PROSPECTUS

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PROSPECTUS

The Prospectus is a detailed description of the organization and the cooperative and integrative concept involved in the preparation of the Fiscal Year 2012 Unified Planning Work Program (UPWP) for the Baltimore region. It defines the regionally agreed upon planning priorities and the roles and responsibilities of the various participants in the metropolitan planning process. The Prospectus complements the annual work program and provides a narrative that outlines the region's anticipated transportation agenda and linkage to the many planning issues facing the Baltimore metropolitan area.

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, and Howard counties. The planning area is part of the 2000 U.S. Census Bureau's Baltimore-Towson Metropolitan Statistical Area (MSA), containing the Baltimore Urbanized Area, the Aberdeen-Havre De Grace-Bel Air Urbanized Area, the Westminster Urbanized area, and Queen Anne's County. Also included with the Baltimore region are thirteen smaller incorporated municipalities. The renamed Baltimore-Towson metropolitan area (excluding Queen Anne's County) is designated as a "moderate" non-attainment area for the 8-hour ozone standard and a nonattainment area for fine particulate matter (PM 2.5) by the U.S. Environmental Protection Agency (U.S. EPA). The entire non-attainment area is in the northern portion of the 2000 U.S. Census Bureau designated Washington-Baltimore-Northern Virginia, DC-MD-VA-WV Combined Statistical Area.

Unified Planning Work Program Development Process

The Unified Planning Work Program outlines the planning activities to be performed by all state, regional and local participants in the Baltimore metropolitan transportation planning process. The work program reflects a careful consideration of critical transportation issues currently facing the region, as well as the analytical capabilities necessary to address them. The UPWP is required as a basis and condition for all

federal funding assistance for transportation planning by the joint planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The 1991 enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA) and the 1998 federal transportation initiative known as the Transportation Equity Act for the 21st Century (TEA-21) established a new federal focus for transportation planning. The most recent (August 11, 2005) federal transportation legislative program coined SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act, a Legacy for Users) preserves the commitment to the metropolitan transportation planning process established in the previous noted federal initiatives (SAFETEA-LU has been extended through September 30, 2011). On February 14, 2007, U.S. Department of Transportation (FHWA/FTA) issued final regulations regarding metropolitan planning, specifically outlining the planning requirements associated with the metropolitan planning process, including the Transportation Improvement Program and the Long-Range Transportation Plan. The key changes in SAFETEA-LU from previous transportation legislation include the expansion of planning factors to address homeland security, broader based public participation/outreach efforts, long-range planning update frequency, air quality conformity timelines and inter-agency consultation and coordination.

The UPWP is funded through an 80 percent planning grant provided by FHWA and FTA and a 20 percent match provided by 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 and Title III, Section 5303 metropolitan planning funds. The total funding proposed for the FY 2012 transportation planning activities for the Baltimore region is $7,592,040.

The UPWP is developed annually beginning in December and approved in March/April, and is the result of continued cooperation among State (specifically transportation, air quality and planning agencies), local and regional entities. The FY 2012 UPWP was prepared with the involvement of these organizations, acting through the metropolitan

planning organization (MPO) for the Baltimore region 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. UPWP funds are also “passed through” to local jurisdiction members of the Baltimore metropolitan area and, where appropriate, the modal administrations of the Maryland Department of Transportation for various project activities that support the regional transportation planning process.

In keeping with the proactive public involvement spirit of SAFETEA-LU, the FY 2012 UPWP was released to the public for a 30-day review and comment opportunity. Full public access, disclosure and modification based on the reasonableness of the public response should expand the comprehensiveness and user friendliness of the final FY 2012 UPWP.

Metropolitan Transportation Planning - Roles & Responsibilities

The Baltimore Regional Transportation Board (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 is an 11-member policy board consisting of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford and Howard and the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, and the Maryland Transit Administration (see Figure 1 for the geographic location of each participating local jurisdiction). Voting rights are extended to all members with the exception of the Maryland Department of the Environment, the Maryland Department of Planning, and the Maryland Transit Administration that serve the BRTB in an advisory capacity.

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FIGURE 1


BALTIMORE REGION
Adams County
York County
PENNSYLVANIA
Lancaster County
Chester County
Carroll County Regional Airport
Carroll County
Harford County
Cecil County
Frederick County
Baltimore County
Towson
Parkville
Randallstown
Aberdeen Proving Ground
Martin State Airport
Baltimore City
Essex
Howard County
Catonsville
Dundalk
Kent County
Columbia
U.S. Coast Guard Yard
Germantown
Baltimore Washington Int'l Airport
Glen Burnie
Montgomery County
Olney
Anne Arundel County
Fort Meade
Rockville
BALTIMORE CITY
1 in = 5.4 mi
Naval Support Activity Annapolis
Annapolis
Bay Bridge Airport
Bowie
Prince George's County
Chesapeake Bay
Andrews Air Force Base
Easton Municipal Airport
Talbot County
Calvert County
U.S. Naval Research Laboratory
Dorchester Horn Point Airport
Baltimore Metropolitan Council
The Offices at McHenry Row
1500 Whetstone Way, Suite 300
Baltimore, MD 21230
www.BaltoMetro.org
Prepared by
Transportation Planning Division
Projected Coordinate System - NAD 1983 State Plane (ft)
Data Source - BMC, © NAVTEQ 2010, TIGER/Line®, MTA
Printed - April 2011
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Miles

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The mission of the Baltimore Regional Transportation Board is to serve as the metropolitan planning organization (MPO) acting as the regional transportation planning and policy making body for the Baltimore region. 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.

In the Baltimore metropolitan area, the roles and responsibilities of the BRTB, state and local transportation operators and transportation-related state agencies for cooperatively conducting transportation planning and programming have been established over several years. Figure 2 outlines the various parties responsible for the primary planning and programming activities in the Baltimore region.

Under the auspices of the BRTB exists a network of committees and subcommittees formulated to focus on specific technical and policy areas (see Figure 3). 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 challenges, land development and quality of life issues. The BRTB has formally established a Budget Subcommittee to annually review projects and work tasks included in the UPWP to ensure regional significance and quality control.

As noted previously, the BRTB is composed of representatives from 5 counties and Baltimore City (that also serve as the Board of Directors of the Baltimore Metropolitan Council), the City of Annapolis and 4 Maryland state agencies – Transportation, Environment, Planning, and Transit Administration. The local jurisdiction's and agency's representatives have been designated and empowered by their respective lead elected official or department secretary and serve as a means to integrate locally oriented policies and needs into a regionally-based agenda.

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FIGURE 2

Planning Responsibility	MOU	Date Executed	Status	Changes Planned
UPWP Development	Formal MOU establishing the BRTB as Baltimore MPO and develop an annual UPWP consistent with the 3-C planning process.	7/1/2004	In Effect	No
UPWP Development	Formal MOA between MDOT and BMC outlining managerial oversight of the UPWP.	7/1/2004	In Effect	No
Transportation Conformity and State Implementation Plan Development	Formal procedures of Interagency Consultation Process	1996	In Effect	No
Public Transit Operators and MPO Process	Formal MOA between MPO, MDOT and MTA defining roles and responsibilities of public transit operator and State Department of Transportation in the Baltimore regional planning process.	2/26/2008	In Effect	No
Financial Plan for Long-range Transportation Plan and Transportation Improvement Program	Formal MOA between MPO, MDOT and MTA defining roles and responsibilities of public transit operator and State Department of Transportation in the Baltimore regional planning process.	2/26/2008	In Effect	No
Corridor Planning Studies	Formal MOA between MPO, MDOT and MTA defining roles and responsibilities of public transit operator and State Department of Transportation in the Baltimore regional planning process.	2/26/2008	In Effect	No
MPO Certification	Formal MOA between MPO, MDOT and MTA defining roles and responsibilities of public transit operator and State Department of Transportation in the Baltimore regional planning process.	2/26/2008	In Effect	No

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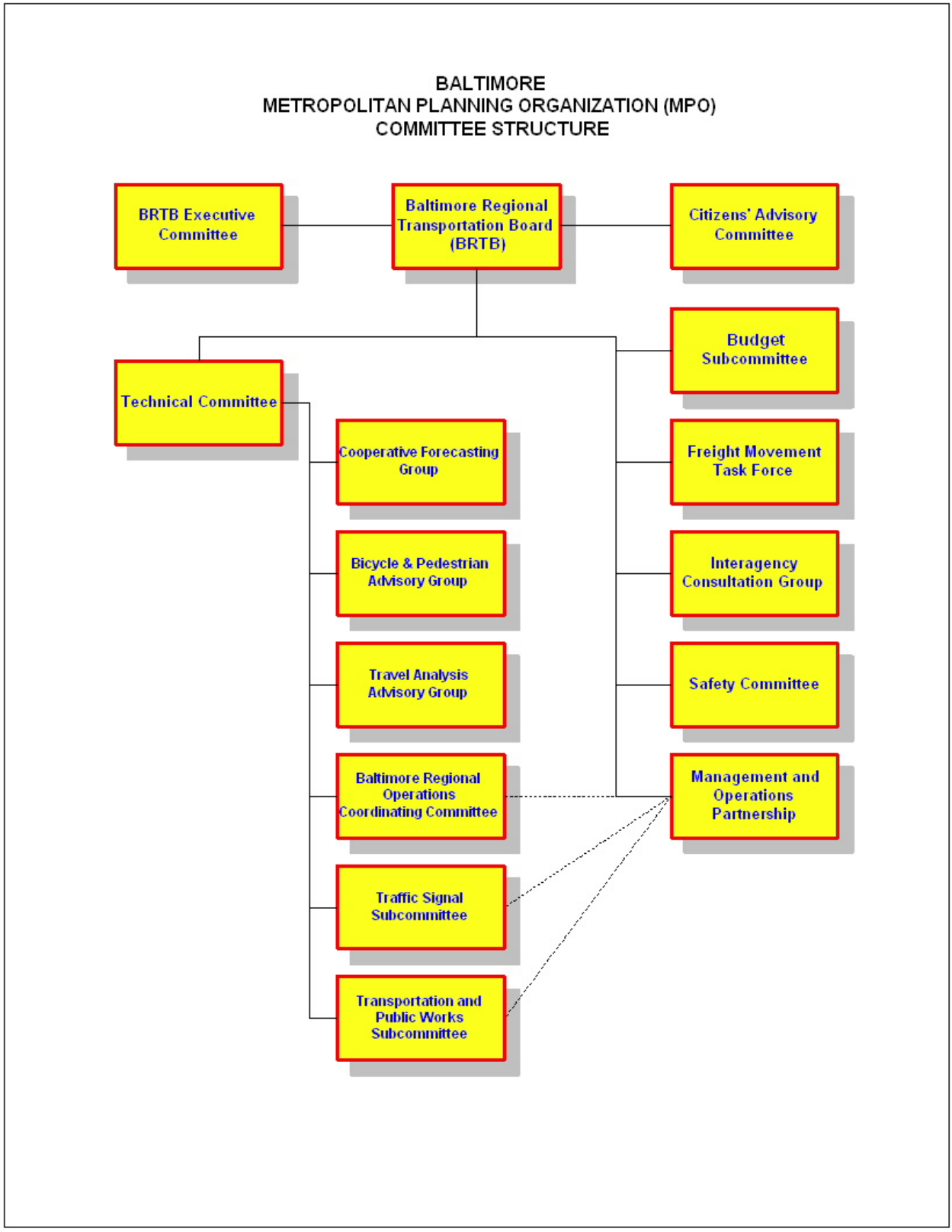
FIGURE 3


BALTIMORE
METROPOLITAN PLANNING ORGANIZATION (MPO)
COMMITTEE STRUCTURE
BRTB Executive Committee
Baltimore Regional Transportation Board (BRTB)
Citizens' Advisory Committee
Budget Subcommittee
Technical Committee
Cooperative Forecasting Group
Freight Movement Task Force
Bicycle & Pedestrian Advisory Group
Interagency Consultation Group
Travel Analysis Advisory Group
Safety Committee
Baltimore Regional Operations Coordinating Committee
Management and Operations Partnership
Traffic Signal Subcommittee
Transportation and Public Works Subcommittee

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The Maryland Department of Transportation (MDOT), a multi-modal organization that includes the State Highway Administration, the Maryland Transit Administration (the statewide public transit operator), the Maryland Port Administration and the Maryland Aviation Administration, has a standing “Memoranda of Understanding” with the Baltimore Metropolitan Council (BMC) that delineates responsibilities in support of the regional transportation planning process. This agreement, initiated in 1992 with the re-designation of the Baltimore MPO and reauthorized in 2004, 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. In addition, MDOT formally represents all State affiliated transportation modes and authorities on the Baltimore MPO.

As the leading air quality agency, the Maryland Department of the Environment (MDE) is an active member in the MPO 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. The Maryland Department of Planning also sits on the MPO, providing a direct linkage between transportation planning decisions and statewide growth management and land planning strategies. The Maryland Transit Administration (MTA) operates a comprehensive transit system throughout the Baltimore and Washington metropolitan areas. The MTA works closely with the MPO on the planning and operations of existing and new transit lines throughout the Baltimore region.

Federal Certification Review Process

On May 9, 1995, FHWA and FTA issued a joint "Certification Review" of the Baltimore MPO planning process and concluded that the planning process instituted by the BRTB addressed the requirements of the federal metropolitan planning regulations. A second certification review was conducted in March 1998 and finalized in December 1998 and a third certification review occurred on January 22-23 and February 20, 2001. The 2001 joint certification review team issued a formal finding that "the transportation planning process for Baltimore meets all of the requirements of TEA-21 and the October 28, 1993 Federal metropolitan planning regulations, 23 CFR Part 450, Subpart C." Three years later, between March 15-17, 2004, a fourth joint federal certification review of the Baltimore MPO was conducted.

Most recently, a joint federal certification review of the Baltimore MPO's planning process was conducted by representatives from the FHWA and FTA on June 23-25, 2008. In general, the federal team determined that the Baltimore MPO continues to conduct a "3-C" transportation planning process that satisfies the federal provisions governing metropolitan planning. Although the review team highlighted noteworthy practices in the BRTB planning process (i.e. data collection, air quality planning and public involvement), the team also identified areas in need of improvement. Specifically, the BRTB was asked to improve the current process in the following areas: (1) the link between project selection criteria of the region's long-range transportation plan and the metropolitan Transportation Improvement Program (TIP); (2) disclosure and access to all project activities conducted under the region's Congestion Management Process; (3) development of a Baltimore Metro Area ITS architecture; (4) UPWP management oversight; and (5) the development of a Title VI plan. To date the BRTB, with the support of the BMC staff have addressed many of the certification team's recommendations.

Transportation Planning Priorities

The FY 2012 UPWP includes several priority work tasks whose ultimate objective is intended to improve the analytical and consensus building capabilities of the Baltimore MPO. The UPWP details the "prescriptive" planning activities that must be addressed such as Public Participation, the Transportation Improvement Program and a Congestion Management Process in order to maintain a viable "3-C" planning process and meet federal certification requirements. The UPWP also describes the various tasks required to meet the approval dates for the region's next long-range plan and the TIPs as well as the technical and policy planning activities for subsequent years. This work plan has also been prepared to ensure efficient levels of support (financial and political) and create an atmosphere of trust and cooperation among the wide

array of stakeholders to be tasked to assist in various work activities undertaken by the BRTB. In addition to the activities directly involving the BRTB, a number of major transportation-related studies are underway throughout the region detailed later in this Prospectus.

It is through the FY 2012 UPWP, as well as previous UPWP initiatives, that the MPO will address and support the short-term and long-range transportation planning priorities of the Baltimore metropolitan area. In November 2007, the BRTB approved *Transportation Outlook 2035*, a new long-range regional transportation plan that guides the region's short-term and long-term multimodal investments. This plan was subsequently amended in February 2009 to include an additional $225 million in transit-supportive infrastructure improvements. In 2011, the BRTB initiated preparation of *Plan It 2035*, the next Long Range Transportation Plan for the Baltimore Region. This plan is scheduled for adoption by November, 2011.

As in previous work programs, the FY 2012 UPWP directs fiscal resources to upgrade the analytical tools and capacity of the MPO and its technical support staff to meet public policy evaluation needs. The FY 2012 UPWP will continue to support BMC's traditional 4-step travel demand model (trip generation, trip distribution, mode choice and trip assignment) and begin the phased transition to activity based models. The validation of the region's travel model with revealed data from the 2007/2008 Household Travel and 2007 On-Board Transit surveys has been completed. The initial phase, synthetic population generation, towards activity based models was completed in the 4th quarter of FY 2011. The region's modeling effort will continue to coordinate with the Red-Line modeling and the statewide model efforts looking to share data and refinement of modeling assumptions. The ability of the region's technical modeling tools to replicate revealed behavior and provide analytical analysis of regional policy questions are valuable inputs to the MPO's decision-making process.

In an attempt to assure timely attainment of air quality standards and protect public health, the Baltimore MPO continues to view clean-air planning as a major regional priority. As a moderate non-attainment area under the 8-hour ozone standard and a non-attainment area for the fine particulate matter (PM2.5) standard, the Baltimore region must display progress toward attainment or face federally-imposed penalty measures. The 1990 amendments to the Clean Air Act mandated the implementation of specific state actions that reduce vehicular emissions through technological enhancements and expanded vehicle emissions inspection programs as measures to offset growth related to future vehicle emissions. Moreover, the MPO is required by

federal mandate to demonstrate that implementation of the region's proposed transportation plans and programs conform with the applicable State Implementation Plan (SIP).

Under a cooperative Memorandum of Understanding between the Maryland Departments of the Environment and Transportation, the MPO operationalized an Interagency Consultation Group in 1996 to assess the conformity requirement of the metropolitan transportation planning process and to evaluate the development of regional transportation plans and programs with the preparation of mobile, stationary, and area source emission budgets included in the SIP. Included in *Transportation Outlook 2035* is a set of transportation-related control strategies that are recommended for implementation by 2035 in order to sustain the objectives of the SIP. As the U.S. EPA has recently proposed strengthening the ozone standard, the MPO will continue in FY 2012 to conduct an in-depth reconnaissance into potentially endorsable transportation control measures for the Baltimore non-attainment area.

Assisting this effort is the FY 2011 MPO-sponsored initiative of a competitive selection process for Congestion Mitigation and Air Quality Improvement Program (CMAQ) projects in the Baltimore region. Working cooperatively with the Maryland Department of Transportation, the BRTB once again prioritized $800,000 of CMAQ eligible projects in FY 2011 in order to promote the region's efforts to address transportation-related air quality emissions.

Through the FY 2012 UPWP, the MPO is reaffirming its support of Clean Air Partners, a non-profit, public-private partnership committed to improving air quality in the metropolitan Baltimore and Washington regions. The Partnership stresses public education, and BMC staff will participate in various outreach events to raise awareness of air quality issues. Many of these activities are planned for Clean Commute Month (May) and include a region-wide Bike to Work Day.

In keeping with the environmental mitigation regulations for metropolitan planning, the BRTB will continue efforts originating in the development of Transportation Outlook 2035 (and furthered in the development of Plan It 2035) to work with local and state regulatory agencies to identify inventories and conservation plans for sensitive, natural and historic assets that may be impacted by transportation infrastructure investments. Environmental mitigation strategies must be considered in determining the total costs of implementing long-range transportation plans. With the EPA's December 2010 release of the Chesapeake Bay Total Maximum Daily Loan

(TMDL) document, the MPO has reinvigorated their water-related planning activities, working to address water pollution issues related to transportation and future transportation investments.

Related to the priority of public participation in the Baltimore MPO process, the issue of equity planning has gained heightened awareness in the transportation field. Equity is a general term that considers the distributive “fairness” of decisions, projects and services. A subset of the issue is environmental justice, which considers how decisions specifically affect minority and low-income individuals. Since FY 2002, the BRTB has supported efforts to conduct technical assessment of projects and programs included in all plans and programs as to their ability to balance the region’s transportation network in relation to economic opportunities. BMC staff worked with Morgan State University, Johns Hopkins School of Public Health, the Greater Baltimore Urban League and other community based entities to ascertain the linkage between transportation planning and environmental justice. Given the nature and scope of this activity, it is anticipated that staff will continue to be engaged throughout FY 2012. Furthermore, with a SAFETEA-LU focus on expanding transportation options, the Baltimore MPO will continue to work with the Maryland Transit Administration to implement the recently updated Human Service Transportation Plan for the Baltimore metropolitan area that coordinates services for the disabled and mobility challenged. The objective for FY 2012 is to continue the MPO’s involvement to promote a wide range of initiatives that facilitate the linkage between suburban employment opportunities and urban-based labor supplies as well as services for the elderly and the disabled.

The BRTB has also directed the BMC staff to continue work with the region’s local jurisdiction Planning Directors and various state agencies to explore alternative land-use configurations and scenarios that strengthen the coordination between land use and transportation while promoting transportation and air quality benefits. This activity will utilize the Production, Exchange and Consumption Allocation System (PECAS) model to assess land value, employment and other demographic variables based on changes in land use (consumption) and/or changes to the transportation network. Throughout FY 2012, BMC staff will continue to work to integrate PECAS output with various regional travel scenarios to assess a wide range of system performance measures. These outcomes will enhance efforts to evaluate the potential impact growth scenarios will have on various transportation investment strategies.

The MPO will continue to monitor and react to new initiatives through the Federal Partnership for Sustainable Communities between the US Department of Transportation (DOT), Department

of Housing and Urban Development (HUD) and the Environmental Protection Agency (EPA) including exploring ways to further incorporate the six livability principles into the MPO work program.

In an attempt to develop a comprehensive approach to transportation planning in the Baltimore metropolitan area, the BRTB has directed BMC staff to explore opportunities to employ technology as a means of adding capacity to the region's transportation network. The work for FY 2012 includes the implementation of various study recommendations that enhance regional management and operations coordination in an attempt to manage various incidents and improve overall system efficiency. Issues such as inter-jurisdictional signal coordination, incident management, roadway, and bicycle and pedestrian safety are major regional priorities.

In light of the events of September 11, 2001, and reiterated in SAFETEA-LU, the Baltimore MPO, like many of its counterparts, has initiated a wide array of transportation security-related planning activities. This work meshes with the new SAFETEA-LU planning factor to address security. During FY 2003, the BRTB commissioned a Transportation Emergency Preparedness Task Force whose primary responsibility was to work with the Maryland Emergency Management Agency (MEMA) to prepare an emergency regional evacuation plan. This report was completed and accepted in FY 2008; however, given the complexity of this issue, this planning activity continues into the foreseeable future.

One of the region's guiding principles is to develop a transportation investment strategy that improves vehicular, and bicycle and pedestrian safety. The BRTB and BMC staffs were actively involved in the development of the 2010 State Highway Safety Plan that serves as a blueprint to reduce crashes and fatalities of the traveling public. In FY 2008 and 2009, the BRTB sponsored the creation of a regional safety media campaign that targeted special interest groups and emphasis areas with the highest number of fatalities and injuries in the metropolitan region. In FY 2012, BMC staff will continue to expand this public outreach initiative to incorporate other partnerships and communication opportunities. Throughout FY 2012, BMC staff will work with local Community Traffic Safety Program (CTSP) coordinators as well as state and federal representatives to educate and train decision makers on system, driver and vehicle safety improvement strategies.

ADDITIONAL PLANNING STUDIES

NEW OR ONGOING PLANNING STUDIES:

BRAC

This encompasses planning efforts in anticipation of Base Realignment and Closure (BRAC) impacts surrounding both Aberdeen Proving Ground (APG) in Harford County and Fort George G. Meade (FGGM) in Anne Arundel County. Following through on the State of Maryland BRAC Action Plan, MDOT completed a BRAC Commuter Bus Study in 2008, analyzing routes serving APG and Fort Meade.

MDOT completed traffic studies at heavily impacted intersections near APG and FGGM, looking at intersection and other minor improvements to provide relief in the near term. Construction activities have commenced at top priority projects at US 40/MD 715 at APG, and at MD 175/Rockenbach Rd/Disney Rd at FGGM. Currently, MDOT is designing improvements for additional priority intersections identified in collaboration with BRAC stakeholders. Planning continues of the Central Maryland Transit Maintenance Facility, and long-term improvements to MD 175 and MD 198. Finally, MDOT is actively engaged in working with Maryland's BRAC-impacted installations to assist them in moving employees "the last mile" to the installation and points within it. The State is working with APG and FGGM to introduce Department of Defense-funded shuttle bus services to and from nearby MARC and Metro Stations, as well as other Transportation Demand Management solutions.

MDOT is partnering with Harford County, the City of Aberdeen, and APG on improvements to the Aberdeen MARC Station. This includes Planning, Design, and Construction for the Aberdeen MARC Station Parking Expansion project, which is currently in design, and anticipated to commence construction activities in 2011. Development of design concepts for a Multimodal Transit Center at the Aberdeen Station, which was designated by the state as a Transit Oriented Development priority site in 2010, is to continue in 2011. MDOT is also conducting planning for a MARC Storage and Maintenance Facility at the Edgewood Campus of Aberdeen Proving Ground, a project that will support future service expansions, as well as fully-funded improvements to the Edgewood MARC Station, scheduled to commence construction in the Spring of 2011.

I-795: Dolfield Interchange

The purpose of the I-795 at Dolfield Road Project Planning Study is to improve vehicular, pedestrian and bicycle accessibility and provide safety and capacity improvements along I-795 while supporting existing and planned development in the area. I-795 provides commuters in the area with access to points east and west, including Baltimore City and Westminster in Carroll County. The enhancements to I-795 would improve access, mobility, and safety for local, regional, and inter-regional traffic, including passenger and transit vehicles. Project Planning is fully funded with Baltimore County contributing $625,000 and State Highway Administration is contributing $1.875 million. Planning is expected to be complete in Summer 2011.

MD 198: Laurel Fort Meade Road

A study to address capacity needs on MD 198 from MD 295 to MD 32 (2.66 miles). Bicycle and pedestrian access will be provided where appropriate. MD 198 is a key link to Fort Meade from points south and west. The area in and around Fort Meade will likely experience substantial growth as a result of BRAC. Project planning is underway and is expected to be completed in Fall 2012. Anne Arundel County is contributing up to $4.5 million to fully fund the planning phase.

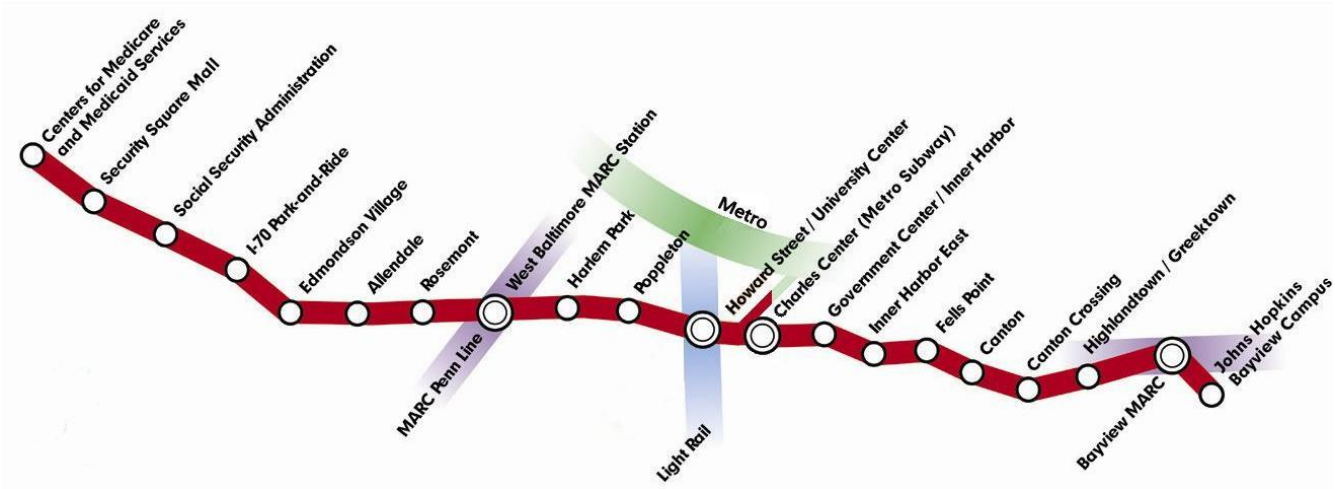
Red Line Transit Corridor Study

The Baltimore Red Line, first identified and prioritized in the 2002 Baltimore Region Rail System Plan, represents the highest priority corridor within the Baltimore region for transit improvements. The proposed Red Line is a 14-mile, east-west light rail transit (LRT) line that comprises Baltimore County's Woodlawn employment and commercial centers, including the Social Security Administration; residential areas of West Baltimore; the downtown Baltimore CBD, including the University of Maryland medical and academic centers; nearby tourist attractions; residential, retail and commercial points in Inner Harbor East, Fells Point and Canton; residential communities in the Highlandtown area; and employment and medical institutions at the Johns Hopkins Bayview campus in east Baltimore City. The system would provide enhanced mobility; help to reduce congestion; support economic development and community revitalization initiatives; and expand transportation alternatives in the region. Approximately 59,000 daily boardings are estimated.

The 20 proposed stations along the Red Line will provide improved connectivity with existing transit systems such as MARC at the West Baltimore Station and a future MARC station at

Bayview, light rail along Howard Street, and Metro at Charles Center, and with core and commuter bus routes. Commuter access will also be provided via park-and-ride facilities proposed at or near I-70, I-695, I-95 and/or I-895. The Red Line offers an expanded 21st century public transportation system in an already heavily traveled regional corridor, and will provide mobility benefits that are currently lacking in the region.

FTA Project Management Oversight Consultant (PMOC) coordination is underway as part of the formal FTA New Starts approval process to enter the Preliminary Engineering phase. Current activities include a FTA risk assessment that will review project scope, schedule, cost, and technical capacity; finalizing the real estate acquisition management plan; and development of a capital and operating financial plan. All submissions are subject to FOIA requests. Approval from FTA to begin Preliminary Engineering is expected May/June 2011. Preliminary Engineering and approval of the Final Environmental Impact Statement are scoped to be completed in Late 2012.



Statewide Freight Plan

The Maryland Statewide Freight Plan (SFP) was released in September 2009 and is moving into implementation. This is the first ever freight plan for Maryland and it provides a comprehensive overview of the State's current and long-range freight planning activities and investments. Additionally, the Statewide Freight Plan includes a Smart Growth element that makes it one of the first plans in the nation to address sprawl and land use. Tasks completed include a freight project needs inventory and set of corresponding policy initiatives. Outreach to public and private stakeholders across the State was done at the onset of the plan and at the

draft stage to identify freight system deficiencies and recommend solutions. The Freight Plan also includes a component to identify truck parking issues to address the continually increasing demand for spaces, and a modeling component developed in conjunction with the University of Maryland and SHA statewide modeling effort. The Freight Plan is designed to emphasize clear, achievable capital planning and implementation outputs that can be implemented within five-year and twenty-five year planning horizons. This effort was completed in September 2009 and was funded at a total cost of $520,000 using State dollars.

The implementation of the Freight Plan began through internal research and strategy development, but officially "kicked-off" in March 2010. Three working groups of modal representatives were formed: policy development, project planning and data/performance measures. The groups are meeting regularly to identify a short and long term action plan. The project development group, for example, is working on grouping the freight plan projects by corridor, understanding the issues, challenges, environment in the corridors and working with modal organizations to identify options in the short-term (calendar year 2010).

In January 2011, FHWA provided their Peer 2 Peer program which focused on Freight Performance Measures. BRTB helped MDOT facilitate holding the workshop in which the MPO's, MDOT's modes and other key stakeholders came together and developed a performance measure plan for multimodal freight, the first ever for MDOT. This important event was an important milestone in freight plan implementation work that has been taking place all year and will help Maryland to participate in and shape federal requirements for freight performance measures.

Disaster Debris Tabletop Exercise 2011

The Transportation & Public Works Subcommittee received $45,000 to plan, execute, and evaluate a tabletop exercise focused on coordination of disaster debris handling. This exercise will be held in mid FY 2012. The objectives for this exercise will be based on the results of the first regional Disaster Debris Tabletop Exercise held in October 2009.

PLANNING STUDIES INITIATED BUT NOW ON HOLD:

I-70: Baltimore National Pike

A study to address current and future capacity needs on I-70 between US 40 and MD 32 (7 miles). This project would ease increasing congestion and improve safety along this segment of I-70. Project planning was being conducted using State funding up until late fall 2008, when it was put on hold due to the economic downturn. The estimated total cost of the study is $3.0 million.

MARC Odenton Parking Expansion D & E

The project is on hold pending the outcome of the Transportation Public-Private Partnership Program (TP3) proposal evaluation.

I-95: Carroll-Camden Access Study

The purpose of this Interstate Access Point Approval (IAPA) study is to further evaluate alternatives that will improve access to, and facilitate the redevelopment of the Carroll Camden area, and also improve safety and operations along I-95 between Caton Avenue and Hanover Street. The results of this study will be used to begin discussions with the Federal Highway Administration (FHWA) regarding the appropriateness for IAPA, which would be developed as part of a NEPA study. The Maryland Transportation Authority (MdTA) began the IAPA study in January 2008 and will work closely with the City of Baltimore as the study proceeds. It is anticipated to be a 12-18 month study. The study is being fully funded by the MdTA, at a cost of $563,000. Currently the team is waiting for a Traffic Impact Study for the proposed casino in Baltimore City.

Green Line Transit Corridor Study

Planning work initiated as the Green Line Corridor Transit Study, defined as a 17-mile extension of the existing Baltimore Metro service from its current terminus at Johns Hopkins Hospital to White Marsh. The segment of the Green Line from Johns Hopkins University Hospital to Morgan State University was selected as one of the top three priority projects to begin implementation of the Baltimore Regional Rail Plan.

The Green Line Alternatives Analysis Study Draft Environmental Impact, initiated in 2002, examined the area between Johns Hopkins Hospital and Morgan State University, including the neighborhoods of Middle East, Broadway East, South Clifton Park, Darley Park, Coldstream Homestead Montebello, Ednor Gardens-Lakeside, and Hillen. This study identified several

potential heavy rail transit (HRT), bus rapid transit (BRT), and light rail transit (LRT) alternatives for a roughly four-mile service extension. The study, placed on hold in 2004, outlined an approach that would have included: conceptual plan preparation; preliminary engineering and mode feasibility analysis; environmental screening; assessment of right of way issues; ridership potential; capital and annual operating costs; and extensive public involvement.

The project was restarted in November 2006, resuming work initiated in 2002. The work envisioned selection of a Locally Preferred Alternative (LPA), followed by a Draft Environmental Impact Statement (DEIS) and Preliminary Engineering/Final Environmental Impact Statement (PE/FEIS) phase to qualify for New Starts grant funding. Key restart activities included Preliminary Market Ridership Analysis, aerial mapping, project Web site implementation and continuous public outreach through a speakers' bureau. More than 100 people attended the first round of Public Open House meetings on the Green Line in early June 2008. Due to fiscal constraints and higher priority transportation projects, the Green Line Study has been placed on indefinite hold.

RECENTLY COMPLETED STUDIES:

BWI Marshall Master Plan Update

The Maryland Aviation Administration (MAA) has prepared a long range needs assessment and Master Plan Update to identify 2030 projections of air traffic activity and facility improvement needs at Baltimore Washington International Thurgood Marshall Airport (BWI). The study required in-depth evaluations of many factors, including future air service, runway and terminal capacities, and environmental and community impact considerations. The Master Plan was completed in June 2010. The Plan is currently under review by the Federal Aviation Administration.

I-95 Section 200: North of MD 43 to North of MD 22

Study to investigate improvements to address capacity and safety needs on I-95 from north of MD 43 to north of MD 22 (18 miles). The study examined options to improve access, mobility and safety for local, regional and inter-regional traffic, including passenger, freight, and transit vehicles. The Finding of No Significant Impact (FONSI) was signed by FHWA in January 2011. This study was fully funded for project planning at a cost of $4.18 million by the Maryland

Transportation Authority which reflects a decrease of $1.8 million due to reduction of the right-of-way budget.

Kirk Division Project Development

A study of community impacts from the operations at the existing Kirk Division facility resulted in beginning project development to reconfigure an expanded site to replace the 1940's era "legacy" facilities. This effort will address community air quality and noise concerns and improve Kirk Division's operating efficiency and the safety and security of the division and its employees. The project also includes the purchase (now in the final stages of condemnation proceedings) of a property across Kirk Ave. from the existing operations to improve operations and facilitate continued service during demolition and construction. No expansion of services from the Kirk Division is planned. Project planning was completed in Summer 2010. Project Design in currently underway.

US 50: John Hanson Highway

SHA had initiated a feasibility study to investigate options for alleviating congestion on US 50 from MD 70 to MD 2 (north), including the Severn River Bridge (1.7 miles). The approaches to the US 50 Severn River Bridge experience severe congestion, particularly the eastbound direction in the evening peak period. The feasibility study began in 2007 and was completed in March 2010. The total cost of the study was $562,000 which was funded using State dollars.

Ft. Meade – Anne Arundel County Led Study

Anne Arundel County through the Fort Meade Growth Management Committee received approximately $1 million in grant funding from Office of Economic Adjustment (OEA) of the US Department of Defense. There were three studies initiated: 1) Regional Housing Demand, 2) developing Transit/Rideshare information for a potential clearinghouse to support Fort Meade existing and BRAC related development, plus the Enhanced Use Lease project, and 3) a highway corridors study. All three studies are complete with some follow-up activity.

1) Regional Housing Impact: Study's results and conclusions are being used by the neighboring jurisdictions for consideration in land use planning. Completed in August 2008.

2) Transit/Rideshare Clearinghouse: Transit route planning and identification of rideshare/car and van pool strategies have been referred to MTA, Fort Meade, and the Regional Growth

Management Committee established by MOU among the jurisdictions around Fort Meade. Recommendations have been used to develop a Transportation Action Plan at Fort Meade. Completed in November 2008.

3) Highway Corridors: Follow on design is underway for three locations identified in the project requiring either signalization or geometric improvements. All of which are maintained by Anne Arundel County. Potential projects involving State maintained intersections have been referred to SHA and identified in County Construction Priority Letters to Secretary of MDOT. Intersections beyond the boundaries of Anne Arundel County have been referred to the local jurisdiction for coordination with MDOT and SHA. Completed in January 2009.

Traffic and Evacuation Model

The Transportation and Public Works Subcommittee of the BRTB began work on a traffic and evacuation model in FY 2008, initiated by an award of $390,400 of FY 2007 Urban Area Security Initiative (UASI) funds. This initiative focuses on traffic flow in the event of an evacuation. The effort will result in a traffic modeling and simulation tool to assist with emergency traffic management as well as benefitting daily traffic management. The model will use static traffic data with real-time data incorporated as it becomes available. The T&PW Subcommittee was awarded $110,000 of FY 2008 UASI funds to continue work on the model. These funds have been used to incorporate pedestrian and transit evacuation into the model. The model is being developed by the University of Maryland and builds on previous work performed for the Eastern Shore and National Capital Region. All allocated funds for the model have been used; the geographic scope and functionality of the model can be expanded if additional funding becomes available. In FY 2012, the model will be used to evaluate evacuation plans and scenarios, as well as special event planning such as the Baltimore Grand Prix.

Tabletop Exercise Focused on Transportation Aspects of Evacuation

The Transportation and Public Works Subcommittee of the BRTB received $25,000 of FY 2008 UASI funds to conduct a tabletop exercise focused on transportation aspects of evacuation. This project also used $21,500 of UPWP funds. The tabletop exercise, which was held in May 2010, evaluated local and state evacuation plans and evacuation coordination. The After Action Report / Implementation Plan from the tabletop will be used to identify other projects.

Transportation Planning Elements

Essential to the Baltimore MPO's transportation planning effort is the ability to understand existing and future travel patterns and behavior. The FY 2012 UPWP will continue to support efforts to enhance transportation planning methods and analysis capabilities as we focus on regional travel demand in an attempt to determine the existing transportation network's ability to meet regional mobility needs. A key part of understanding future travel patterns and behavior is the use of a solid socioeconomic dataset. In FY 2001, BRTB staff was able to make use of the initial 2000 Census tabulations. Further information provided from the 2000 Census that specifically documented travel trends at the residence, workplace and as travel flows was contained in the 2000 Census Transportation Planning Package (CTPP). The 2000 Census data formed the base year of all forecast sets developed to date such as Round 5-D, Round 6 and 6-A, Rounds 7, 7-A, 7-B and the current Round 7-C. Census data and forecasts of population, housing, and employment were used to update the BMC Community Profiles that sit on the BMC web site.

All of the forecast sets developed in conjunction with the Cooperative Forecasting Group (CFG) were used in conformity determinations of Transportation Improvement Programs for 2006-2012, 2007-2012, 2009-2013, 2010-2013, and 2011-2014. Specifically, the adoption of Round 7 in FY 2008 was utilized in planning projects and activities associated with *Transportation Outlook 2035* which is the current long range transportation plan for the Baltimore region. In FY 2010, the BRTB adopted Round 7-C forecasts for use in the development of the 2012 Baltimore Region Long Range Transportation Plan, *Plan It 2035*, and its associated conformity determination for projects that are in included in the Plan.

During FY 2012, BMC staff will continue to work with the Cooperative Forecasting Group in the Baltimore area and coordinate with the Metropolitan Washington Council of Governments' CFG to jointly develop forecasts based on the interaction of the two regions. The Maryland Department of Planning (MDP) is also a partner in this endeavor. During FY 2011, the BMC worked closely with local planning agencies to develop 2010 Census geographic boundaries such census tracts and census block groups. During that same period the BMC helped to promote participation in the 2010 Census in conjunction with the United States Bureau of the Census, the Maryland State Data Center and local governments. In FY 2011, BMC staff worked with local planning agencies to develop transportation analysis zones based on new census geography. BMC also tabulated and evaluated the first release of 2010 Census data. The

census data release enables staff to incorporate this new information into deliberations on projects and programs to be included in the next long range transportation plan, *Plan It 2035*.

In recent fiscal years, BMC has collected or compiled a number of datasets, including the 2007/2008 Household Travel Survey, the 2007 On-Board Transit Survey, the American Community Survey, and data on regional traffic conditions such as GPS-based floating car travel time data and traffic counts. FY 2009 and 2010 was a time for data cleaning, GIS verification, as well as the initial documentation and reporting of the data. In FY 2012, staff will focus on making the most of these resources by using them to analyze regional travel trends and related policy issues. Examples of these include: sustainability initiatives, the aging of the population, and the movement in federal policy away from adding capacity, and toward management of the existing system.

Essential to the region's transportation planning efforts is BMC staff's maintenance of the Baltimore Region Travel Demand Model. A continuing program of model enhancements has been carried out over the past several fiscal years to ensure that the MPO's modeling capabilities are in line with the "state of the practice". In FY 2012, BMC staff will develop training/support materials to assist regional partners with use of the validated technical tool and the completed phase I (synthetic population generation) transition to activity base modeling. The region's technical tools will also be used in support of the development of a regional transit and freight plan. Further refinement and understanding of model assumptions used in mode choice model will be evaluated to support technical analysis related to the development of a transit plan. Coordination with State Highway Administration in applying enhanced freight modeling procedures developed for the statewide model will boost technical capabilities in the support of a regional freight plan. The integration of EPA's mobile emission model MOVES with travel model output will continue in preparation for required conformity determination of plans and programs is conducted with EPA's new emission model beginning March 2012. The phased approach in the development of activity base model, building upon the completed phase I - synthetic population generation, will continue. The estimation of disaggregate models designed to simulate individual travel choices at the household level using previously collected reveal behavior will be initiated through the use of consultant services.

Congestion management work tasks will also continue, as the region looks to detail strategies and solutions to congestion problems throughout the metropolitan area. As part of the ongoing effort to monitor the effectiveness of the regional Congestion Management Process (CMP),

BMC staff will continue to gather traffic counts, highway speeds/travel time data, and perform an Aerial Traffic Congestion Study under the Regional Traffic Monitoring Program. These internal datasets will be combined with outside sources, such as safety and operations data from CHART and the I-95 Corridor Coalition to serve as the backbone for a comprehensive regional Congestion Management Process report. The final report will serve as a systematic guide for managing congestion that provides information on transportation system performance and on alternatives for alleviating congestion and enhancing mobility.

Also in FY 2012, staff will use federal policy requirements and guidelines for Transportation Management Areas (urbanized areas with a population greater than 200,000) to re-evaluate the CMP adopted for the region by the BRTB in 1997. This task, initiated in FY 2005, will re-assess potential congested links in consultation with state and local agencies to meet CMP guidelines. New corridors will be selected based on performance measures and congestion density (including adjacent congested segments and/or intersections) and predominant travel patterns as well as group consensus and professional judgment. In addition to the travel demand model, BMC staff will use micro-simulation tools such as CORSIM to analyze existing and proposed corridors to determine levels of congestion.

The FY 2012 UPWP also includes continued support toward the understanding of regional freight flows, corridors and facilities. Not only will the MPO widen its awareness and identification of freight movement issues through a planned regional freight-related database but also through the regional Task Force and various work tasks completed in previous years.

As quality of life needs and issues continue to be unpredictable, the influence is significant on regional travel behavior patterns. In an attempt to understand and plan, where possible, for the challenges imposed by the ever-changing marketplace, the BRTB continues to dialogue with our metropolitan planning organization colleagues in Washington, D.C. and Delaware to prepare a comprehensive list of inter-state transportation problems and opportunities, both current and future, that limit or enhance the interchangeability of living in one metropolitan region and working in another.

FIGURE 4

General Reporting Requirements	BRTB Response
A list of any active lawsuits or complaints naming the applicant which allege discrimination on the basis of race, color, or national origin with respect to service or other transit benefits.	None
A description of all pending applications for financial assistance, and all financial assistance currently provided by other federal agencies.	None
A summary of all civil rights compliance review activities conducted in the last 3 years.	None
A signed UMTA Civil Rights Assurance that all of the records and other information required under this circular have been or will be compiled, as appropriate, and maintained by the applicant, recipient, or sub-recipient.	Signed on August 23, 2005.
A signed standard DOT Title VI Assurance.	Signed on August 23, 2005.
Provide a written description of continuing planning efforts which are responsive to the requirements of Title VI to assure that transit planning and programming are nondiscriminatory.	The UPWP, TIP and LRP are all provided to the public for review and comment. MTA participates in the public meetings held on the TIP as part of their responsibility for 5307 funds.
Monitor the Title VI activities and/or programs of local transit system. In particular, the MPO is requested to provide documentation describing efforts to: identify minority communities that will be affected by proposed service changes, and provide technical assistance or guidance to local transportation providers in updating and developing Title VI information.	While MTA maintains ongoing activities with the public, the BRTB, through the UPWP is prepared to assist MTA in the evaluation of potential impacts. Several years ago, the BRTB provided a review of impacts overall and to minority communities of the initial Greater Baltimore Bus Initiative.
Provide a description of the methods used to inform minority communities of planning efforts relating to transit service and improvements.	The most timely method is an e-newsletter that is sent to all community association leaders, and interested citizens, called B'More Involved. This newsletter provides information on transportation meetings and hearings across the region. Additionally there is a printed newsletter and the BMC web site that provides information to the public.
Provide a written statement describing how minority groups or persons are afforded an opportunity to participate in local decision-making processes.	All committee meetings are open to the public, agendas and minutes are online and mailed upon request. Minority individuals are included on various committees and are generally represented by their local elected officials.
Provide a racial breakdown for transit-related nonelected boards, advisory councils or committees, and a description of efforts made to encourage the participation of minorities on such boards or committees.	Diverse representation on committees is encouraged. Minority members chair some committees and participate on others.