

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

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TASK: LONG-RANGE TRANSPORTATION PLANNING

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

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The Long Range Transportation Plan, known as *Plan It 2035*, will set the Baltimore region's transportation direction through policies and goals over at least the next twenty years (through the horizon year 2035) and will identify future capital transportation system investments. This effort will involve applying adopted goals, strategies, and objectives to plan for an integrated intermodal transportation system. Factors to be considered include air quality conformity and other environmental impact mitigation issues, improved performance in the safe and efficient movement of people and goods (including implementation of techniques and activities identified through a comprehensive Congestion Management Process), and opportunities to increase multimodal capacity, either through providing additional transportation alternatives or through improving system operations and efficiency. This effort also will consider and account for other factors that could affect the performance and maintenance of the transportation system (e.g., expected demographic changes over the next several decades, prospects for economic development and growth, policies and trends related to land use and responsible growth, the potential for climate change, concerns about public health, anticipated revenues, etc.).

During FY 2012, development of *Plan It 2035* also will continue to build on activities completed in FY 2011, including:

- Working with the Maryland Department of Transportation to estimate the amount of anticipated revenues available to fund *Plan It 2035* projects over the next several decades;
- Developing regional transportation goals and strategies, incorporating input from the agencies and jurisdictions, the public, and federal policy guidelines;

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

To enable the region to anticipate and meet tomorrow's transportation challenges, the *Plan It 2035* effort will support and be informed by a collaborative dialogue among the federal and state governments, the region's jurisdictions, the public, and other stakeholders. The programs and projects to be included in *Plan It 2035* will have been influenced by input obtained from members of the public and other stakeholders on transportation-related values and preferences. In addition, *Plan It 2035* will be directed by recently adopted and updated federal policies regarding livability, sustainability, and accommodation of all surface transportation modes.

BMC staff will develop a draft *Plan It 2035* and Air Quality Conformity Determination for review by the public and other stakeholder groups, the technical committees, and the Baltimore Regional Transportation Board (BRTB). Once comments from the public, other stakeholders, committees, and the BRTB have been addressed and/or incorporated, staff will produce a final *Plan It 2035* and Air Quality Conformity Determination for approval by the BRTB. Once the BRTB has approved the documents, staff will submit the documents to the FHWA, FTA, and US EPA for approval.

FY 2012 PERFORMANCE OBJECTIVES:

1. Incorporate into *Plan It 2035* insights and recommendations gained through the process of coordinating transportation and environmental planning with state and local environmental resources agencies.
2. As needed, continue to work the Maryland Department of Transportation to refine cost estimates for approved projects.
3. As needed, continue to work with the Maryland Department of Transportation to refine estimates of anticipated revenue levels for *Plan It 2035* projects.
4. Complete travel demand modeling of the approved projects.
5. Complete air quality modeling of the approved projects.
6. Complete mapping of the approved projects.
7. Refine performance measures to be applied to help the region evaluate the effectiveness of implemented projects.
8. Produce draft *Plan It 2035* and Air Quality Conformity Determination.
9. Conduct outreach efforts to enable public and other stakeholder review of these draft documents.
10. Address and/or incorporate public and stakeholder comments to produce final *Plan It 2035* and Air Quality Conformity Determination.
11. Conduct outreach efforts to enable public and other stakeholder review of these final documents.
12. Submit final revised *Plan It 2035* and Air Quality Conformity Determination to the FHWA, FTA, and US EPA for review and approval.
13. Establish annual process to analyze and document performance measures.

BALTIMORE REGION UPWP
FY 2012 UNIFIED PLANNING WORK PROGRAM

| PRODUCTS/MILESTONES | SCHEDULE |
|--|-------------------------|
| Draft <i>Plan It 2035</i> and Air Quality Conformity Determination | 1st Quarter |
| Final <i>Plan It 2035</i> and Air Quality Conformity Determination | 2nd Quarter |
| Submittal of final documents to FHWA, FTA, and US EPA | 2nd Quarter |
| FHWA, FTA, and US EPA approval of documents | 3rd Quarter |
| Develop template for annual performance monitoring | 4 th Quarter |

PARTICIPANTS: Baltimore Metropolitan Council

BUDGET: **\$175,000**

FHWA Share \$89,600
FTA Share \$50,400
MDOT Share \$17,500
Local Share \$17,500

PROJECT: MONITORING & MANAGING THE TRANSPORTATION NETWORK

This project is divided into four task activities:

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

TASK: CONGESTION MANAGEMENT PROCESS

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

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

FY 2012 CMP Activities include:

Coordinate the update of the Long-Range Plan; key topics to be addressed include updating the Congestion Management Process and aligning the CMP with the regional long-range transportation plan that will be developed in 2012.

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

Identify key stakeholders to include in the CMP Advisory Committee and work with the committee to conduct corridor studies. It is envisioned that this committee will meet on

an as-needed basis and develop a framework and guidelines for the FY 2012 update of the CMP. The Committee will identify new corridors for monitoring, analysis, examining and tracking improvements to the transportation system for effectiveness in impacting congestion.

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

Travel Monitoring Program

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

Congested Corridor Analysis

In FY 2011, staff identified several potential corridors to study in more detail to get a better understanding on the extent and duration of congestion, potential causes, and develop short-term operational strategies that could improve operational efficiency. In FY 2012, staff will focus on one or more regionally significant corridors for detailed analysis. This will include evaluation of travel conditions in the sub-area as a result of residential and population growth, freight, safety, transit, or multi-modal activity. This continued monitoring process will enhance efforts to develop mitigation strategies in response to travel conditions.

FY 2012 PERFORMANCE OBJECTIVES:

1. Regional Congestion Status Report.
2. Corridor Technical Report.
3. Working papers on data sources and performance measures.

4. CMP Advisory Committee agendas, summaries, and other materials.
5. Participate in SHA's Interagency Review process and Interagency Manager's meetings.

| PRODUCTS/MILESTONES | SCHEDULE |
|---|-------------------------|
| 2012 Congestion Management Annual Status Report | 4 th Quarter |
| 2012 Congestion Management Corridor Technical Report | 4 th Quarter |
| Congestion Trends Summary Fact Sheet | Quarterly |
| Participate in SHA's Interagency Review process and Interagency Managers Meetings | Throughout Fiscal Year |

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

BUDGET: **\$110,000**

FHWA Share – \$56,320
 FTA Share – \$31,680
 MDOT Share – \$11,000
 Local Share – \$11,000

TASK: OPERATIONS PLANNING

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

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

In FY 2012, in addition to continued support of on-going M&O efforts (i.e., supporting operations committees, coordination with neighboring regions, and participation in the Maryland Statewide ITS Architecture work), staff will focus on identifying greater opportunities to integrate operations further into the transportation planning process, particularly through closer coordination with the regional Congestion Management Process. The US DOT is moving toward measuring system performance and using the results to focus improvement efforts on the most critical areas in the short- and long-term (referred to “objectives-driven, performance-based planning”). Staff will refer to US DOT guidance and publications as well as our past operations efforts (i.e., committee work, the *Baltimore Regional M&O Strategic Development Plan*) to direct our work to link operations to the CMP, which will further integrate operations into the transportation planning process. The Congestion Management Process task in this UPWP provides additional details about these coordinated efforts, as well as how system performance measures will be used.

The Baltimore Regional Operations Coordination (B-ROC) Committee will continue to meet bi-monthly to improve communications, coordination and cooperation in traffic incident management in the region. In FY 2011, the B-ROC Committee completed work

on the Traffic Incident Management On-line Training Course. BMC staff will continue to work with the B-ROC Committee in FY 2012 to publicize the availability of this free resource for emergency responders. The B-ROC Committee initiated the Funeral Procession Task Force in FY 2010. In FY 2011, it developed Guidelines for Funeral Processions as well as a Funeral Procession Contact List. BMC staff maintains the Contact List and distributes it quarterly with updates. In FY 2012, the Funeral Procession Task Force will continue to work with the region's police and fire chiefs to implement the Funeral Procession Guidelines.

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

In April 2005, the State prepared the Maryland Statewide ITS Architecture that supersedes an earlier regional architecture. The Maryland Statewide ITS Architecture was updated in 2008. All ITS planning activities and projects in the Baltimore region will be consistent with the Maryland Statewide ITS architecture. The *M&O Strategic Deployment Plan* provides recommendations for updates to the Maryland Statewide ITS Architecture for applicable high priority projects, and these will be included in the Maryland Statewide ITS Architecture as implementation proceeds. Additional updates will be provided to the State as they are warranted. Staff will work with US DOT representatives to ensure all ITS initiatives are consistent with federal guidelines. Projects submitted to the TIP are identified as ITS initiatives and tracked.

FY 2012 PERFORMANCE OBJECTIVES:

1. Participate in and support the operations subcommittees.
2. Continue to identify funding opportunities for new M&O projects, expansion of existing M&O projects, and inclusion of M&O components in programmed/planned projects.
3. Continue to implement recommendations in the M&O SDP.

TASK: SAFETY PLANNING & ANALYSIS

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

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

The BRTB and staff continue to play an active role in the implementation of the state's 5-year (2006-2010) Strategic Highway Safety Plan. The SHSP is a blueprint for reducing crashes, fatalities, and injuries across the state and the region. In FY 2011, the state began efforts to develop the next SHSP by consolidating some of the emphasis areas and target groups to make the implementation more effective. BMC will continue to play an important role in the development and implementation of the next SHSP in the Baltimore region. BMC staff will work with SHA on a corridor-based approach to safety programs.

The regional safety committee will identify safety needs and priorities for the region in FY 2012 and help implement safety programs such as Street Smart and other campaigns. BMC staff will continue to identify key stakeholders and partners to add to this committee in FY 2012.

Staff will continue to work with the Maryland Highway Safety Office to assess the availability and usefulness of safety data for the regional process. A MAARS data mining tool developed in FY 2009 will be further enhanced to assist local traffic safety

stakeholders identify and take timely action at high accident locations. Staff will also work with Community Traffic Safety Program coordinators to support data analysis and public outreach initiatives undertaken at the state, regional and local levels.

The issue of safety is also an aspect of many other initiatives undertaken in the UPWP. In freight planning, improving railroad grade crossing safety and commercial vehicle operational safety are issues under investigation. Bicycle and pedestrian planning activities include assessing the availability of sidewalks and safe access routes for pedestrians. Bicycle safety classes in conjunction with Bike-to-Work Day promotions are also being pursued. A major focus of Management and Operations planning is increasing the safety of victims, responders, and travelers at incident scenes.

FY 2012 PERFORMANCE OBJECTIVES:

1. Document and understand transportation safety issues across all travel modes in the Baltimore region.
2. Review and assess how safety is being addressed in the current planning process.
3. Identify and analyze crash data to become informed about safety issues.
4. Provide assistance with public information campaigns to raise awareness of transportation safety issues among all travel mode users.
5. Participate in various Safety Task Force activities to foster communication and regional collaboration among local and state safety stakeholders on transportation safety issues.
6. Coordinate with governmental agencies / local jurisdictions to implement strategic safety programs to reduce serious injuries and loss of lives.

| PRODUCTS/MILESTONES | SCHEDULE |
|---|------------------------|
| Collaborate with agencies on public safety issues | Throughout Fiscal Year |
| Regional Safety Committee Meetings | Quarterly |
| Assemble data and provide analysis | Throughout Fiscal Year |

PARTICIPANTS: Baltimore Metropolitan Council, BRTB members, Maryland Highway Safety Office, transit operators, MD Motor Carrier Office, Non-motorized, and advocacy groups, FHWA, and NHTSA

BUDGET: Baltimore Metropolitan Council **\$95,000**

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|---------------|----------|
| FHWA Share – | \$48,640 |
| FTA Share – | \$27,360 |
| MDOT Share – | \$ 9,500 |
| Local Share – | \$ 9,500 |

TASK: TRAVEL MONITORING PROGRAM

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

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Transportation-related trends monitoring is of particular importance in the regional transportation planning process. Not only does such an activity provide data on travel changes, but it is also utilized in the validation of regional travel and land use models. The Regional Traffic Monitoring Program is not new to the UPWP. On an ongoing basis, count data from numerous information sources has been tabulated, reported and used in various applications by BMC, state and local staffs. Data ranging from Highway Performance Monitoring System (HPMS) counts, hourly traffic volumes, vehicle occupancy counts, vehicle mix, to level of service measurement are major components of the BMC regional data collection program. Counts of pedestrians and bike riders provide additional data for planning.

Traffic Counts: In FY 2011, BMC staff continued to conduct a comprehensive regional traffic count program for the Baltimore region. The Regional Traffic Monitoring Program includes the collection of counts at more than 600 locations, collected on a three-year cycle. Additionally, BMC staff has access to SHA's traffic data intranet that includes a significant amount of regional count information, including trends. Traffic counts for the year 2010 were gathered from various sources and tabulated.

In FY 2012, work will continue in collecting and tabulating traffic count data from multiple sources and putting it into a database for use in the travel demand model. Analysis of available hourly traffic counts will help provide more detailed information for the travel model. Classification counts will be collected and reviewed to better update data files used in air quality modeling. Count data will be analyzed, shared with the Technical Committee, and documented.

GPS Speed and Travel Time Collection: Since 1998, Global Positioning Systems (GPS) technology has been utilized to collect and analyze travel data to better evaluate transportation plans and programs. In FY 2011, staff produced a milestone report on travel times and speeds from GPS data collection from 1998 – 2008. This report was presented to the Technical Committee and shared with the public via the BMC website and various social networking services. In FY 2012, staff will evaluate and process 3rd party GPS probe data being made available through the Regional Integrated Information Transportation System (RITIS) through the University of Maryland’s Center For Advanced Transportation Technology (CATT Lab) throughout FY 2012 with hopes of incorporating it the regional Congestion Management Process (CMP). In-house GPS data collection will be used for validation of the 3rd party data.

Activity Centers: In FY 2011 staff collected morning peak period (7-9 A.M.) vehicle occupancy and classification count information at six activity centers (Annapolis, Columbia, Fort Meade, Hunt Valley, Owings Mills and Towson). For FY 2012, the Baltimore City Central Business District will be collected. This is the continuation of the regional activity data collection program that has been ongoing since 1987 that includes 12 activity centers that are counted on a three-year cycle.

FY 2012 PERFORMANCE OBJECTIVES:

1. Collect and tabulate traffic counts to enhance the Baltimore region traffic database.
2. Evaluate 3rd party GPS probe data for use in the Congestion Management Process.
3. Produce summary tabulations of travel trends data from the regional travel database.
4. Obtain and process GPS data.
5. Produce data products from several data sources to support the CMP.
6. Prepare activity center summary tables that show average auto occupancy and vehicle classification characteristics.

| PRODUCTS/MILESTONES | SCHEDULE |
|---------------------|----------|
|---------------------|----------|

**BALTIMORE REGION UPWP
FY 2012 UNIFIED PLANNING WORK PROGRAM**

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

PARTICIPANTS: Baltimore Metropolitan Council and State Highway Administration

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| <u>BUDGET:</u> | Baltimore Metropolitan Council | \$160,000 |
| | State Highway Administration | <u>32,110</u> |
| | TOTAL | \$192,110 |

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| FHWA Share – | \$98,360 |
| FTA Share – | \$55,328 |
| MDOT Share – | \$16,000 |
| Local Share – | \$22,422 |

PROJECT: INTERMODAL PLANNING

This project is divided into four task activities:

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

TASK: BICYCLE AND PEDESTRIAN PLANNING

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

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Since the adoption of *Action Plan 2001: Bicycle, Pedestrian and Greenways Transportation Plan* as part of the 2001 BRTP, work has been, and will continue to be, directed toward 12 action plan strategies in order to implement and continue to refine the Plan. The BRTB Bicycle and Pedestrian Advisory Group (BPAG) will continue to assist in this task. In FY 2011, the BPAG completed an update to the 2001 plan, and continued to move toward full implementation of the plan, as updated. In FY 2012, action items will continue to be performed to implement the plan and jurisdictions will be provided with additional resources to enhance public involvement and eligible funding opportunities.

BMC staff and the BPAG will continue to serve state and local transportation professionals by providing bicycle and pedestrian expertise in all phases of planning and implementation. In FY 2011, the BPAG performed its fifth comprehensive review of activities submitted for inclusion in the Transportation Improvement Program (TIP). The review identified activities which, either directly or indirectly, could influence conditions for bicycle and pedestrian access in the region. In FY 2012, the TIP review will again be conducted. BMC staff participated in the review process for the statewide distribution of Safe Routes to School (SRTS) funds. In FY 2012, BMC will continue to serve as

reviewer for SRTS funding proposals as well as a reviewer of Transportation Enhancement Program (TEP) funding proposals.

In FY 2011, the BPAG activities included educational outreach both to the membership of the BRTB, as well as to the region in general. In FY 2011, the BPAG conducted further research into topics paramount to its goal of improving bicycle and pedestrian access in the region. Work products included the Action Plan 2001 Update, a white paper on best practices in pedestrian connectivity, and the Access to Rail 2000 Update, all of which should be completed by the end of FY 2011. Public education and encouragement programs, including Bike-to-Work Day and StreetSmart, continued to grow and raise the profile of pedestrian and bicycle transportation and safety in the region, and will be continued in FY 2012.

In FY 2012, BPAG will focus on some smaller implementation items and on collecting data to support the further implementation of existing plans. Collection of survey data from Bike to Work Day participants will continue with increased efforts to organize and utilize the data to support transportation planning activities. BPAG will also coordinate with the Travel Analysis unit to incorporate bicycles and pedestrians into regional traffic counting activities and explore participation in the National Bicycle and Pedestrian Documentation Project. Other research topics will be identified pursuant to completion of the ongoing plan updates. BPAG will also participate in educational activities and outreach related to ADA accessibility and Transition Plans, and will help to educate and coordinate with the BRTB on this important topic.

FY 2012 PERFORMANCE OBJECTIVES:

1. Support the Bicycle and Pedestrian Advisory Group (BPAG).
2. Review project submittals to the TIP.
3. Review TEP proposals.
4. Review statewide SRTS proposals.
5. Manage regional B2WD event.
6. Increase participation in, and visibility of, Bike-to-Work Day.
7. Conduct region-wide outreach on ADA issues.

BALTIMORE REGION UPWP
FY 2012 UNIFIED PLANNING WORK PROGRAM

| PRODUCTS/MILESTONES | SCHEDULE |
|--|--|
| Staff Bicycle and Pedestrian Advisory Group (BPAG) | Bi-Monthly |
| Hold educational workshop on ADA Issues | 1 st Quarter |
| Produce additional educational materials to support B2WD | 2 nd Quarter |
| Conduct TIP Review | 3 rd Quarter |
| Conduct TEP Review | 3 rd Quarter |
| Conduct SRTS Review | 4 th Quarter |
| Manage B2WD event | 3 rd & 4 th Quarters |

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

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|-----------------------|--------------------------------|-----------------|
| <u>BUDGET:</u> | Baltimore Metropolitan Council | \$50,000 |
| | Baltimore City | \$3,810 |
| | Baltimore County | \$3,810 |
| | Anne Arundel County | \$3,810 |
| | Carroll County | \$3,810 |
| | Harford County | \$3,810 |
| | Howard County | \$3,810 |
| | City of Annapolis | <u>\$3,810</u> |
| | TOTAL | \$76,670 |

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| FHWA Share – | \$39,255 |
| FTA Share – | \$22,081 |
| MDOT Share – | \$ 5,000 |
| Local Share – | \$10,334 |

TASK: FREIGHT MOBILITY PLANNING

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

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

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

In FY 2010, the BRTB and the FMTF initiated a study in Carroll County to study truck

movements around the town of Union Bridge. The truck movement analysis included identifying existing and optimal routing on existing and future roadways (e.g. MD 77 extended) to and from the interstate system and through adjacent communities in Howard and Frederick Counties to Lehigh Cement, as well as trucking and equipment operations at the north end of Main Street.

The Port of Baltimore is expecting an increase in volume due to the 2014 opening of the expanded Panama Canal. In FY 2012, the BRTB and local members will engage in a regional freight analysis to prepare for growth into and out of the Port of Baltimore.

In FY 2012, staff will continue efforts to incorporate the freight community's recommendations into the Baltimore regional transportation planning process. More specifically, staff activities will support: (1) the BRTB's Freight Movement Task Force (FMTF); (2) freight evaluations and studies; (3) *Maryland Moves: A Freight Data Quarterly*; (4) *Maryland Moves: A Freight News Monthly*; and (5) continued involvement on regional freight-related issues. Some of the proposed activities include:

- Maintaining and updating a freight web page on the BMC web site.
- Developing freight corridors in the region with descriptions of freight facilities.
- Monitor supply and demand for over-night parking within the region in coordination with SHA.
- Develop GIS information regarding regional warehousing facilities and distribution centers.
- Provide input and support MDOT initiative to study benefits of developing a marine corridor in the region.

The FMTF serves as an advisory committee to the BRTB. Its function is to provide a voice for public and private freight transportation stakeholders. The FMTF offers recommendations to the BRTB for consideration in the Transportation Improvement Program and Baltimore Regional Transportation Plan. The FMTF's quarterly meetings provide valuable information exchange for the freight community and the public

agencies serving their needs. The FY 2012 meetings will provide an opportunity for the freight community to participate in the Vision and long-range plan to be developed in 2012. FMTF meetings afford the opportunity for public and private sector organizations to dialog and report updates on the status of studies or projects underway, etc. In addition to the information exchange, the FMTF and its subcommittees (as commissioned) make decisions on the priorities for freight studies and recommendations regarding BMC staff activities.

The FMTF makes recommendations to the BRTB on potential freight studies to be carried out by consultants. Over the past several years, BMC consultants have been retained to survey traffic flow at intersections with high percentages of truck activity, assess conditions for truck parking along two major corridors and to develop a freight profile for the region.

In FY 2012, BMC staff will work with local governmental staff to develop appropriate projects, where possible, to address freight movement related issues.

Staff compiles freight data into a quarterly fact sheet that highlights freight movement activities in the Baltimore region. Data is collected for the Baltimore-Washington D.C. region's airports (Baltimore-Washington International Thurgood Marshall Airport, Dulles International Airport, and Reagan-Washington National Airport), railroads (Norfolk Southern, CSX, Canton, Maryland Midland, Patapsco & Back River), the Port of Baltimore, and trucking data is compiled from the region's toll facility truck counts. *Maryland Moves: A Freight Data Quarterly* is distributed at FMTF meetings, noted in *Maryland Moves: A Freight News Monthly*, and posted on the Web. On the first of each month, staff distributes an e-newsletter to the freight community and interested parties. The *Maryland Moves: A Freight News Monthly* includes information about FMTF meetings, other freight group meetings, and current events relevant to the freight community.

In addition to supporting the FMTF, staff participate in other freight groups, contribute to

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

FY 2012 PERFORMANCE OBJECTIVES:

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

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

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

BALTIMORE REGION UPWP
FY 2012 UNIFIED PLANNING WORK PROGRAM

| | | |
|-----------------------|--------------------------------|------------------|
| <u>BUDGET:</u> | Baltimore Metropolitan Council | \$160,000 |
| | City of Annapolis | 2,500 |
| | Baltimore City | 5,000 |
| | Anne Arundel County | 5,000 |
| | Baltimore County | 5,000 |
| | Carroll County | 5,000 |
| | Harford County | 5,000 |
| | Howard County | <u>5,000</u> |
| | | \$192,500 |
| FHWA Share – | \$98,560 | |
| FTA Share – | \$55,440 | |
| MDOT Share – | \$19,250 | |
| Local Share – | \$19,250 | |

TASK: TRANSIT COORDINATION

PURPOSE: To develop recommendations and strategies to improve transit in the Baltimore region, to enhance quality of life for residents, to provide access to employment and services, to promote economic development opportunities, and to reduce dependence on single occupant vehicles.

In FY 2012, work with the Maryland Transit Administration (MTA), coordinate to ensure consistency between the regional transportation plan and project recommendations from major transit planning activities. An important step in this activity will be to ensure, to the extent possible, common objectives and priorities across these different plans, as well as the measures of performance which are used for gauging effectiveness.

Coordination will continue with state, local and private transit operators as well as local jurisdictions and stakeholders to improve transit service performance and utilization. Maintain the working agreement with the Maryland Transit Administration and the local area transit agencies to ensure appropriate involvement in the regional transportation planning process. Included in the working agreement is a Transit Work Group which will hold periodic meetings to discuss regional transit needs, the short and long range plans, and the financial component of planning documents.

Continuing in FY 2012, participation in planning of the proposed Red Line will be ongoing to assist MTA and local jurisdictions and ensure that a regional focus is considered and included in the planning process. BMC will assist MTA where possible in meeting the challenges of the highly-competitive federal New Starts funding program.

BMC staff or consultants will continue to explore opportunities to engage transit users in the transit planning process. Examples or areas to focus on may include projects such as the expanded transit oriented development (TOD) concept adjacent to the West Baltimore MARC Station or at several other locations throughout the region: Odenton and Parole Town Centers in Anne Arundel County, Savage MARC station in Howard County, State Center Metro station in Baltimore City, or Owings Mills Metro station in

Baltimore County, or potential transit components such as the West Street Transit Corridor (Annapolis), and Charles Street Corridor Trolley (Baltimore City) or other potential future transit lines.

The BRTB will continue to coordinate with MTA and local transit agencies to foster dialogue and information-sharing in order to better serve transit planners and operators in the region. Staff will review local Transit Development Plans as they are updated. Staff will coordinate quarterly reports from MTA to the Technical Committee, and will continue producing an electronic newsletter to inform transit planners and providers of new initiatives, funding opportunities, and changes to transit services in the region.

In accordance with the Federal Transit Administration's guidelines, the BRTB will continue to assess planning efforts to assure that transit planning and programming are processed and implemented on a representative basis. In addition, staff will work with MTA and local transit systems to provide technical assistance or guidance for updating and developing Title VI documentation.

FY 2012 PERFORMANCE OBJECTIVES:

1. Review recommendations of key state and local transit and comprehensive plans to ensure consistency in goals, priorities, and performance criteria.
2. Coordinate with MTA and local jurisdictions to develop a strategy for regional transit planning, including land development opportunities and priorities.
3. Foster dialogue and information sharing to better serve transit planners and operators in the region, possibly via electronic newsletter format.
4. Provide technical and procedural support to the Red Line planning process.

BALTIMORE REGION UPWP
FY 2012 UNIFIED PLANNING WORK PROGRAM

| PRODUCTS/MILESTONES | SCHEDULE |
|--|------------------------|
| Review of state & local transit plans for consistency | Throughout Fiscal Year |
| Facilitate Transit Work Group meetings | Periodically |
| Produce Transit e-Update | Periodically |
| Provide Technical Assistance for Red Line Planning Process | Throughout Fiscal Year |

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

| | | |
|-----------------------|--------------------------------|------------------|
| <u>BUDGET:</u> | Baltimore Metropolitan Council | \$185,000 |
| | City of Annapolis | 2,500 |
| | Baltimore City | 5,000 |
| | Anne Arundel County | 5,000 |
| | Baltimore County | 5,000 |
| | Carroll County | 5,000 |
| | Harford County | 5,000 |
| | Howard County | <u>5,000</u> |
| | | \$217,500 |

| | |
|---------------|-----------|
| FHWA Share – | \$111,360 |
| FTA Share – | \$ 62,640 |
| MDOT Share – | \$ 21,750 |
| Local Share – | \$ 21,750 |

TASK: HUMAN SERVICE TRANSPORTATION COORDINATION

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

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

Efforts to address the job access needs of low-income individuals will continue in FY 2012 via continued implementation of the Baltimore Area Coordinated Public Transit - Human Services Transportation Plan. This Plan also includes Elderly Individuals and Individuals with Disabilities and New Freedom eligible projects and programs. Under the federal transportation program of SAFETEA-LU, this comprehensive service plan will maximize transportation services to the elderly, disabled and low income.

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

regional grant applications. This BMC effort will ensure that regional applicants can successfully compete for funding in the annual statewide grant selection process and provide improved service coordination throughout the region.

Also, in FY 2012, staff will continue to participate in and provide coordination, outreach, and technical assistance to the Maryland Department of Disabilities, Maryland Department of Aging, Maryland Research Consortium, local governments, and community organizations that seek to enhance and extend safe mobility for the region's rapidly growing elderly population. Barriers to coordination within the region have been more evident and work will be done to assist in removing those barriers. As part of its efforts to support the New Freedom and United We Ride programs, BMC staff will seek opportunities to provide safe mobility, travel training, and outreach assistance to organizations that are working to improve travel options for the elderly, disabled, and low-income individuals. Staff will participate with the MTA in the review and selection of grant applications for funding under the Maryland Senior Rides Program, and will provide support services to MTA related to SAFETEA-LU's human service transportation programs.

FY 2012 PERFORMANCE OBJECTIVES:

1. Review grant requests for funding under the Section 5310, the Section 5316 JARC, the Section 5317 New Freedom, and Maryland's Senior Rides program.
2. Identify and explore solutions to barriers that presently limit the coordination of paratransit services in the region.
3. Assist candidate organizations that could help establish or expand community-based transportation and rideshare services.
4. Maintain the Out & About Travel Guide web based interactive database.

| PRODUCTS/MILESTONES | SCHEDULE |
|---|--|
| Review applications for funding under coordinated 5310, 5316, and 5317 programs for BRTB consideration | Throughout Fiscal Year |
| Participate in meetings to assist with coordination of human services transportation | Throughout Fiscal Year |
| Assist in reviewing applications for the Senior Rides program | 3 rd & 4 th Quarters |
| Provide assistance in establishing community-based transportation programs and specialized rideshare services | Throughout Fiscal Year |
| Maintain Out & About Travel Guide Web | Throughout Fiscal Year |

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

BUDGET: **\$50,000**

FHWA Share – \$25,600
 FTA Share – \$14,400
 MDOT Share – \$ 5,000
 Local Share – \$ 5,000

PROJECT: SYSTEM ACCESS PLANNING

This project is divided into two tasks:

- Emergency Preparedness Planning
- Transportation Equity Planning

TASK: EMERGENCY PREPAREDNESS PLANNING

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

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

In FY 2007, the Regional Protective Action Coordination Guidelines were completed as a BRTB activity, and an accompanying Agreement was signed. The Guidelines and Agreement provide a framework for regional coordination in the following areas: command and control; communications; public information and warning; evacuation; and shelter/reception. Work on the Guidelines and Agreement led to the identification of various follow-up tasks, some of which will be pursued in FY 2012, such as further coordination and planning for a large-scale evacuation and follow-up activities from the tabletop exercise that focused on the transportation aspects of evacuation held in FY 2010.

Emergency planning work supports the BRTB as well as the Baltimore Urban Area Homeland Security Work Group (UAWG). For example, the Transportation and Public Works Subcommittee pursues daily operations and public works topics as well as

supports homeland security / emergency preparedness planning. The subcommittee submits annual project funding requests to the UAWG. BMC staff has taken and will continue to take the lead in preparing the project proposal submissions for the UAWG. Funded projects to date have focused on evacuation planning. BMC staff acts as project manager on the homeland security-funded projects. In FY 2012, this committee will continue to provide input to the UAWG, as well as work to identify and discuss day-to-day operational issues.

The Disaster Debris Planning Task Force, which meets quarterly, addresses coordination issues related to disaster debris planning and removal. In past years, this group held two disaster debris focused exercises to identify and resolve coordination issues. Planning for a third exercise, funded through the UAWG, began in FY 2011; the exercise will be held in FY 2012. In FY 2011, BMC staff compiled a list of Resolved Issues of the Task Force. This list will continue to be updated in the future as the Task Force comes to agreement on regional issues. This group, which falls under the T&PW Subcommittee, will continue to meet in FY 2012. BMC staff will continue to provide support to this Task Force and act as project manager for its projects.

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

FY 2012 PERFORMANCE OBJECTIVES:

1. Participate in and support emergency preparedness planning committees.
2. Address issues identified in the tabletop exercise focused on the transportation aspects of evacuation.
3. Hold a follow-up tabletop exercise focused on disaster debris response and recovery.

| PRODUCTS/MILESTONES | SCHEDULE |
|--|-------------------------|
| Committee meeting minutes | Throughout Fiscal Year |
| Address issues identified in the tabletop exercise focused on the transportation aspects of evacuation | Throughout Fiscal Year |
| Hold Disaster Debris Tabletop Exercise | 2 nd Quarter |
| Support the UAWG and its subcommittees as needed | Throughout Fiscal Year |

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

BUDGET: Baltimore Metropolitan Council **\$120,000**

FHWA Share – \$61,440
 FTA Share – \$34,560
 MDOT Share – \$12,000
 Local Share – \$12,000

TASK: **TRANSPORTATION EQUITY PLANNING**

PURPOSE: To incorporate principles of transportation equity and environmental justice into the regional transportation planning process and to work to address concerns raised by communities within the region (as applicable to the BRTB purview).

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

FY 2012 PERFORMANCE OBJECTIVES:

1. Review and integrate equity-related analysis and activities into regional planning efforts, as well as other opportunities where appropriate.
2. Collaborate with the Citizens Advisory Committee (CAC) to reach out to populations who traditionally have not participated in the planning process, youth, transit dependent individuals, and people who do not typically utilize the internet to access public information or participate in civic life.
3. Conduct Environmental Justice workshop(s) with members of the public.
4. Complete, with CAC and public input, a review and update the Limited English Proficiency (LEP) Plan – incorporating new data sources such as the 2010 census (work began in FY 2011).
5. Finalize, with CAC and public input, a Title VI plan (work began in FY 2011).

6. Utilize Census Data and American Community Survey Data to complete analysis and topic papers on aging, low-income, minority, Limited English Proficiency (LEP), and immigrant populations (work began in FY 2011).
7. Monitor the DBE Policy and provide periodic reviews of plan's effectiveness.

| PRODUCTS/MILESTONES | SCHEDULE |
|--|--|
| Conduct Equity Analyses for <i>Plan It 2035</i> | 1 st and 2 nd Quarters |
| Complete and distribute results of Equity Analyses and Topic Papers | 1 st and 2 nd Quarters |
| Update Title VI/LEP plans | 1 st and 2 nd Quarters |
| Conduct EJ/Transportation Equity Workshop(s) | 2 nd and 3 rd Quarters |
| Collaborate with CAC to conduct outreach | Throughout Fiscal Year |
| Integrate and coordinate outreach to low-income, minority, and LEP communities throughout planning process | Throughout Fiscal Year |
| Monitor DBE plan | Throughout Fiscal Year |

PARTICIPANTS: Baltimore Metropolitan Council

BUDGET: **\$40,000**

FHWA Share – \$20,480
 FTA Share – \$11,520
 MDOT Share – \$ 4,000
 Local Share – \$ 4,000