

# **FY 2023 ADDENDUM TO THE BALTIMORE REGION FY 2022-2023 UNIFIED PLANNING WORK PROGRAM FOR TRANSPORTATION PLANNING**

**April 26, 2022**

## **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

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# **FY 2023 ADDENDUM TO THE BALTIMORE REGION FY 2022-2023 UNIFIED PLANNING WORK PROGRAM FOR TRANSPORTATION PLANNING**

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**The Honorable Steuart Pittman  
Baltimore Regional Transportation Board**

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

**BRTB Vote:  
April 26, 2022**

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

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**Baltimore Metropolitan Council  
1500 Whetstone Way, Suite 300  
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# INTRODUCTION

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## UNIFIED PLANNING WORK PROGRAM DEVELOPMENT PROCESS

The Fiscal Years (FY) 2022-2023 Unified Planning Work Program (UPWP) outline the planning activities to be performed by participants involved in the Baltimore metropolitan transportation planning process over the two fiscal years (July 1, 2021 through June 30, 2023). 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 2023 budget, identifies several new Focus Areas, and includes acknowledgement of the recently released Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Planning Emphasis Areas.

The work program reflects a careful consideration of critical transportation issues facing the region now and into the future, 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 FHWA and FTA.

It is through the FY 2022-2023 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 transportation plan that guides the region's 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 2023 transportation planning activities for the Baltimore region is \$9,111,000.

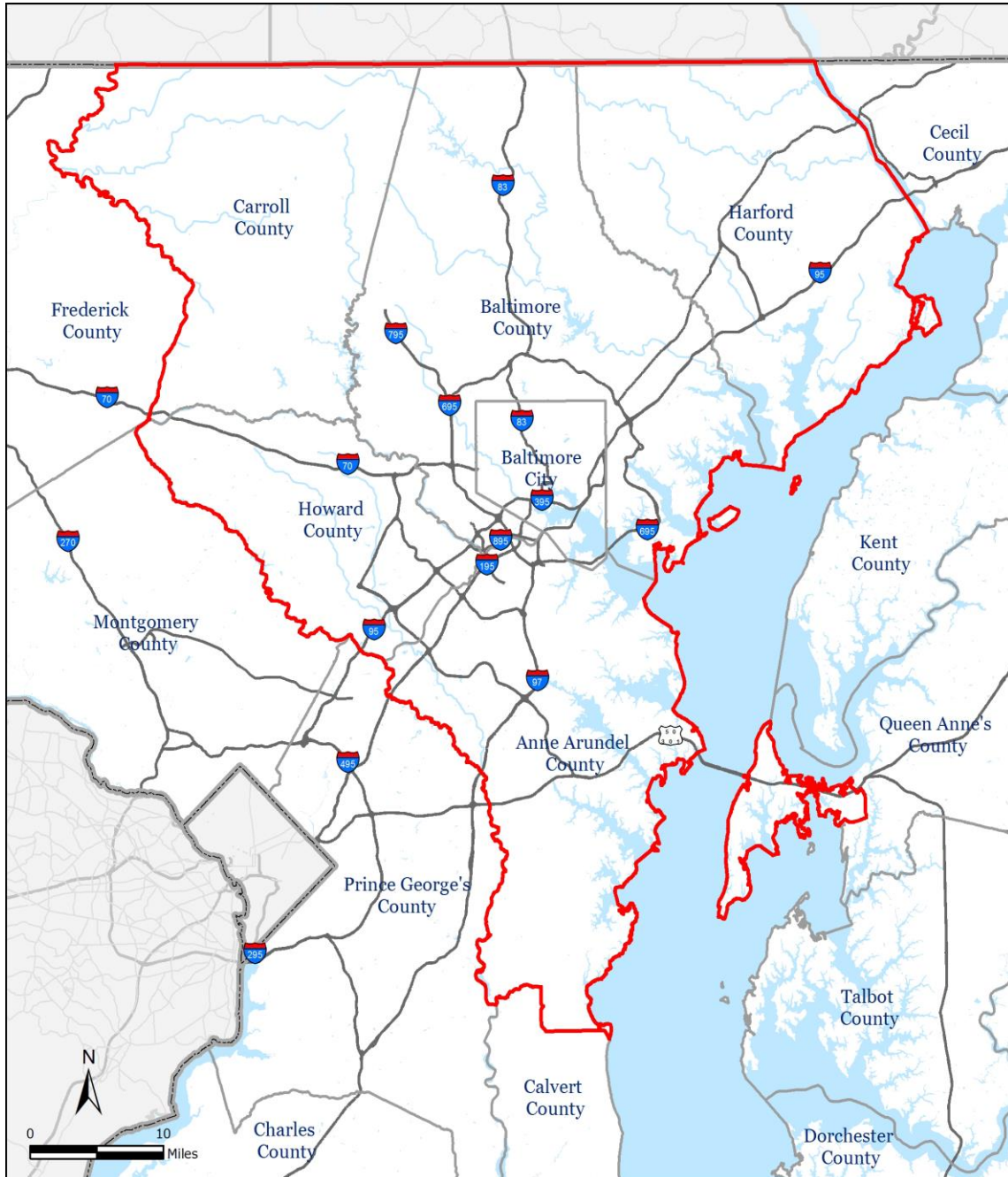
Developing this UPWP Addendum has relied on the continued cooperation among State (specifically transportation, air quality and planning agencies), local and regional entities. This document was prepared with the involvement of these organizations, acting through the BRTB and its subcommittee structure.

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 assistance in 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 Baltimore, MD designated area (Anne Arundel County, Baltimore County, Carroll County, Harford County, Howard County, and City of Baltimore) is currently designated by the U. S. Environmental Protection Agency (EPA) as a moderate nonattainment area for the 2008 8-hour ozone standard and a marginal nonattainment area for the 2015 8-hour ozone standard. The entire nonattainment area is in the northern portion of the 2020 U.S. Census Bureau designated Washington-Baltimore-Arlington, DC-MD-VA-WV-PA 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 2022-2023 UPWP was released to the public for a 30-day review and comment opportunity.

## **METROPOLITAN TRANSPORTATION PLANNING**

The most recent federal transportation legislative program was signed on November 15, 2021. The [Bipartisan Infrastructure Law](#), as enacted in the Infrastructure Investment and Jobs Act authorizes the largest federal investment in public transportation in the nation's history. The IIJA provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband. There will be \$274 billion in spending for transportation programs above current baseline levels. The IIJA creates more than a dozen new highway programs and also creates more opportunities for local governments and other entities.

The prior program, the FAST Act, guided much of the planning leading to this Addendum. 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 (USDOT) 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**

During FY 2022, the following tasks for *Resilience 2050*, were completed:

- adopted updated regional goals and strategies
- adopted updated performance targets, as applicable according to federal due dates
- adopted a project scoring methodology
- released the Call for Projects
- adopted demographic forecasts developed by the Cooperative Forecast Group

In FY 2023 it is anticipated that the following tasks will occur:

- adopting revenue forecasts developed by MDOT (state and federal) as well as local jurisdictions
- technical scoring of project submittals
- developing a preferred alternative
- conducting air quality conformity analysis

### **FY 2022-2025 Transportation Improvement Program**

The BRTB adopted the FY 2022-2025 TIP in July 2021. All projects and activities funded in the FY 2022-2025 TIP were developed in relationship to the regionally adopted *Maximize2045: A Performance-Based Transportation Plan*. The BRTB will adopt the next TIP, covering FY 2023-2026, at the beginning of FY 2023.

### **Performance-Based Planning and Programming**

Following the enactment of the FAST Act, the USDOT 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 all 25 and will update according to the federal schedule. The 25 mandated targets include:

- **four transit asset management measures and targets** (adopted in June 2017): (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** (first adopted in January 2018, and updated each year through January 2022): (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 to assess on-road mobile source emissions** (applies to projects with CMAQ funding) (adopted in June 2018 and updated in September 2020): total emissions reduction: 2-year and 4-year cumulative reported emission reductions of each criteria pollutant and applicable precursors (PM<sub>2.5</sub>, PM<sub>10</sub>, CO, VOC, and NO<sub>x</sub>) for which the area is designated nonattainment or maintenance *[Note: the BRTB region is in nonattainment only with respect to ozone]*
- **four measures 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 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 to assess performance of the National Highway System (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 to assess freight movement on the interstate system** (adopted in October 2018): percentage of interstate system mileage providing for reliable truck travel times (Truck Travel Time Reliability Index – TTTR)
- **four transit safety measures** (reported by mode) (adopted in January 2021): (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.

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

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 from this point on, 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. Narrative can be found in the 2022-2025 TIP, in Chapter II, Section G on performance based planning with the measures and targets.

New guidance from FHWA and FTA Offices of Planning were issued on the last day of 2021 that reflect updated Planning Emphasis Areas (PEAs). The PEAs are areas that FHWA and FTA want to see identified and developed in tasks associated with the Unified Planning Work Program. The emphasis areas already exist in requirements for MPOs, they simply reflect areas of importance at this time. The new Planning Emphasis Areas include the following:

- Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
- Equity and Justice<sup>40</sup> in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

## **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 Annapolis Transit). Voting rights are extended to all members with the exception of MDE, MDP and MDOT MTA. These agencies serve the BRTB in an advisory capacity. Annapolis 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 many 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 re-designation 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 non-federal matching funds required. The BRTB will review the MOU to incorporate recent changes in federal transportation law as regulations are established. 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 2023 BUDGET DETAILS**

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Attachment A

**FY 2023 UPWP BUDGET**

**SOURCES:**

	FHWA	FTA	MDOT	LOCAL	TOTAL
FY 2023 Appropriations	\$4,660,625	\$1,458,109	\$863,000	\$959,000	\$7,040,734
FY 2022 Carryover	\$914,129	\$285,991			\$1,200,120
FY 2023 Funds Available	\$5,574,754	\$1,744,100	\$863,000	\$959,000	\$9,140,854

**USES:**

BMC Staff	\$6,160,000
Consultants	\$2,470,000
<b>BMC Total</b>	<b>\$8,630,000</b>
City of Annapolis	\$60,000
Anne Arundel County	\$60,000
Baltimore City	\$60,000
Baltimore County	\$60,000
Carroll County	\$60,000
Harford County	\$60,000
Howard County	\$60,000
Queen Anne's County	\$60,000
<b>Local Total</b>	<b>\$480,000</b>
<b>TOTAL USES</b>	<b>\$9,110,000</b>



**BALTIMORE REGION UPWP**  
**ADDENDUM TO THE FY 2022-2023 UNIFIED PLANNING WORK PROGRAM**

Attachment B

**FY 2023 WORK PROGRAM BY TASK & FUND SOURCE**  
**(\$)**

	FHWA	FTA	MDOT	LOCAL	TOTAL
UPWP Management	558,150	173,850	91,500	91,500	915,000
Professional Consultant Services	1,799,500	560,500	247,000	343,000	2,950,000
Technical Analysis for State & Local Initiatives	112,850	35,150	18,500	18,500	185,000
Long-Range Transportation Planning	106,750	33,250	17,500	17,500	175,000
Transportation Improvement Program	91,500	28,500	15,000	15,000	150,000
Public Participation and Community Outreach	244,000	76,000	40,000	40,000	400,000
Transportation Equity Planning	73,200	22,800	12,000	12,000	120,000
GIS Activities	244,000	76,000	40,000	40,000	400,000
Demographic and Socioeconomic Forecasting	167,750	52,250	27,500	27,500	275,000
Development Monitoring	176,900	55,100	29,000	29,000	290,000
Analysis of Regional Data and Trends	186,050	57,950	30,500	30,500	305,000
Maintenance of Current Simulation Tools	219,600	68,400	36,000	36,000	360,000
Simulation Tools: Applications and Analysis	189,100	58,900	31,000	31,000	310,000
Safety Planning and Analysis	112,850	35,150	18,500	18,500	185,000
TSMO Planning	118,950	37,050	19,500	19,500	195,000
Emergency Preparedness Planning	94,550	29,450	15,500	15,500	155,000
System Performance: Monitoring & Adapting	247,050	76,950	40,500	40,500	405,000
Freight Mobility Planning	103,700	32,300	17,000	17,000	170,000
Bicycle and Pedestrian Planning	97,600	30,400	16,000	16,000	160,000
Transit and Human Service Planning	311,100	96,900	51,000	51,000	510,000
Environmental Planning	219,600	68,400	36,000	36,000	360,000
Air Quality Conformity Analysis	82,350	25,650	13,500	13,500	135,000
<b>Total</b>	<b>5,557,100</b>	<b>1,730,900</b>	<b>863,000</b>	<b>959,000</b>	<b>9,110,000</b>

**BALTIMORE REGION UPWP**  
**FY 2022-2023 UNIFIED PLANNING WORK PROGRAM**

Attachment C

**FY 2023 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	915,000									\$915,000
Professional Consultant Services	2,470,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	\$2,950,000
Technical Analysis for State & Local Initiatives	185,000									\$185,000
Long-Range Transportation Planning	175,000									\$175,000
Transportation Improvement Program	150,000									\$150,000
Public Participation and Community Outreach	400,000									\$400,000
Transportation Equity Planning	120,000									\$120,000
GIS Activities	400,000									\$400,000
Demographic and Socioeconomic Forecasting	275,000									\$275,000
Development Monitoring	290,000									\$290,000
Analysis of Regional Data and Trends	305,000									\$305,000
Maintenance of Current Simulation Tools	360,000									\$360,000
Simulation Tools: Applications and Analysis	310,000									\$310,000
Safety Planning and Analysis	185,000									\$185,000
TSMO Planning	195,000									\$195,000
Emergency Preparedness Planning	155,000									\$155,000
System Performance: Monitoring and Adapting	405,000									\$405,000
Freight Mobility Planning	170,000									\$170,000
Bicycle and Pedestrian Planning	160,000									\$160,000
Transit and Human Service Planning	510,000									\$510,000
Environmental Planning	360,000									\$360,000
Air Quality Conformity Analysis	135,000									\$135,000
<b>TOTAL</b>	<b>8,630,000</b>	<b>60,000</b>	<b>60,000</b>	<b>60,000</b>	<b>60,000</b>	<b>60,000</b>	<b>60,000</b>	<b>60,000</b>	<b>60,000</b>	<b>9,110,000</b>

**FY 2023 FOCUS AREA PROJECTS (LISTED UNDER PROFESSIONAL CONSULTANT SERVICES)  
PROJECTS & FUND SOURCE**

<b>WORK TASKS</b>	<b>FHWA</b>	<b>FTA</b>	<b>MDOT</b>	<b>LOCAL</b>	<b>TOTAL</b>
Safe System Approach (\$10K per local member)	\$108,864	\$35,136	\$10,000	\$26,000	\$ 180,000
30 Percent Bicycle Trail Design	\$151,200	\$48,800	\$25,000	\$25,000	\$ 250,000
Corridor Access Management Plans	\$90,720	\$29,280	\$15,000	\$15,000	\$ 150,000
Vision for Integrated Regional Bicycle Network (\$20K per)	\$205,632	\$66,368	\$18,000	\$50,000	\$ 340,000
RTP LOTS Skills and Technology Support (\$10K per)	\$133,056	\$42,944	\$14,000	\$30,000	\$ 220,000
Transportation Land Use Connection Grants	\$60,480	\$19,520	\$10,000	\$10,000	\$ 100,000
Growing Transit Post-COVID	\$90,720	\$29,280	\$15,000	\$15,000	\$ 150,000
Expanding Coverage for Electric Vehicle Charging Stations (\$10K per)	\$108,864	\$35,136	\$10,000	\$26,000	\$ 180,000
Coordination of Human Service Transportation Providers	\$120,960	\$39,040	\$20,000	\$20,000	\$ 200,000
Peer Study of MPO/COG Equity Best Practices	\$90,720	\$29,280	\$15,000	\$15,000	\$ 150,000
Assisting Local Unified Master Transportation Plans	\$120,960	\$39,040	\$20,000	\$20,000	\$ 200,000
Evaluation of "Fares, Fees & Fines" for Undue Burdens	\$90,720	\$29,280	\$15,000	\$15,000	\$ 150,000
Explore CAV Measures for Local Governments (\$10K per)	\$108,864	\$35,136	\$10,000	\$26,000	\$ 180,000
RTP Corridor Analysis	\$120,960	\$39,040	\$20,000	\$20,000	\$ 200,000
<b>FOCUS AREA TOTALS</b>	<b>\$1,602,720</b>	<b>\$517,280</b>	<b>\$217,000</b>	<b>\$313,000</b>	<b>\$2,650,000</b>

## **APPENDIX B**

## **FOCUS AREAS**

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**PROJECT:     SAFE SYSTEM APPROACH**

**PURPOSE:**     This task will review best practices in the implementation of the Safe System Approach (SSA) and develop guidelines for the Baltimore Regional Transportation Board and its members to further utilize the concept in safety planning.

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In 2020, a significant reduction in vehicle miles traveled was seen nationwide and in the Baltimore metropolitan area. At that same time, in contrast, there was a rise in traffic crash fatalities. While the number of crashes and injuries did decline in 2020, fatal crashes increased. This shows that the commonly held belief of fewer cars=lower exposure=fewer fatalities is not the reality of human nature.

Regional partners in traffic safety continue to place emphasis on equity, speed, safe multimodal options, and other challenges that impede progress toward zero roadway deaths. To support this focus and provide direction to transportation agencies, the Federal Highway Administration (FHWA) is promoting a Safe System Approach (SSA). The purpose is to re-frame transportation policies and priorities, cultures, and coordination to create safe spaces for all road users.

The Baltimore Regional Transportation Board (BRTB) and Baltimore Metropolitan Council (BMC) staff take a holistic view of the region and are well-positioned to enact the elements of an SSA. BMC has worked with state and local partners to improve safety and equity in the region by bringing people together, educating local agencies and engineers, and setting safety-first policies, plans, and investments to address safe road users, safe vehicles, safe speed, safe roads, and post-crash care (the five components of an SSA). BMC has become a leader in working to incorporate SSA into organizational and planning processes. In 2021, an internal staff workshop was conducted with a consultant to assess core organizational and planning processes, culture, communications, coordination, policies, and plans to identify opportunities to integrate SSA. This workshop expanded the traditional view of SSA as only applying to the transportation field and included colleagues in all fields at BMC (emergency preparedness, housing, air quality, etc.).

This task will build upon outcomes of the initial workshop and expand concepts and recommendations to all BRTB members. Tasks may include, but are not limited to the following:

- Review of Safe System Approach components and methods of implementation in city, county, and municipal transportation agencies
- Review of BRTB member agencies' awareness and use of SSA
- Identification of successful SSA programs within peer organizations (e.g. in Maryland, in local government, in peer regions)
- Development of guidelines for incorporation of SSA at BRTB member agencies

Coordination between all aspects of living in the region will enhance safety and equity for all who live and work in the region. Expanding the SSA to include non-traditional partners will lead to a safer living network, not just a safer transportation network.

Expanding the use of SSA beyond BMC and into the BRTB member agencies will support local safety efforts and further coordinate a regional approach. As seen during the pandemic, walking, biking, and driving behaviors changed in unexpected ways and access to innovative resources is critical to safety. Integrating SSA into planning and policies could help identify opportunities for grant funding, resource sharing, and comprehensive effects, while using teams focused on safety, equity, and quality of living.

Deliverables for this task may include:

- Literature review of SSA and case studies
- Summary of BMC processes and activities appropriate for SSA integration at member agencies
- Summary of BRTB member agencies' processes and activities amenable to SSA enhancements
- Guidelines, with recommendations and real-world examples, for utilizing SSA in the Baltimore region

**PARTICIPANTS:**

Annapolis	\$10,000
Anne Arundel County	\$10,000
Baltimore City	\$10,000
Baltimore County	\$10,000
Carroll County	\$10,000
Harford County	\$10,000
Howard County	\$10,000
Queen Anne's County	\$10,000
Consultant	\$100,000

**FY 2023 BUDGET:                      \$180,000**

**PROJECT: THIRTY PERCENT DESIGN FOR BICYCLE TRAILS**

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

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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 2021 and FY 2022 a total of over 9 miles of trail moved forward to preliminary design. An additional segment is currently being identified to enter design in FY 2023.

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, BRTB members, Consultant

**FY 2023 BUDGET:** \$250,000

**PROJECT: RTP LOTS SKILLS AND TECHNOLOGY SUPPORT**

**PURPOSE:** This task will support the improvement and expansion of skills and access to technology for the Locally Operated Transit Systems (LOTS) in Central Maryland as well as MDOT MTA's core bus, commuter bus, and mobility divisions. Based on an assessment of the existing skills and technological resources within the region, MDOT MTA prepared a summary of findings and recommendations to help the Central Maryland Regional Transit Plan (Central MD RTP) Implementation Team focus its efforts in meeting current and future needs.

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To inform the regional assessment, MDOT MTA first conducted a literature review to understand what efforts transit agencies across the country have already undertaken to assess the technology and skills available at their agencies. Staff then developed a survey to understand the existing conditions within each LOTS agency, addressing several key questions:

- What are the technological needs of the LOTS?
- Are there opportunities to unify technology solutions across the region?
- How can training be improved?
- How can advances in technology be applied to the LOTS?
- How can other transit agency best practices be applied to LOTS use of technology?

After receiving 21 responses, MDOT MTA conducted staff interviews with the LOTS and prepared a report summarizing findings and providing recommendations for the region. Based on the surveys and interviews with the LOTS and MDOT MTA bus mode staff, the needs of the region fell into the following categories: capacity issues, procurement, technology underutilization, data management and processing, real-time information, microtransit/transportation network companies (TNCs), training, regional fares, regional coordination and provider communication.

Funding for this task could include support tasks for implementing improved and expanded skills and access to technology for the LOTS and MDOT MTA bus mode staff in one or more of six category groups identified in the recommendations: Technical Assistance, Data Management, Training, Regional Policies, Guiding Documents, and Research, Procurement and Tools & Software.



BALTIMORE REGION UPWP  
ADDENDUM TO FY 2022-2023 UNIFIED PLANNING WORK

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**PARTICIPANTS:** Baltimore region LOTS, MDOT MTA, Consultant

Annapolis	\$10,000
Anne Arundel County	\$10,000
Baltimore City	\$10,000
Baltimore County	\$10,000
Carroll County	\$10,000
Harford County	\$10,000
Howard County	\$10,000
Queen Anne's County	\$10,000
Consultant	\$140,000

**FY 2023 BUDGET:** **\$220,000**

**PROJECT: SUPPORT FOR EXPANDING ELECTRIC VEHICLE CHARGING STATION INFRASTRUCTURE**

**PURPOSE:** To support regional and equitable expansion of public light duty electric vehicle (EV) charging station infrastructure in the Baltimore region. To take non-duplicative actions that will aid jurisdictions and members in implementing EV charging infrastructure improvements.

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The transportation sector is the largest source of greenhouse gas (GHG) emissions in Maryland. Most of these emissions come from light-duty passenger cars and trucks. Maryland has a goal of reducing GHG emissions by 50% from the year 2006 levels by the year 2030. A major measure to achieve this goal is widespread adoption of electric vehicles (EV). EV charging stations are being installed across the Baltimore region, including sites in Annapolis and Baltimore City, as well as Baltimore, Carroll, Harford, and Howard Counties. However, more public light duty EV charging stations will be needed to meet anticipated growth in EV purchases and encourage EV adoption.

Guidance specific to siting EV charging stations does not yet exist for the Baltimore region. To best support BRTB members in siting and establishing new public EV charging stations, the development of a vehicle charging infrastructure siting guide is proposed. Topics to be addressed in the guide include types of EVs and charging stations, existing EV charging station guidance, and public EV charging stations siting needs.

A major goal of this guide is to lay a foundation which could support future development of an interactive EV charging station siting tool for the Baltimore region, to provide similar functionality to the Santa Clara County, California, [Electric Vehicle Charging Demand Siting Analysis](#).

**PARTICIPANTS:**

Annapolis	\$10,000
Anne Arundel County	\$10,000
Baltimore City	\$10,000
Baltimore County	\$10,000
Carroll County	\$10,000
Harford County	\$10,000
Howard County	\$10,000
Queen Anne's County	\$10,000
Consultant	\$100,000

**FY 2023 BUDGET: \$180,000**

**PROJECT:     REGIONAL AND LOCAL CAV PLANNING**

**PURPOSE:**     Develop customized recommendations for the region and local jurisdictions on preparing for connected and automated vehicles.

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As use of connected and automated vehicles (CAV) increases, it will be critical for BMC and local jurisdictions to understand how they might impact the region, to plan for these impacts (both positive and negative), and to work towards having CAVs support local and regional goals, particularly related to equity, safety, environmental stewardship, and reliability.

There has been much consideration of CAVs at the national and state levels. This project will begin with this existing work and develop recommendations specific to the region and its jurisdictions. The recommendations will consider short- and long-term actions. There are various ways CAVs will impact our region, and the impacts of connected vehicles and those of automated vehicles will likely be different. Some of the issues to be covered by the recommendations include:

- Using the BMC activity-based model to consider various scenarios based on CAV-related assumptions.
- How CAV-derived data could be used by BMC and local jurisdictions:
  - including CAV data in the BMC dashboard currently under development
  - using CAV data from RITIS
  - collecting system data, such as pavement conditions from AVs
- Local and regional actions to prepare for CAVs, including:
  - Maintenance (i.e., visible lane markings)
  - Transportation and communications infrastructure recommendations for local jurisdictions (i.e., signal phase and timing (SPaT) equipment)
  - Operations (i.e., impacts on congestion patterns)
  - Emergency response (i.e., ensuring responders know how to deal with AVs that they interact with, impacts on number/severity of incidents)
  - Zoning considerations
- How local governments could work with state agencies to encourage CAV deployments by the private sector that are equitable across the region and support local goals and public safety.
- How BRTB/BMC could best support local jurisdictions as use of CAVs increases.
- How other emerging technologies could support CAV deployment and pitfalls to avoid.
- Training, staffing, and budgeting needs to support CAV deployment.

**PARTICIPANTS:**

Annapolis	\$10,000
Anne Arundel County	\$10,000
Baltimore City	\$10,000
Baltimore County	\$10,000
Carroll County	\$10,000
Harford County	\$10,000
Howard County	\$10,000
Queen Anne's County	\$10,000
Consultant	\$100,000

**FY 2023 BUDGET:                      \$180,000**

**PROJECT: CORRIDOR ACCESS MANAGEMENT (AM) PLANS**

**PURPOSE:** Safety continues to be a significant concern along several well established corridors in the region with multiple access points, high speeds and dense urban development.

Access Management (AM) is the proactive management of vehicular access points to land parcels adjacent to all manner of roadways. Good access management promotes safe and efficient use of the transportation network. State Highway Administration (MDOT SHA) and many local jurisdictions in the Baltimore region have access management guidelines and requirements. This effort will take a look at how these guidelines are currently being used and best practices from around the country to advance safety along high-priority corridors using access management policies.

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AM encompasses a set of techniques that state and local governments can use to control access to highways, major arterials, and other roadways. Access Management provides an important means of maintaining mobility. It calls for effective ingress and egress to a facility, efficient spacing and design to preserve the functional integrity, and overall operational viability of street and road systems. Access Management should address:

- Facility Hierarchy
- Intersection and Interchange Spacing
- Driveway spacing
- Traffic signal spacing
- Median treatments and median openings
- Turning lanes and auxiliary lanes
- Street connections

In areas of dynamic land development, it is important for jurisdictions to develop access standards that achieve a balance between property access and functional integrity of the road system. Studies show that implementing access management provides three major benefits to transportation systems:

- Increased roadway capacity
- Reduced crashes
- Shortened travel time for motorists

All of the three benefits cited above are essentially the result of minimizing or managing the number of conflict points that exist along a corridor. Imagine the two extremes of the same corridor. In the least intrusive example, no minor-street conflicts exist. Traffic flows freely down an unencumbered corridor "pipe" influenced only by density, weather, and integrity of the roadway.

When minor-street conflicts (i.e., "laterals") in the form of driveways and streets are introduced, the mainline flow must adjust speeds and sometimes lanes to avoid all manner of delay and conflicts introduced by the myriad combination of slowing, turning, merging, entering, and stopped vehicles.

In many locations, it is necessary to completely stop the mainline flow (via signals) so the minor-street vehicles can even gain opportunity to enter the flow. In short, steady progression is interrupted, and often at uneven intervals.

**Tasks:**

- Review federal, state, and local access management guidelines and requirements.
- Identify and analyze at least two high priority safety corridors in each jurisdiction with significant development and access points.
- Study impact of land use and development along these corridors on safety and mobility. Consideration should be given to multi-modal performance metrics.
- Conduct review of best practices in access management and develop a template of recommendations for state and local jurisdictions to use.

The study will include staff participation from each jurisdiction to understand current practices and to review potential improvements.

Potential products could include: developing a template of proposed recommendations that can be used by the state and local jurisdictions in revising their access management guidelines and requirements.

**PARTICIPANTS:** BMC, MDOT SHA, selected members, Consultant

**FY 2023 BUDGET:** \$150,000

**PROJECT: VISION FOR INTEGRATED REGIONAL BICYCLE NETWORK**

**PURPOSE:** To develop a vision for a network of bicycle and shared-use facilities that improve regional connectivity, safety, and mobility.

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BMC and our regional transportation partners promote bicycling as a healthy, enjoyable alternative to driving to help achieve our regional goals. We believe in healthy communities - providing safe and equitable connections to educational and employment opportunities, goods and services, and recreational amenities – as well as supporting healthy lifestyle choices, ensuring comfortable access for all ages and abilities, and minimizing discrepancies in health outcomes for all people in our region.

The bicycle network in the Baltimore region continues to grow each year, attracting recreational visitors and assisting in transportation trips by bicycle. However, the disconnected nature of the region's bicycle and shared-use facilities limits their use for daily transportation and restricts access for sections of the region.

This project includes the development of a vision for a connected regional bicycle and shared-use network that provides low stress access to jobs and other daily activities and provides transportation and recreational opportunities for people of all ages and abilities.

This project would assess the following items:

- Establish a vision and goals for the regional bicycle network
- Assess existing regional bicycle network for connectivity, access, and equity
- Develop a regional bicycle network plan that closes identified network gaps and expands the network of regionally significant trails
- Identify corridors for priority funding
- Public outreach opportunities

**PARTICIPANTS:**

Annapolis	\$20,000
Anne Arundel County	\$20,000
Baltimore City	\$20,000
Baltimore County	\$20,000
Carroll County	\$20,000
Harford County	\$20,000
Howard County	\$20,000
Queen Anne's County	\$20,000
Consultant	\$180,000

**FY 2023 BUDGET: \$340,000**

**PROJECT:     TRANSPORTATION AND LAND USE CONNECTION GRANTS**

**PURPOSE:**     To provide short-term technical assistance to local governments in the Baltimore region to help them implement changes to the built environment that reduce traffic on roads and enable more people to easily walk, bike, and use transit.

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Local jurisdictions that are voting members of the BRTB are eligible to apply for short-term consultant services (6-8 months) to complete planning or preliminary design projects that address one or more of these regional land-use/transportation priorities in established communities and economic activity centers.

- Multimodal Transportation Options: bicycle and pedestrian facilities; transit alternatives; facilities for people with disabilities; micromobility; Safe Routes to School enhancements, freight mobility improvements, and transit stop/station or service improvements.
- Transit Oriented Development: Feasibility, market analysis or site assessments to determine the viability of mixed use transit-oriented development projects or first/last mile strategies; outdoor public amenities; and improved bicycle and pedestrian facilities to and within Transit Oriented Developments as alternatives to automobile travel. Projects that enhance economic and community development, respect the area's cultural history, and strengthen connections between transit and surrounding neighborhoods.
- Land Use Enhancements in Activity Centers: align uses and as appropriate, increase employment or housing (especially affordable housing), support improved access to essential destinations, or identify improvements in multi-modal and freight mobility.
- Access to Transit: small area or station area planning, pedestrian, bicycle and micro-mobility connections, and other first-mile/last mile strategies.
- Regional Trail Connections: advance the development of the Patapsco Regional Greenway and local trail connections to activity centers.
- Climate Change Adaptation: climate change adaptation strategies as identified in the *Climate Change Resource Guide*.
- Equitable Access for Vulnerable Populations: projects that are located within or serve improving access to populations identified in the Vulnerable Population Index (VPI).

Planning and design projects may include but not necessarily be limited to the following activities.

- Development or implementation of local visions and plans
- Site-specific studies, assessments or plans
- Plans for implementing climate adaptation strategies
- Preliminary or schematic drawings and cost estimates
- Engineering systems description and analysis



- Renderings of site massing, elevation, or facility interior/exterior spaces
- Site survey

Projects selected for annual funding will be completed by a pre-qualified consultant serving a three-year term and managed by BMC staff in close coordination with the local lead.

**PARTICIPANTS:** BMC, local jurisdictions (TBD), consultants

**FY 2023 BUDGET:** \$100,000

**PROJECT: GROWING TRANSIT POST-COVID**

**PURPOSE:** After a dramatic drop in transit ridership during the pandemic, this task will engage focus groups and study best practices for retaining and gaining regular transit passengers for all public transit services throughout the region.

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Ridership on public transit rapidly plummeted early in the COVID-19 pandemic and has not widely returned to pre-pandemic levels. Numbers are unlikely to snap back quickly to pre-COVID levels, as work-from-home routines and uncertainty surrounding public health implications of the pandemic will likely have long-term impacts on commuting patterns. However, the pandemic has reminded us that places can cease to function if public transportation is unavailable. While there is almost universal agreement that the key to sustained transit ridership growth is providing reliable, frequent and accessible service, we are in an unprecedented time when millions of people may be reevaluating their travel habits and modes.

This study will document best practices by peer providers in retaining and increasing transit ridership and also engage focus groups on how to grow transit ridership in the region. Potential practices to evaluate may include but would not necessarily be limited to the following:

- Evaluate the influence regional land use patterns have on transit service.
- Consider tools such as General Transit Feed Specification and GPS, as well as Census Bureau datasets, evaluate opportunities for developing access metrics to better quantify a transit system's ability to help people reach the places they want to go.
- Explore options for free tickets or credits, as applicable, to give returning commuters an opportunity to try services that may be new to them.
- Explore regional best practices on how mobile applications and other new tools and technologies could improve transit, particularly for aging riders and those with disabilities.
- Promote ticketing technology, where applicable, that limits physical contact.
- Promote existing Guaranteed Ride Home and regional multimodal rewards program for all alternatives to driving, such as MDOT's recently released incenTrip program.

Deliverables for this task may include:

- Documentation of best practices of peer transit providers.
- Recommendations to develop access metrics for access improvements.
- Recommendations for multi-modal incentives that may be applied regionally.
- Recommendations for regional public outreach.

**PARTICIPANTS:** BMC, Baltimore region LOTS, MDOT MTA, Consultant

**FY 2023 BUDGET:** \$150,000

**PROJECT: COORDINATION OF HUMAN SERVICES TRANSPORTATION PROVIDERS**

**PURPOSE:** This task will evaluate potential for a consortium among human services transportation providers and identify opportunities to provide service connections and/or joint capital projects to improve mobility for older adults, people with disabilities, people with lower incomes and others with limited access to transportation.

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A variety of public transit operators and human service agencies provide transportation services in the Baltimore region. Locally Operated Transit Systems (LOTS) in jurisdictions throughout the region offer either or both fixed-route service or demand-response service for senior residents and people with disabilities. The Enhanced Mobility of Seniors and Individuals with Disabilities Program, better known as the Section 5310 Program, provides formula funding to states to assist private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.

The Section 5310 Program requires that projects selected for funding must be included in a locally developed, coordinated public transit human services transportation plan. In the Baltimore region, the Coordinated Public Transit and Human Services Transportation Plan also incorporates activities offered under other programs sponsored by federal, state, and local agencies to strengthen their impact, and identifies strategies and efforts to improve mobility for residents with limited access to transportation.

While there are an array of transportation resources in the region, there are also various unmet needs and gaps in services, and opportunities for improvements. Aging riders and those with disabilities may rider groups may benefit from emerging technologies that improve their first mile/last mile travel and overall transit experience. Much like the concept of universal design, all riders stand to benefit from innovations that improve communication, wayfinding, stop or station amenities, easier boarding processes, and simplified transfers between systems and counties.

Topic to explore in this task may include but not necessarily be limited to the following:

- More transportation options for non-medical trips, especially shopping, recreational and other quality of life trips.
- Increased service hours, particularly early morning and late evening hours, and weekend service in suburban and rural areas.
- More options to access dialysis centers, particularly for people who do not qualify for Medicaid-funded transportation.
- Better last-mile connections for reverse commute services.
- Increased service options for older adults and individuals with disabilities, particularly people with assistive devices such as wheelchairs or oxygen.
- Increased use of mobile applications and other technology.
- Centralized or expanded outreach and education.

Coordination between human service providers and LOTS is very limited. Increasing and improving communication among these groups could help identify opportunities to collaborate and improve service, particularly for older adults and people with disabilities, while taking advantage of existing organizational structures.

Deliverables for this task may include:

- Compilation and interpretation of surveys and/or workshops with human services transportation providers and related health service providers.
- Recommendations for potential service expansion through coordination of services and/or capital projects, which may include fleet maintenance, driver training, vehicle sharing, route coordination, etc.
- Recommendations for increased or streamlined use of technology to implement recommendations.
- Estimates of potential costs savings and/or allocations.

**PARTICIPANTS:** BMC, MDOT MTA, Consultant

**FY 2023 BUDGET:** \$200,000

**PROJECT: PEER STUDY OF MPO/COG EQUITY BEST PRACTICES**

**PURPOSE:** Equity has been a part of federal requirements since an Executive Order in 1994. However, progress has been slow and uneven. To spur advances, US DOT is elevating the importance of racial equity and support for underserved and disadvantaged communities. This task is to develop a more robust approach in this region to address these concerns.

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The Baltimore Metropolitan Council (BMC), on behalf of the Baltimore Regional Transportation Board (BRTB), will hire a consultant team to perform a scan identifying policies and practices that state departments of transportation (DOTS), metropolitan planning organizations (MPOs) and councils of government (COGs) have instituted and implemented (or plan to implement) to define and promote equity for disadvantaged communities and to measure the impacts of proposed transportation policies, programs and projects. The consultant will then make recommendations on policies and programs that best fit the context of the Baltimore region and are designed to best promote transportation equity.

The scan will identify key metrics that best fit the Baltimore region including:

- Definitions of Key Population Groups
- Numerical Thresholds Used in Equity Analysis
- Application of Equity Indicators
- Geographic Units Used for Analysis
- Indicators such as: Accessibility, Affordability, Connectivity, Efficiency, Environmental, Health, Housing, Jobs, Mobility, Safety, Travel Time & VMT
- Analysis Methodology & Tools
- Prioritization Methodologies

**PARTICIPANTS:** BMC, Consultant

**FY 2023 BUDGET:** \$150,000

**PROJECT:**     **ASSISTING LOCAL UNIFIED TRANSPORTATION MASTER PLANS**

**PURPOSE:**     To provide assistance on request to jurisdictions that are preparing, or updating, their Transportation Master Plans.

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The State of Maryland has authorized the responsibility for land use planning to local jurisdictions that, when exercising this authority, must follow a set of established laws found in the [Land Use Article](#) of the Maryland Annotated Code. The statute outlines the responsibilities, roles, and functions and sets the ground rules for planning and zoning powers throughout Maryland including developing a transportation element of a local Comprehensive Plan.

Many jurisdictions undertake a “Transportation Master Plan” effort that both serves as the transportation element of their Comprehensive (and Master) Plan, and provides very specific guidance on the future of transportation. These Transportation Master Plans often combine policy and functional planning and must provide more details on needed implementation steps and actions to be actualized. The specificity makes these Plans more complicated efforts to undertake, therefore contractual resources for technical assistance to member jurisdictions in the Region is proposed.

**PARTICIPANTS:**     BMC, selected member jurisdictions, Consultant

**FY 2023 BUDGET:**     **\$200,000**

**PROJECT: EVALUATION OF “FARES, FEES, AND FINES” FOR UNDUE BURDENS**

**PURPOSE:** To understand the scale and scope of the economic impact of transportation fees, fines, and fares on the residents of the Baltimore region, particularly for low income residents. The Baltimore Regional Transportation Board (BRTB) will conduct a comprehensive analysis of the impacts of transportation fees, fines, and fares.

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While fees, fines, and fares are but one piece of a household’s transportation costs and overall tax burden, residents with low incomes would benefit from reforms that make transportation more affordable. The fees, fines and fares examined may include, but not necessarily be limited to, motor vehicle registrations, fuel tax, tolling, fares for public transit, parking fees, traffic and parking violations and fines, and rideshare fees. For example, many residents with low incomes, particularly those without bank accounts, are unable to access EZ-PASS accounts and Charm cards, which offer cost savings. Fines also disproportionately burden households with low incomes and can lead to late fees, high debt levels, and other negative impacts.

This project seeks to:

- Assess the impacts of fees, fines, and fares on residents in the region with low income;
- Evaluate strategies to reduce the financial burden;
- Understand the tradeoffs between affordability strategies and other goals and objectives, including ensuring the transportation system generates sufficient revenue, including from its users;
- Recommend policy changes to reduce inequitable financial impacts experienced by residents with low income.

Proposed Study Method:

1. Research and Best Practices documentation. This will include, a survey of these issues faced by low income communities in the region; Research and documentation of transportation fees/fares and best practices based in peer regions (size, size of VPI’s and in terms of transit and infrastructure and of cities/regions that are considered leaders in equity in this type of analysis, regardless of city size/transit infrastructure).
2. Expert and Stakeholder Input – Talk with a range of stakeholders, possibly including: MDOT, MDOT MTA, MDTA and local agencies, workforce development agencies, human/civil rights, and community organizations, Academic, Transportation advocates, and civic organizations.
3. Travel demand modeling – the BMC model InSITEcan:
  - generate daily activities for travelers
  - provide outputs on travel behavior for households:
4. Quantitative analysis - use quantitative data and qualitative research to understand the challenges of balancing inclusive growth with the need for transportation revenue.

This activity will result in a report or series of white papers on the topic.

**PARTICIPANTS:** BMC, BRTB members, Consultant

**FY 2023 BUDGET:** \$150,000



**PROJECT:      REGIONAL TRANSIT PLAN IMPLEMENTATION – CORRIDOR ANALYSES**

**PURPOSE:**      The purpose of this task is to continue the feasibility studies of 30 Regional Transit Corridors as identified in the Central Maryland Regional Transit Plan (Central MD RTP). This task will evaluate transit needs and identify mode, alignment and routing, and may include an early screenings of selected corridors against potential state and federal funding sources to determine future project viability.

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The Maryland Metro/Transit Funding Act, passed by the Maryland State Legislature in 2018, required the Maryland Department of Transportation, Maryland Transit Administration (MDOT MTA) to initiate a Regional Transit Plan for Central Maryland that defined public transportation goals over a 25-year period. MDOT MTA completed *Connecting Our Future, A Regional Transit Plan for Central Maryland* (Central MD RTP) in October 2020.

The Central MD RTP includes strategies for transit improvements throughout the region, and identifies 30 Regional Transit Corridors that may work together to achieve the Plan’s regional network goals and objectives. The corridors were identified as having a need for new or additional transit assets because they demonstrate transit demand that may justify infrastructure expenditures, service and/or technology improvements. The corridors also have regional significance to improve or provide connectivity between jurisdictions. The 30 corridors identified in the RTP were categorized into one of three types: early, mid-term and late-term “opportunity” corridors. Each of these types of corridors contain varying levels of existing transit infrastructure, service and demand.

The corridors identified in the Central MD RTP did not include definition of specific routes, service patterns, alignments, levels of service, potential stations or transit mode of travel. Therefore it was indicated in the Central MD RTP that further refinement of the 30 Regional Transit Corridors would be required through implementation of corridor feasibility studies. These studies will inform future interventions based on final mode and alignment selection, cost-benefit analysis, and jurisdictional and public support.

This task will evaluate transit needs and identify mode, alignment, routing and potential stops/station areas along the corridor. As warranted, the task will include an early screening of the corridor against potential state and federal funding sources, including the Federal Transit Administration (FTA) Capital Investment Grant (CIG) program criteria, to determine a future project’s viability.

**PARTICIPANTS:**      Selected Jurisdictions(s), MDOT MTA, Consultant

**FY 2023 BUDGET:**      \$200,000

# **APPENDIX C**

## **PUBLIC REVIEW PROCESS**

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**PRESS RELEASE  
COMMENTS  
BRTB RESPONSE**



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

## BRTB SEEKS PUBLIC COMMENTS ON THE UPDATED FY 2022-2023 UNIFIED PLANNING WORK PROGRAM (UPWP)

The Baltimore Regional Transportation Board (BRTB) welcomes comments on its draft updated work plan and budget from **Tuesday, February 8** through **Thursday, March 10, 2022**.

The BRTB's Budget & Work Program is known as the [Unified Planning Work Program \(UPWP\)](#) for Transportation Planning. It is a federal requirement that details projects, studies and other activities to be completed by BRTB members and staff of the Baltimore Metropolitan Council (BMC).

The BRTB develops this list of regional transportation planning activities every two fiscal years. This UPWP includes an updated budget for FY 2023 of \$7,370,000. UPWP funds support staff for regional planning activities with some consultant assistance.

Several of the new proposed projects for FY 2023 include:

- **Safe System Approach:** Support a safety culture that places safety first and foremost in road system investment decisions. To achieve a zero deaths vision, everyone must accept that fatalities and serious injuries are unacceptable and preventable.
- **Thirty Percent Design for Bicycle Trails:** Advance planning for a segment of the Patapsco Regional Greenway to include all steps necessary to complete what is known as thirty percent design.
- **RTP LOTS Skills and Technology Support:** Support the improvement and expansion of skills and access to technology for the Locally Operated Transit Systems (LOTS) in the Baltimore region.
- **Expanding Coverage for Electric Vehicle Charging Stations:** To support regional and equitable expansion of public light duty electric vehicle (EV) charging station infrastructure in the region.



- **Considerations and Preparations for Connected and Automated Vehicles:** Develop customized recommendations for the region to prepare for connected and automated vehicles

View the [draft updated FY 2023 UPWP](#) or a list of [Frequently Asked Questions](#)

Comments can be submitted online at [publicinput.com/2023UPWP](https://publicinput.com/2023UPWP) via text by sending '2023upwp' to the number 73224, by leaving a voicemail at 855-925-2801 x 4231 or by email at [2023UPWP@PublicInput.com](mailto:2023UPWP@PublicInput.com). Other options for comments include mail to The Baltimore Regional Transportation board at 1500 Whetstone Way, Suite 300, Baltimore, MD 21230, or on Twitter by sending a direct message to [@BaltoMetroCo](#), [@BmoreInvolved](#) or using the #BRTBlistens hashtag.

The BRTB is scheduled to vote on the updated budget for FY 2023 on Tuesday, April 26, 2022.

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*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.*





## COMMENTS



March 7, 2022

The Honorable Steuart Pittman  
Chair  
Baltimore Regional Transportation Board  
1500 Whetstone Way, Suite 300  
Baltimore, MD 21230

**Re: Comments Baltimore Region FY 2022-2023 UPWP for Transportation Planning**

Dear Chair Pittman and Members of the Baltimore Regional Transportation Board,

On behalf of the Greater Washington Partnership (the Partnership), we look forward to continuing to partner with the Baltimore Metropolitan Council (BMC) and the Baltimore Regional Transportation Board (BRTB) to advance shared transportation and infrastructure priorities as outlined in our [Blueprint for Regional Mobility](#), including regional rail, transit-oriented development, bus and transit prioritization, performance-driven tolling, and expansion of the regional trail network.

The Partnership is a civic alliance of leading employers in the Capital Region of Baltimore, Washington, and Richmond, who together employ more than 300,000 residents and are committed to making this region one of the best places to live, work, and build a business. In 2018, the Partnership released the Blueprint for Regional Mobility, an action-oriented strategy to transform the Capital Region's transportation system into an asset that ensures our global competitiveness.

The FY 2023 addendum to the Baltimore Regional Transportation Board's (BRTB) FY 2022-2023 Unified Planning Work Program (UPWP) identifies several exciting work tasks for FY 2023, including support for local transit agencies' skills and technology development, the Patapsco Regional Greenway, and electric vehicle charging infrastructure. However, several work tasks that we view as key to advancing a more seamless and inclusive transportation system are marked as contingent on Congress approving the FFY 2022 Budget with funding levels from the federal Infrastructure Investment and Jobs Act (IIJA).

While we anticipate the federal budget will be approved and all contingent work tasks will be advanced, we encourage the BRTB to explore ways to include the following work tasks as core focus areas in the work program, regardless of IIJA funding levels, for their potential to create more inclusive access to opportunities for the Baltimore metro area's residents and businesses:

1. Regional Transit Plan Implementation – Continuation of Corridor Analyses
2. Evaluation of "Fares, Fees, and Fines" for Undue Burdens
3. Growing Transit Post-Covid
4. Transportation and Land Use Connection Grants
5. Vision for Integrated Regional Bicycle Network

GREATER WASHINGTON PARTNERSHIP  
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The Greater Washington Partnership would like to thank BRTB Board, BMC Executive Director Michael Kelly, Director of Transportation Planning Todd Lang, and the entire staff for their leadership in advancing transportation priorities that ensure Baltimore and the Capital Region remain one of the best places to live, work, and build a business and can become a showcase for inclusive growth.

Sincerely,

A handwritten signature in black ink, appearing to read "Joe McAndrew".

Joe McAndrew  
Vice President, Government Affairs & Infrastructure  
Greater Washington Partnership







## Regional transportation needed

**Dave Highfield** davidhighmd@gmail.com

Feb. 10

I hope that regional, energy efficient, safe transportation can be extended into Carroll County. For example, how about extending subway service to Finksburg near where 140 and 795 intersect? Or

how about extending commuter MARC rail to Westminster with connections to Penn Station and BWI?

David A. Highfield  
Westminster, MD

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Dave





## RESPONSE



The Metropolitan Planning Organization for the Baltimore Region

## SUMMARY AND RESPONSE TO COMMENTS

### Addendum to the FY 2022-2023 UPWP

Open for public comment from Tuesday, February 8 through Thursday, March 10, 2022.

**David Highfield** – I hope that regional, energy efficient, safe transportation can be extended into Carroll County. For example, how about extending subway service to Finksburg near where 140 and 795 intersect? Or how about extending commuter MARC rail to Westminster with connections to Penn Station and BWI?

**BRTB Response:** The BRTB appreciates your continued participation in the regional planning process, however, the policy of Carroll County, through the adopted plans and Board of County Commissioners' resolutions, has always been to provide transit services only within the County. There are currently no plans to expand this type of service outside of the County.

**Joe McAndrew, VP, Gov't Affairs & Infrastructure, Greater Washington Partnership** – The FY 2023 addendum to the BRTB's FY 2022-2023 UPWP identifies several exciting work tasks for FY 2023, including support for local transit agencies' skills and technology development, the Patapsco Regional Greenway, and electric vehicle charging infrastructure. However, several work tasks that we view as key to advancing a more seamless and inclusive transportation system are marked as contingent on Congress approving the FFY 2022 Budget with funding levels from the federal Infrastructure Investment and Jobs Act (IIJA).

...include the following work tasks as core focus areas in the work program, regardless of IIJA funding levels, for their potential to create more inclusive access to opportunities for the Baltimore metro area's residents and businesses:

1. Regional Transit Plan Implementation – Continuation of Corridor Analyses
2. Evaluation of "Fares, Fees, and Fines" for Undue Burdens
3. Growing Transit Post-COVID
4. Transportation and Land Use Connection Grants
5. Vision for Integrated Regional Bicycle Network

**BRTB Response:** The BRTB appreciates your review of the UPWP and is able to include all tasks included since Congress did vote to approve the FFY 2022 Budget with IIJA funding levels.

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1500 Whetstone Way, Suite 300, Baltimore, MD, 21230 ★ Phone 410-732-0500 ★ [www.baltometro.org](http://www.baltometro.org)  
Voting: City of Annapolis, Anne Arundel County, Baltimore City, Baltimore County, Carroll County, Harford County, Howard County, Queen Anne's County, MD Department of Transportation and Annapolis Transit. Non-Voting: MD Department of the Environment, MD Department of Planning, and MD Transit Administration.