap?
- How many existing jobs are accessible to the corridor?
- How many future jobs are accessible to the corridor?
- Is land use/zoning transit-supportive?
- Is the corridor within a growth area?
- Is the corridor in existing plans?
- How many transit routes can you transfer to?
- Does corridor improve on existing service?
- Number of residents accessible to the corridor?
- Percentage of minority population within the corridor?
- Percentage of low-income population within the corridor?
- Percentage of zero car ownership within the corridor?
- Percentage of seniors within the corridor?
- Percentage of people with disabilities within the corridor?
- Does corridor serve areas with long commuting times?

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Based upon these criteria, corridors were identified as having either an early, mid-term or long-term opportunities. The Plan indicated that further refinement would be investigated during the corridor feasibility study phase, and final interventions would be selected based on final mode and alignment selection, cost-benefit analysis, and local jurisdiction support.

Funding under this task could cover a range of activities, including, but not limited to working with BRTB members, MDOT MTA and local transit providers in defining and evaluating preliminary alternatives for a number of the corridors identified in the RFP. Analysis may include routes, service patterns, alignments, levels of service, potential modes and system requirements. Evaluation could include elements from the FTA Capital Investment Grant program and/or a P3 screening mechanism.

PARTICIPANTS:	Anne Arundel County	\$15,000
	Baltimore City	\$15,000
	Baltimore County	\$15,000
	Harford County	\$15,000
	Howard County	\$15,000
	Consultant	\$300,000
FY 2021 BUDGET:		\$375,000

APPENDIX C PUBLIC REVIEW PROCESS

PRESS RELEASE



FOR IMMEDIATE RELEASE CONTACT: Ciara Blue
Communications Associate (410) 732-9564

BRTB SEEKS PUBLIC COMMENTS ON UPDATED BUDGET & WORK PROGRAM (UPWP) FOR FY 2021

BALTIMORE, MD (Tuesday, February 11, 2020) – The Baltimore Regional Transportation Board (BRTB) seeks public comments on its draft Budget & Work Program or Unified Planning Work Program (UPWP) for Transportation Planning for Fiscal Year 2021 through **Thursday, March 12**.

A [virtual public meeting](#) is scheduled for **Wednesday, February 19, 2020** from 12 to 12:30 p.m. Attendees will have the opportunity to hear frequently asked questions answered and pose new questions during the session. Comments will be accepted by email at: comments@baltometro.org or Twitter [@BaltoMetroCo](#), [@BmoreInvolved](#), or #BRTBlistens.

What is the UPWP?

The BRTB’s Budget & Work Program is known as the *Unified Planning Work Program (UPWP) for Transportation Planning*. It is a federally required document that details projects, studies and other activities to be completed by BRTB members and staff of the Baltimore Metropolitan Council (BMC).

The FY 2021 UPWP addendum updates the budget for FY 2021 and identifies a number of new initiatives, including:

- Transportation and Land Use Connection Grants
- Patapsco Regional Greenway
- Baltimore Region Transit Governance and Funding Study
- Transit Priority Screening
- Infrastructure in a Changing Climate

The BRTB develops a list of regional transportation planning activities every two fiscal years. This draft updates funding for FY 2021 at **\$8.9 million** for planning activities from July 1, 2020 through June 30, 2021.

The BRTB is scheduled to vote on the final Budget & Work Program on **Friday, May 1**.

Note: This matrix includes a summary of comments received during the public comment period with responses from the BRTB. Additional comments that may have been received but are not included. Please refer to meeting minutes at www.baltometro.org for documentation of any verbal comments received during BRTB meetings.

[View the Budget & Work Program](#)

The Baltimore Metropolitan Council (BMC) works collaboratively with the chief elected officials in the region to create initiatives to improve our quality of life and economic vitality. BMC, as the Baltimore region’s council of governments, hosts the Baltimore Regional Transportation Board (BRTB), the federal metropolitan planning organization (MPO), and supports local government by coordinating efforts in a range of policy areas including emergency preparedness, housing, cooperative purchasing, environmental planning and workforce development.

BMC’s Board of Directors includes the executives of Anne Arundel, Baltimore, Harford and Howard counties, the mayor of the City of Baltimore, a member of the Carroll County and Queen Anne’s County boards of commissioners, a member of the Maryland State Senate, a member of the Maryland House of Delegates, and a gubernatorial appointee from the private sector.



BRTB SEEKS

PUBLIC COMMENTS

UPDATED FY 2020 - 2021 BUDGET & WORK PLAN

OPEN FOR COMMENT **THROUGH MARCH 12, 2020**

The Baltimore Regional Transportation Board (BRTB) welcomes comments through **March 12, 2020** on its updated Budget & Work Program for Fiscal Year 2021.

This budget, also known as a Unified Planning Work Program (UPWP) lists the transportation studies and tasks to be performed by BRTB members and staff of the Baltimore Metropolitan Council (BMC).

The BRTB seeks comments on the updated budget for FY 2021 of \$8,901,750 and several new projects, including:

- Transportation and Land Use Connection Grants
- Patapsco Regional Greenway
- Baltimore Region Transit Governance and Funding Study
- Transit Priority Screening
- Infrastructure in a Changing Climate

To learn more about the updated budget and projects, visit baltometro.org or join us for an online meeting on **Wednesday, February 19 at noon** at bit.ly/BRTBPublicMeeting.

DOWNLOAD A COPY AT

BALTOMETRO.ORG





Public Comments comments@baltometro.org

Greater Washington Partnership Comments on UPWP FY 2021 Addendum

John Hillegass jhillegass@greaterwashingtonpartnership.com Thu, Mar 12, 2020 at 2:43 PM To: ["comments@baltometro.org"](mailto:comments@baltometro.org) comments@baltometro.org

Cc: Joe McAndrew jmcandrew@greaterwashingtonpartnership.com

Greetings,

Attached are the Greater Washington Partnership's comments on the FY 2021 Addendum to the Unified Planning Work Program. Don't hesitate to reach out if you have questions about any of the content. Wishing everyone a healthy weekend.

All the best, John Hillegass

John Hillegass

Associate, Transportation Policy

202-670-7918



Greater Washington Partnership Comment on BMC UPWP FY 2021 Addendum 3.12.2020.pdf

91K



To: Baltimore Regional Transportation Board
From: The Greater Washington Partnership
Date: March 12, 2020
RE: FY21 Addendum to Baltimore Region FY20-21 UPWP for Transportation Planning

The Greater Washington Partnership is a civic alliance of the leading employers and entrepreneurs in the Capital Region—from Baltimore to Richmond—that are committed to making the region one of the world's best places to live, work and build a business.

The Partnership applauds many of the priorities outlined in the Baltimore Metropolitan Council's (BMC) FY 2021 addendum to the Baltimore Region FY 2020-2021 Unified Planning Work Program (UPWP) for Transportation Planning. We look forward to continuing to partner to advance shared priorities around transit-oriented development, expansion of the regional trail network, and bus and transit prioritization; solutions the Partnership advocated for in our [Blueprint for Regional Mobility](#) and are supported by the Baltimore Business Mobility Roundtable.

We are excited that the BMC is leaning into the Baltimore Region Transit Governance and Funding study and the Implementation of the Regional Transit Plan Corridor Analysis. The Partnership requests the Baltimore Regional Transportation Board (BRTB) consider the following suggestions for the Transit Governance and Funding study and the Corridor Analysis.

Baltimore Region Transit Governance and Funding

The Partnership believes a governance and funding study is essential and we advocated for such in our Blueprint for Regional Mobility. In addition to exploring possible alternatives as called for in the draft UPWP, we recommend that the study thoroughly assess the current governance structure, including an objective assessment of the costs and benefits. The study should then look at national examples to identify the key capabilities and strengths of various formats. The study should provide a clear analytical path for the region to make a determination as to the optimal approach, for example with a scoring system that weighs the pros and cons of various alternative structures as well as the current structure.

Implementation of Regional Transit Plan - Corridor Analysis

Given the long-overdue need for a regional transit plan and lack of projects in the design and engineering pipeline, the Partnership commends BMC for including a focus on regional transit plan implementation in the FY 20-21 UPWP.

Kevin Quinn, Administrator of the Maryland Transit Administration (MTA), testified during the February



24th MTA Budget hearing before the Maryland House of Delegates that the agency is planning to fund two or three corridors after the Central Maryland Regional Transit Plan (CMRTP) is completed this fall via next year's MDOT Consolidated Transportation Program. The Partnership encourages the BMC to work closely with MTA to coordinate their analysis efforts in order to expand the number of corridors that can be analyzed after the CMRTP is finalized.

The Greater Washington Partnership would like to thank BRTB Board Chair Stephen Wantz, Executive Director Michael Kelly, Director of Transportation Planning Todd Lang, and the entire board for their leadership in advancing transportation priorities that can make Baltimore and the Capital Region one of the best places to live, work, and build a business.



Comment on Updated UPWP for FY2021

Public Comments <comments@baltometro.org> Eric Norton <enorton@cmtalliance.org> Thu, Mar 12, 2020 at 4:37 PM To: "comments@baltometro.org" <comments@baltometro.org>
Cc: Brian O'Malley <bomalley@cmtalliance.org>

Dear Members of the BRTB,

Thank you very much for the opportunity to comment on the updates to the UPWP for FY 2021. We commend the BRTB for including the new focus area of "Baltimore Region Transit Governance and Funding" in the FY2021 Unified Planning Work Program addendum. We would like to propose that the following issues be addressed as part of the scope of that study.

In "Getting to the Route of It", an Eno Center for Transportation report published in 2015, the authors found that "the benefits of including highway and transit planning capabilities in one organization are well documented." The report should identify models that include modes other than transit such as highways and evaluate relative pros and cons. The report should look at models for the roles State government and the MPO might play in the governance of a regional authority and evaluate the relative pros and cons.

The report should consider tolls, congestion pricing, or other similar transportation demand management strategies as a potential source of revenue.

The report should calculate how much the Baltimore region contributes to the Transportation Trust Fund and how much the region receives back in transportation spending.

The report should clarify whether or not a regional authority in Maryland would have to follow county lines.

Thank you very much for your consideration.

Eric Norton
Director of Policy & Programs

Central Maryland Transportation Alliance 11 East Mount Royal Avenue, 2nd Floor Baltimore, MD 21202
P: 410-332-1723 ext. 121

www.cmtalliance.org

The Transportation Alliance is a fund of the Baltimore Community Foundation.

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BRTB Response to public comments

Addendum to the FY 2021 Unified Planning Work Program (UPWP)

Summary of Comment

BRTB Response

Response to Mr. John Hillegass, Greater Washington Partnership

<p>Implementation of Regional Transit Plan Corridor Analysis</p> <p>The Partnership encourages the BMC to work closely with MTA to coordinate their analysis efforts in order to expand the number of corridors that can be analyzed after the CMRTP is finalized.</p>	<p>The BRTB fully expects to be coordinating closely with MDOT MTA on any corridor analysis efforts and is undertaking the UPWP task to expand the number of corridors that can be analyzed after completion of the CMRTP in hopes to speed up transit project delivery.</p>
<p>Baltimore Region Transit Governance and Funding</p> <ol style="list-style-type: none"> 1. In addition to the scope in the draft UPWP, we recommend that the study thoroughly assess the current governance structure, including an objective assessment of the costs and benefits. 2. The study should then look at national examples to identify the key capabilities and strengths of various formats. 3. The study should provide a clear analytical path for the region to make a determination as to the optimal approach, for example with a scoring system that weighs the pros and cons of various alternative structures as well as the current structure. 	<p>We understand that your recommendations are to study and thoroughly assess the current governance structure, including an objective assessment of the costs and benefits. As I believe you are aware, a primary driver of the BRTB to undertake this task is to address funding challenges for transit in the region.</p> <p>Given the current Pandemic crisis, we expect finding money for transit to become an important step in recovery but also recognize that COVID-19 presents specific challenges to public transportation and there will be many competing and important issues that will also require funding and attention.</p> <p>The purpose of the task is to explore and make rational and equitable recommendations for the future of transit in the region and to enhance accessibility, mobility, use, optimize transit system safety, security, operations and performance, and to generate positive benefits and outcomes for the Baltimore region.</p> <p>We also expect this effort to compare various existing governance models from around the country to the current model. We expect to hire a consultant or consultants to help us with this effort. Such a comparison implies an understanding of the costs and the benefits each model offers against the current model, but we do expect some qualitative analysis will be necessary to understand non-monetary issues that need to be part of the effort. As this will be a solicitation we must develop documents for that effort and are currently not in a position to go into further details at this time.</p>

www.baltometro.org

Note: This matrix includes a summary of comments received during the public comment period with responses from the BRTB. Additional comments that may have been submitted verbally at a BRTB meeting prior to a vote are not included. Please refer to meeting minutes at www.baltometro.org for documentation of any verbal comments received during BRTB meetings.

Summary of Comment

BRTB Response

Mr. Eric Norton, Central Maryland Transportation Alliance

Baltimore Region Transit Governance and Funding

We propose that the following issues be addressed as part of the scope of that study:

1. The report should identify models that include modes other than transit such as highways and evaluate relative pros and cons.
2. The report should look at models for the roles State government and the MPO might play in the governance of a regional authority and evaluate the relative pros and cons.
3. The report should consider tolls, congestion pricing, or other similar transportation demand management strategies as a potential source of revenue.
4. The report should calculate how much the Baltimore region contributes to the Transportation Trust Fund and how much the region receives back in transportation spending.
5. The report should clarify whether or not a regional authority in Maryland would have to follow county lines.

1. Currently the focus of the study is on transit governance and funding but the review will note other state and regional models that are multi-modal.
2. Regarding your recommendations that the study look at models for the roles State government and the MPO might play in the governance of a regional authority, we expect this effort to compare various existing governance models from around the country to our current model. We expect to hire a consultant or consultants to help us with this effort. Such a comparison implies an understanding of the costs and the benefits each model offers against the current model, but we do expect some qualitative analysis is necessary to understand non-monetary issues that need to be part of the effort. As this will be a solicitation we must develop documents for that effort and are currently not in a position to go into further details at this time.
3. Regarding specific revenue and pricing strategies, we anticipate a wide range of funding strategies with recommendations to identify issues, circumstances and common characteristics that must be addressed for any potential funding approach considered to be successful. We acknowledge that some of the strategies considered may fall from consideration if issues and circumstances deem it unfeasible. Again, as this will be a solicitation we are not currently in a position to go into further details at this time on specific strategies or evaluation processes.
4. The task will not calculate how much the Baltimore region contributes to the Transportation Trust Fund (TTF) as and how much the region receives back in transportation spending. The premise of the task assumes that there is currently not enough return from the TTF and we also know the current capital needs assessment funding gap is significant, so all feasible revenue options must be considered.
5. We expect the report will identify an appropriate structure for transit governance and address appropriate membership/makeup of any entity proposed.