

**UNIFIED PLANNING WORK PROGRAM  
FOR TRANSPORTATION PLANNING**

**FY 2012 PROJECTS AND BUDGETS**

**FOR**

**BALTIMORE CITY**

**(\$868,725)**

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**PROJECT: UPWP MANAGEMENT**

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

**FY 2012 PERFORMANCE OBJECTIVES:**

1. Manage Baltimore City's local and regional involvement in the transportation planning process.
2. Prepare quarterly reports and invoices.
3. Prepare the FY 2013 UPWP grant application and associated contracts in conjunction with all pertinent federal, state, and local agencies.
4. As necessary, participate in seminars, workshops, and short courses designed to develop technical skills and broader perspectives on transportation-related subjects.

<b>PRODUCTS/MILESTONES</b>	<b>SCHEDULE</b>
Quarterly progress reports, invoices, audit preparation and other financial reports for FY 2012 UPWP	Throughout Fiscal Year
Budget amendments for FY 2013	As Necessary
Baltimore City FY 2013 UPWP submittals	2nd Quarter
Completion of formal grant acceptance process for FY 2013	4th Quarter

**PARTICIPANTS:** Baltimore City

**BUDGET:** \$7,620

**PROJECT: LEGISLATIVE COORDINATION AND ANALYSIS**

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

**FY 2012 PERFORMANCE OBJECTIVES:**

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

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

**PARTICIPANTS:** Baltimore City

**BUDGET:** \$10,000

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**PROJECT: COOPERATIVE FORECASTING PROCESS**

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

In FY 2007, the CFG developed population, household, and employment forecasts for each jurisdiction by small area for 2000 through 2035. These forecasts were used in the creation and testing of the 2007 Baltimore Region Long Range Transportation Plan. Local planning staffs will continue the development of these data during FY 2012 as part of Round 8 Cooperative Forecasts, 2000 – 2035. They will report on their progress periodically to the CFG, the Technical Committee, and the BRTB.

During FY 2012, local planning staffs will work with BMC staff and the U.S. Census Bureau to review proposed statistical areas and assist in the development of 2012 transportation analyses zones.

Additionally, during FY 2012, local planning staffs will conduct quality control reviews and updates on the 2010 ES-202 and submit these changes to BMC staff to complete the development of the 2010 Master Establishment File (MEF).

**FY 2012 PERFORMANCE OBJECTIVES:**

1. Prepare updated socio-economic and demographic jurisdictional forecasts at the level of transportation analysis zones for 2000 – 2035.
2. Provide updates where necessary on major new developments or facilities that impact existing forecasts.
3. Prepare documentation on population, household and employment forecast methodologies.
4. Assist BMC staff in the development of 2012 transportation analysis zones and their relationship with 2012 census statistical geography.
5. Conduct quality control review on the 2010 ES-202 file and return results to BMC staff.

PRODUCTS/MILESTONES	SCHEDULE
Review and report on forecasts for population, households and employment	2 <sup>nd</sup> Quarter
Document methodologies used to generate forecasts	3 <sup>rd</sup> Quarter
Provide updates on major new developments that affect existing forecasts	Throughout Fiscal Year
Develop new 2012 transportation analysis zones based on census statistical geography	1 <sup>st</sup> Quarter
Conduct quality control review and update to 2010 ES-202 and submit results to BMC staff for inclusion in the 2010 MEF	4 <sup>th</sup> Quarter

**PARTICIPANTS:** Baltimore City

**BUDGET:** \$54,630

**PROJECT: BICYCLE AND PEDESTRIAN PLANNING**

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

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

**FY 2012 PERFORMANCE OBJECTIVES:**

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

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

**PARTICIPANTS:** Baltimore City

**BUDGET:** \$3,810

**PROJECT: TRANSPORTATION IMPROVEMENT PROGRAM**

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

**FY 2012 PERFORMANCE OBJECTIVES:**

1. Develop Baltimore City's annual submission to the TIP including assessment of all federally-funded projects.
2. Review and comment on the Draft 2013-2016 TIP.
3. Revise and correct TIP submission as needed.
4. Review and comment on all TIP amendments as submitted throughout the fiscal year.

<b>PRODUCTS/MILESTONES</b>	<b>SCHEDULE</b>
Review and comment on proposed TIP amendments	As Needed
Submit Local TIP component of 2013-2016 document	3rd Quarter
Revise Baltimore City's local TIP component per comments and review draft TIP document	3rd Quarter
Final revisions to 2013-2016 TIP	4th Quarter

**PARTICIPANTS:** Baltimore City

**BUDGET:** \$10,165

**PROJECT: REGIONAL FREIGHT ANALYSIS – LOCAL INPUT**

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

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

Throughout FY 2012, local government staff will assist BMC staff and consultants in efforts to access both local data and expertise, including the private sector. Tasks will include meeting logistics, attendance and preparation/review of technical materials.

**FY 2012 PERFORMANCE OBJECTIVES:**

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

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

**PARTICIPANTS:** Baltimore City

**BUDGET:** \$5,000

**PROJECT: REGIONAL TRANSIT ANALYSIS – LOCAL INPUT**

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

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

Throughout FY 2012, local government staff will assist BMC staff and consultants in efforts to access both local data and expertise, including the private sector. Tasks will include meeting logistics, attendance and preparation/review of technical materials.

**FY 2012 PERFORMANCE OBJECTIVES:**

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

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

**PARTICIPANTS:** Baltimore City

**BUDGET:** \$5,000

**PROJECT: SUBAREA ANALYSIS****PART A: TRANSPORTATION OPERATIONS PLAN FOR SUSTAINABILITY**

**PURPOSE:** The purpose of this project is to develop a “Transportation Operations Plan for Sustainability,” which begins with the inventory of current environmental management practices and the establishment of a “Sustainability Scorecard.” Among the items to be inventoried and analyzed are the energy efficiency of current facilities and major equipment, materials used in routine operations which could be used to improve water runoff quality, and disposal of materials on the principle of “reduce, reuse and recycle.” From the benchmarking, inventory and analysis, DOT will:

- Creation of environmental standard operating procedures manuals and pocket reference cards for personnel at SHA maintenance shops. This included procedures for stockpiling materials in an environmentally responsible manner.
- Environmental awareness training for all employees.
- Implement an environmental management system to track activities and compliance data.

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Appropriately, sustainability in transportation including green technologies, energy efficiency, noise air, and water pollution reduction are being mandated at Federal, State, and Local levels. While this practice is increasingly being integrated into the physical construction of roads and bridges, lagging behind is sustainable operations practices a public works facilities, in the operations of highway maintenance equipment, and in other “internal” operational practices. In Fall 2008, SHA and MDOT signed an agreement with the EPA to perform voluntary self-audits/self disclosures for environmental compliance issues associated with facilities and to dedicate funds for remedial action. This was EPA’s first agreement with a state transportation agency, setting the bar for others to follow. Local governments should be in a position to follow suit.

**FY 2012 PERFORMANCE OBJECTIVES:**

1. Inventory of current environmental management practices and the establishment of a “Sustainability Scorecard.”
2. Create environmental standard operating procedures manuals and pocket reference cards for personnel at DOT maintenance shops. This includes procedures for stockpiling materials in an environmentally responsible manner.
3. Create an environmental awareness training program for all employees.
4. Implement an environmental management system to track activities and compliance data.

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<b>PRODUCTS/MILESTONES</b>	<b>SCHEDULE</b>
Inventory of current environmental management practices and the establishment of a "Sustainability Scorecard"	1st Quarter
Create environmental standard operating procedures manuals and pocket reference cards for personnel at DOT maintenance shops. This includes procedures for stockpiling materials in an environmentally responsible manner	2nd Quarter
Create an environmental awareness training program for all employees	3rd Quarter
Implement an environmental management system to track activities and compliance data	4th Quarter

**PARTICIPANTS:** Baltimore City DOT, Baltimore City Legal Department, Other agencies, and BMC.

**BUDGET:** \$135,000

**PART B: COMMERCIAL VEHICLE ENFORCEMENT/MONITORING/ROUTING TECHNOLOGIES AND FREIGHT COMMUNITY IMPACT ASSESSMENT & MANAGEMENT PLAN**

**PURPOSE:** The purpose of this project is to develop a comprehensive approach to assess and manage freight movement while balancing livable communities throughout the city and into adjacent counties. The project consists of two parts:

1. Research commercial vehicle enforcement, monitoring and routing technologies for application in and around the City’s freight distribution hubs. The project will identify existing technologies and evaluate their resource requirements and limitations for cost effective implementation in the Baltimore region; identify, emerging technologies that have the potential to reduce or overcome the resource requirements and limitations, develop a matrix for use in local jurisdiction planning for commercial vehicle enforcement and monitoring; and, research the legal obstacles for using technology for enforcement and monitoring and develop strategies for the removal of these obstacles. From this research, the City intends to develop a pilot project in Baltimore City to test commercial vehicle enforcement monitoring to evaluate the cost benefit and return on investment for regional implementation.

2. Establish baseline measurements of air quality, noise, vibration, light pollution, etc., in communities adjacent to Port facilities. From this baseline, a policy scan of best management practices (BMP’s) can be applied to manage and mitigate priority impacts of stakeholders.

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Freight movement in the Baltimore region is expected to increase exponentially over the next two decades (as measured in tons of cargo per year and number of truck transports per year). The Port of Baltimore is a major entry point for international freight into the east coast; this will be even more the case beginning in 2014 when the widened Panama Canal opens to super-freighters. Baltimore City is a 300 year-old city built on commerce and transportation and most individuals living in the City understand to some extent that they live in or near centers of freight activity; however, with the increase in freight movement, communities are increasingly looking to manage and mitigate the adverse impacts of freight movement on quality of life. Assessing and managing the impacts of freight projects will be

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particularly important to City neighborhoods (and to a lesser extent, Baltimore and Anne Arundel communities) as the first mile of every truck trip to and from the Port of Baltimore occurs on City streets.

**FY 2012 PERFORMANCE OBJECTIVES:**

1. Identify existing technologies and evaluate their resource requirements and limitations for cost effective implementation
2. Identify emerging technologies and evaluate their resource requirements and limitations for cost effective implementation
3. Develop a matrix for use in local jurisdiction planning for commercial vehicle enforcement and monitoring.
4. Develop pilot project in Baltimore City to test commercial vehicle enforcement monitoring to evaluate the cost benefit and return on investment for regional implementation.
5. Conduct a policy scan for air quality, noise and vibration in major freight centers and jurisdictions.
6. Perform a technical air, noise, and vibration analysis in the SE portion of Baltimore City related to Port activities.
7. Report out on targeted stakeholder meetings regarding quality of life in freight centric communities, and perceptions of air, noise, and vibration issues related to freight.
8. Create a final plan with recommendations for community enhancements resulting from major freight activities and corridors.

PRODUCTS/MILESTONES	SCHEDULE
Identify existing and emerging technologies for commercial vehicle enforcement and monitoring. Conduct a policy scan for air quality, noise and vibration in major freight centers and jurisdictions.	1 <sup>st</sup> Quarter
Develop a matrix for use in local jurisdiction planning for commercial vehicle enforcement and monitoring. Perform a technical air, noise, and vibration analysis in the SE portion of Baltimore City related to Port activities.	2 <sup>nd</sup> Quarter
Develop pilot project in Baltimore City to test commercial vehicle enforcement monitoring to evaluate the cost benefit and return on investment. Report out on targeted stakeholder meetings regarding quality of life in freight centric communities, and perceptions of air, noise, and vibration issues related to freight.	2 <sup>nd</sup> & 3 <sup>rd</sup> Quarter
Final Report and recommendations	4 <sup>th</sup> Quarter

**PARTICIPANTS:** Baltimore City DOT, BMC, Maryland Port Administration, various City and State regulatory agencies, MDOT Office of Freight & Logistics, Consultant

**BUDGET:** \$250,000

**PART C: ECONOMIC EMPOWERMENT IN TRANSPORTATION PROJECTS**

**PURPOSE:** The purpose of this project is to research and benchmark best practices (BMP's) which increase access to jobs for residents of distressed communities through the design and construction of transportation projects. Benchmarking will include researching other jurisdictions that have successfully done overcome the barriers described above. In addition, project staff will interview and meet with contractors, contract administrators, workforce development officials and others to identify strategies which can be used to overcome the barriers. Create a toolkit for planning transportation projects that includes policy, procurement, incentives, encouragement, outreach, and measurement. Apply the toolkit to a pilot project to test the legal, theoretical, and practical application of the local hiring toolkit and measure the outcome of local hiring within the design and construction of the pilot project.

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Transportation is at the very center of opportunity for jobs, not just by the mobility enabled as a result of new transportation projects but beginning with the very design and construction of those projects. There are several barriers to increasing economic opportunity including the lack of a clear career pipeline for skilled and semi-skilled positions and federally-imposed limitations on local hiring requirements. Recent experiences in Missouri, Minneapolis and elsewhere have demonstrated that these barriers can be reduced and that transportation projects can become economic empowerment opportunities in distressed communities. This approach is consistent with Title VI of the Civil Rights Act.

**FY 2012 PERFORMANCE OBJECTIVES:**

1. Benchmark existing local jurisdiction efforts in promoting training and hiring residents of distressed communities for design and construction of transportation projects.
2. Create a toolkit for planning transportation projects that includes policy, procurement, incentives, encouragement, outreach, and measurement.
3. Apply the toolkit to a pilot project to test the legal, theoretical, and practical application of the local hiring toolkit and measure the outcome of local hiring within the design and construction of the pilot project.

PRODUCTS/MILESTONES	SCHEDULE
Benchmark existing local jurisdiction efforts	1 <sup>st</sup> Quarter
Create a toolkit for planning transportation projects	2 <sup>nd</sup> Quarter
Apply the toolkit to a pilot project to test the legal, theoretical, and practical application	3 <sup>rd</sup> Quarter
Final Report	4 <sup>th</sup> Quarter

**PARTICIPANTS:** Baltimore City DOT, Baltimore City Legal Department, Other agencies, and BMC

**BUDGET:** \$100,000

**PART D: RECONNECTING COMMUNITIES BISECTED BY 1950s-ERA HIGHWAY PLANNING & DESIGN**

**PURPOSE:** In FY 2010, the Baltimore City Department of Transportation completed feasibility studies for two projects to reconnect communities (Harlem Park and Poppleton by I-70) separated by freeway construction of the 1960s/1970s. Additional connectivity gaps exist where interstates and local highways bisect communities, undermining community and economic development opportunities, and reducing safe pedestrian connectivity within and between communities.

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This project will analyze connectivity concerns at the following locations: Central Baltimore near Penn Station (Charles Street over Jones Falls Expressway), I-83 interchange at Cold Spring Lane, MD 295 through Westport, and I-895 on Eastern Ave. Pedestrian connectivity improvements, bridge “flanking” options to allow for additional development, and transit access will be considered. The city intends to select one of these projects for future air rights development.

**FY 2012 PERFORMANCE OBJECTIVES:**

1. Confirm and scope candidates for study including:
  - a. Jones Falls Expressway at Charles Street
  - b. Interstate ramps at the I-83 interchange at Cold Spring Lane adjacent to light rail station
  - c. MD 295 through the Westport community
  - d. Viaduct over I-895 at Eastern Ave
2. Conduct legal analysis of air rights issues.
3. Conduct early project development analysis including structural engineering, geometric and traffic control issues, evaluate development potential, freight drop-off and parking issues, etc.

PRODUCTS/MILESTONES	SCHEDULE
Confirm and scope candidates for study	1 <sup>st</sup> Quarter
Conduct legal analysis of air rights issues	2 <sup>nd</sup> Quarter
Conduct early project development analysis	3 <sup>rd</sup> Quarter
Final Report and Recommendations	4 <sup>th</sup> Quarter

**PARTICIPANTS:** Baltimore City DOT, Planning, Office of Neighborhoods, Baltimore Development Corporation, Community Groups, Consultant, SHA/FHWA

**BUDGET:**           **\$175,000**

**PART E: BICYCLE MASTER PLAN DEVELOPMENT ANALYSIS FIVE YEAR MASTER PLAN REVIEW AND UPDATE**

**PURPOSE:** The Bicycle Master Plan was developed in 2005 and after 5 years of planning initiatives, it is time to review the plan to see what gaps exist, additional planning is required, lessons learned, and where Baltimore City goes from here.

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This project will analyze the City's Bicycle Master Plan in order to evaluate an integrated network of bicycle lanes which encourages bicycling as a viable transportation and commuter option; enhance efforts to collect timely data on and analyze bicycle traffic, develop and implement marketing efforts to promote safe bicycling, and develop a toolkit for complete streets principals.

**FY 2012 PERFORMANCE OBJECTIVES:**

1. Track data on and analyze bicycle traffic on existing bike lanes and transportation corridors;
2. Develop marketing activities to promote commuter bicycling
3. Develop traffic calming and pedestrian safety measures to enhance bicycling safety
4. Participate with other jurisdictions in the BRTB Bicycle and Pedestrian Task Force as that group works with BMC staff to develop implementation plans, etc.

<b>PRODUCTS/MILESTONES</b>	<b>SCHEDULE</b>
Bicycle Master Plan 5 year review	1 <sup>ST</sup> Quarter
Develop partnerships for bicycle amenities and locations for bicycle network enhancement	Throughout Fiscal Year
Evaluate trail feasibility and identify stakeholders	Throughout Fiscal Year
Install bicycle and pedestrian count technologies at appropriate locations to evaluate planning efforts	Throughout Fiscal Year
Provide training opportunities for City engineers, planners, and public works inspectors	Throughout Fiscal Year
Track data on and analyze bicycle traffic	Throughout Fiscal Year
Develop marketing activities to promote safe bicycling	1 <sup>ST</sup> Quarter
Develop toolkit for complete streets principals	3 <sup>rd</sup> Quarter

**PARTICIPANTS:** Baltimore City DOT, Planning, Recreation and Parks, Police, Mayor's Bicycle Advisory Committee

**BUDGET:** \$112,500