



**FY 2025 ADDENDUM  
TO THE BALTIMORE REGION FY 2024-2025  
UNIFIED PLANNING WORK PROGRAM  
FOR TRANSPORTATION PLANNING**

**Transportation Planning Budget**

**APRIL 19, 2024**

**PREPARED FOR THE  
BALTIMORE REGIONAL TRANSPORTATION BOARD  
The designated Metropolitan Planning Organization  
for the Baltimore Region**



The BRTB is staffed by the:  
BALTIMORE METROPOLITAN COUNCIL

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# **FY 2025 ADDENDUM TO THE BALTIMORE REGION FY 2024-2025 UNIFIED PLANNING WORK PROGRAM FOR TRANSPORTATION PLANNING**

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**The Honorable Johnny Olszewski, Chair  
Baltimore Regional Transportation Board**

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

**BRTB Vote:  
April 19, 2024**

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

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

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Ms. Bihui Xu, Principal Planner, Transportation Planning Service Division

\* Denotes non-voting members

## **Abstract**

### **UNIFIED PLANNING WORK PROGRAM DEVELOPMENT PROCESS**

This document is about the updated budget for FY 2025 of the Unified Planning Work Program (UPWP) in the Baltimore metropolitan area. The UPWP outlines planning activities, priorities and responsibilities for transportation planning. It's crucial for securing federal funding for transportation projects.

The UPWP is funded by a mix of federal grants (80%) from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) and local contributions (20%) from the Maryland Department of Transportation (MDOT) and local governments.

The planning area includes Baltimore City, Anne Arundel, Baltimore, Carroll, Harford, Howard, and parts of Queen Anne's counties. The document emphasizes the importance of public input, compliance with federal regulations, and the focus on key planning areas such as data collection, safety, access to transportation, and public involvement.

The Baltimore Regional Transportation Board (BRTB) plays a central role in the planning process, serving as the Metropolitan Planning Organization (MPO). The BRTB coordinates with state agencies, local jurisdictions and the public to address short-term and long-range transportation priorities.

The document also discusses key plans such as Resilience 2050, the Long-Range Transportation Plan (LRTP), and the Transportation Improvement Program (TIP), the short-range program. It highlights the adoption of performance-based planning and programming, as mandated by federal laws. The BRTB has set performance targets across various areas such as transit safety, highway safety, and environmental impact.

Moreover, this document mentions the recent federal legislation, the Bipartisan Infrastructure Law, which authorizes significant investment in public transportation. It provides insights into federal regulations related to metropolitan transportation planning and the importance of fiscal constraint in planning documents.

The document outlines the roles and responsibilities of various entities, such as the BRTB, MDOT, and Maryland Department of the Environment (MDE), in the transportation planning process. It emphasizes the collaborative nature of planning efforts and the importance of committees and subcommittees in addressing technical and policy areas.

In summary, the document outlines the comprehensive planning process, funding sources, key plans, and the collaborative efforts of stakeholders involved in shaping the transportation landscape in the Baltimore metropolitan area.

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## INTRODUCTION

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## UNIFIED PLANNING WORK PROGRAM DEVELOPMENT PROCESS

The Fiscal Years (FY) 2024-2025 Unified Planning Work Program (UPWP) outline the planning activities to be performed by participants involved in the Baltimore metropolitan transportation planning process over the two fiscal years (July 1, 2023 through June 30, 2025). It defines the regionally agreed upon planning priorities and the roles and responsibilities of the various participants in this process. This Addendum updates the FY 2025 budget and identifies several new work program items.

The work program reflects a careful consideration of critical transportation issues facing the region now and into the future, as well as the analytical capabilities needed to address them. The UPWP is required as a basis and condition for all federal funding assistance for transportation planning by the joint planning regulations of FHWA and FTA.

It is through the FY 2024-2025 UPWP, as well as previous UPWP initiatives, that the Baltimore Regional Transportation Board (BRTB), as the designated metropolitan planning organization (MPO), will address and support the short-term and long-range transportation planning priorities of the Baltimore metropolitan area. In July 2023, the BRTB approved *Resilience 2050 Adapting to the Challenges of Tomorrow*, the current long-range regional transportation plan that guides the region's multimodal investments. The BRTB is now focusing on implementation of that plan and continued coordination with state agencies to address requirements related to performance-based planning and programming. This UPWP includes studies and programs to those ends.

The UPWP is funded through an 80 percent planning grant provided by FHWA and FTA and a 20 percent match provided by the Maryland Department of Transportation (MDOT) and the local governments of the Baltimore metropolitan planning area. Federal funding sources include Title 1, Section 112 metropolitan planning funds (Federal Highway Act (PL-93-87)) and Title III, Section 5303 metropolitan planning funds. The total funding proposed for the FY 2025 transportation planning activities for the Baltimore region is \$10,580,000.

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

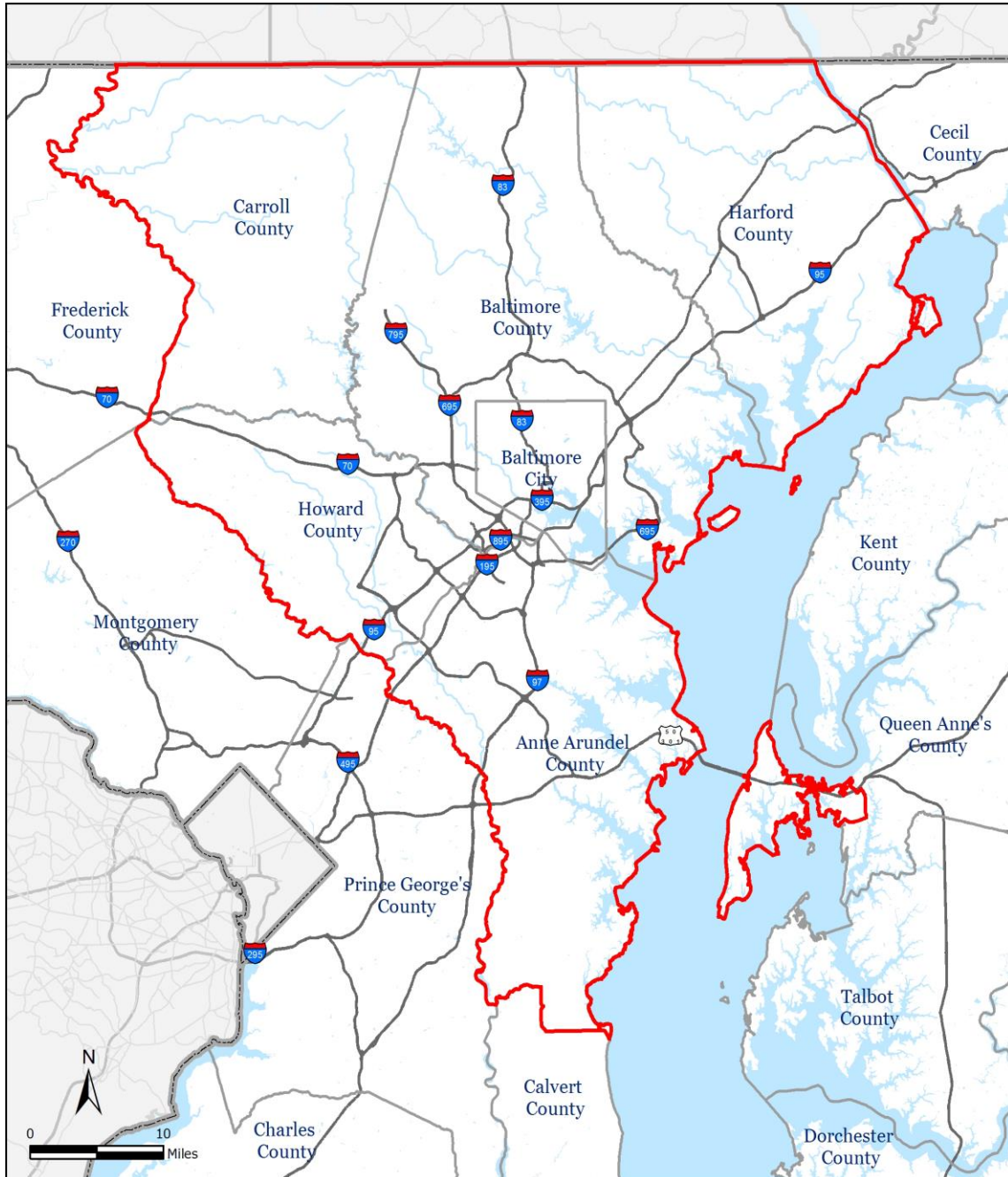
The work tasks delineated in the UPWP are performed primarily by staff working in the Transportation Planning Division of the Baltimore Metropolitan Council (BMC), with limited support provided by other functioning units within the BMC. Specific elements of the UPWP, at times, are contracted out to consultants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



## METROPOLITAN PLANNING AREA

At a minimum, a Metropolitan Planning Area (MPA) must cover the urbanized area and contiguous geographic areas likely to become urbanized within the next 20 years. The Baltimore MPA consists of Baltimore City as well as Anne Arundel, Baltimore, Carroll, Harford, Howard and portions of Queen Anne's counties (see Figure 1 for the geographic location of each participating local jurisdiction).

**FIGURE 1  
THE BALTIMORE REGION**



The planning area is part of the 2010 U.S. Census Bureau's Baltimore-Columbia-Towson Metropolitan Statistical Area (MSA), containing the Baltimore Urbanized Area, the Aberdeen-Havre De Grace-Bel Air Urbanized Area, the Westminster Urbanized area, and a portion of Queen Anne's County. Also included within the Baltimore region are thirteen smaller incorporated municipalities. The Baltimore, MD designated area (Anne Arundel County, Baltimore County, Carroll County, Harford County, Howard County, and City of Baltimore) is currently designated by the Environmental Protection Agency (EPA) as a moderate nonattainment area for the 2008 8-hour ozone standard and a marginal nonattainment area for the 2015 8-hour ozone standard. The entire nonattainment area is in the northern portion of the 2020 U.S. Census Bureau designated Washington-Baltimore-Arlington, DC-MD-VA-WV-PA Combined Statistical Area (CSA).

## **PUBLIC INPUT INTO THE UPWP**

In keeping with the proactive public involvement spirit of the Infrastructure Investment and Jobs Act, U.S. Public Law 117-58, signed November 15, 2021, this Addendum to the FY 2024-2025 UPWP is being released to the public for a 30-day review and comment opportunity.

## **METROPOLITAN TRANSPORTATION PLANNING**

This most recent federal legislation is also known as the [Bipartisan Infrastructure Law](#), as enacted in the Infrastructure Investment and Jobs Act authorizes the largest federal investment in public transportation in the nation's history. The IIJA creates more than a dozen new highway programs and also creates more opportunities for local governments and other entities.

On May 27, 2016, the U.S. Department of Transportation (U.S. DOT) issued the latest regulations regarding metropolitan transportation planning, specifically outlining the planning requirements associated with the metropolitan planning process, including the Long-Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP).

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

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

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

is being covered and (2) realistic implementation schedules based on when these committed funds will be available.

### **Long-Range Transportation Plan**

During FY 2024, the Baltimore Regional Transportation Board (BRTB) adopted *Resilience 2050: Adapting to the Challenge of Tomorrow*. This \$70 billion plan includes investments supporting the operation and preservation of our transportation system along with details on transit, bicycle, pedestrian, roadway, and interchange projects that may receive federal funding for the years 2028 through 2050. BMC staff are developing a timeline and steps for the next update to the Long Range Transportation Plan expected in FY 2028.

### **FY 2024-2027 Transportation Improvement Program**

The BRTB adopted the FY 2024-2027 TIP in July 2023. All projects and activities funded in the FY 2024-2027 TIP were developed in relationship to the regionally adopted *Resilience 2050: Adapting to the Challenges of Tomorrow*. The BRTB will adopt the next TIP, covering FY 2025-2028, in July 2025.

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

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

*Resilience 2050* includes a set of overarching regional goals, specific implementation strategies that support these goals, and a series of performance measures and targets. These measures and targets are consistent with the performance-based approach to planning and programming set forth in MAP-21, the FAST Act, and corresponding regulations. These measures and targets help the BRTB and operating agencies gauge progress relative to regional goals and strategies.

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

Out of the set of 25 federally mandated measures and targets, the BRTB has adopted all 25 and will update according to the federal schedule. The 25 mandated targets include:

- four transit asset management measures and targets (adopted in June 2017): (1) percentage of non-revenue service vehicles that have either met or exceeded their Useful Life Benchmarks (ULBs), (2) percentage of revenue vehicles within an asset class that have either met or exceeded their ULBs, (3) with respect to infrastructure (rail fixed-guideway, track, signals, systems): percentage of track segments with performance restrictions, and (4) percentage of facilities within an asset class rated below condition 3 on the TERM scale
- five highway safety measures and targets (first adopted in January 2018, and updated each year through January 2022): (1) Number of fatalities, (2) rate of fatalities per 100 million VMT,

(3) number of serious injuries, (4) rate of serious injuries per 100 million VMT, and (5) number of non-motorized fatalities + non-motorized serious injuries – pedestrian and bicycle

- two system performance measures and targets to assess traffic congestion (unified MDOT/BRTB targets for the urbanized area; adopted in May 2018): (1) annual hours of peak-hour excessive delay per capita (PHED measure) and (2) percentage of non-SOV (single-occupancy vehicle) travel
- one measure to assess on-road mobile source emissions (applies to projects with CMAQ funding) (adopted in June 2018 and updated in September 2020): total emissions reduction: 2-year and 4-year cumulative reported emission reductions of each criteria pollutant and applicable precursors (PM<sub>2.5</sub>, PM<sub>10</sub>, CO, VOC, and NO<sub>x</sub>) for which the area is designated nonattainment or maintenance *[Note: the BRTB region is in nonattainment only with respect to ozone]*
- four measures to assess pavement condition (adopted in October 2018): (1) percentage of pavement on the interstate system in good condition, (2) percentage of pavement on the interstate system in poor condition, (3) percentage of pavement on the NHS (excluding the interstate system) in good condition – state/local, and (4) percentage of pavement on the NHS (excluding the interstate system) in poor condition – state/local
- two measures to assess bridge condition (adopted in October 2018): (1) percentage of NHS bridges by deck area classified as in good condition and (2) percentage of NHS bridges by deck area classified as in poor condition
- two measures to assess performance of the National Highway System (NHS) under the National Highway Performance Program (expressed as Level of Travel Time Reliability (LOTTTR) (adopted in October 2018): (1) percentage of person-miles traveled on the interstate system that are reliable (Interstate Travel Time Reliability measure) and (2) percentage of person-miles traveled on the non-interstate NHS that are reliable (non-interstate NHS Travel Time Reliability measure)
- one measure to assess freight movement on the interstate system (adopted in October 2018): percentage of interstate system mileage providing for reliable truck travel times (Truck Travel Time Reliability Index – TTTR)
- four transit safety measures (reported by mode) (adopted in January 2021): (1) number of reportable fatalities and rate per total vehicle revenue miles, (2) number of reportable injuries and rate per total vehicle revenue miles, (3) number of reportable safety events and rate per total vehicle revenue miles, and (4) mean distance between major mechanical failures.

Chapter 5 of *Resilience 2050* provides additional information on these adopted performance measures and targets.

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

All Transportation Improvement Programs (TIPs) that will be adopted from this point on, will follow the performance-based approach described in the long-range transportation plan. These TIPs will include a narrative explaining how the programmed projects relate to specific regional performance measures and targets. Narrative can be found in the 2024-2027 TIP, in Chapter II, Section G on performance based planning with the measures and targets.

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

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



## **MPO Roles and Responsibilities**

The BRTB is the federally designated MPO acting as the regional transportation planning and policy making body for the Baltimore region. In this capacity, the BRTB is directly responsible for conducting the continuing, cooperative and comprehensive (3-C) transportation planning process for the Baltimore metropolitan region in accordance with the metropolitan planning requirements of Section 134 (Title 23 U.S.C.) of the Federal Highway Act of 1962 and Section 8 of the Federal Transit Act. The BRTB approved an updated 3-C Planning Agreement at their February 2020 meeting. The BRTB provides overall program management of the UPWP work tasks and budget as well as policy direction and oversight in the development of the federally mandated long-range transportation plan, the Transportation Improvement Program, and the transportation element of the State Air Quality Implementation Plan.

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

In the Baltimore metropolitan area, the roles and responsibilities of the BRTB, state and local transportation operators and transportation-related state agencies for cooperatively conducting transportation planning and programming have been established over several years.

A network of committees and subcommittees was formulated to focus on specific technical and policy areas at the direction of the BRTB. Coordination of this diversified transportation planning structure, a direct responsibility of the BRTB, serves to ensure that transportation planning is integrated with the region's efforts to address economic and environmental challenges, land development and quality of life issues such as public health.

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

As the leading air quality agency, MDE is an active member in the transportation planning process. Providing technical input and direction, MDE has assumed an advocacy role in the development of transportation system improvements that enhance the region's efforts to reach attainment by the prescribed timelines. MDP provides a direct linkage between transportation planning decisions and statewide growth management and land planning strategies.

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

## **APPENDIX A**

# **FY 2025 BUDGET DETAILS**

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### FY 2025 UPWP BUDGET

#### **SOURCES**

	FHWA	FTA	MDOT	LOCAL	TOTAL
FY 2025 Appropriations	\$4,659,418	\$1,742,474	\$1,010,000	\$1,106,000	\$8,517,892
FY 2024 Carryover	\$1,790,000	\$350,000			\$2,140,000
FY 2025 Funds Available	\$6,449,418	\$2,092,474	\$1,010,000	\$1,106,000	\$10,657,892

#### **USES**

BMC Staff	\$6,900,000
Consultants	\$3,200,000
 BMC Total	 \$10,100,000
 City of Annapolis	 \$60,000
Anne Arundel County	\$60,000
Baltimore City	\$60,000
Baltimore County	\$60,000
Carroll County	\$60,000
Harford County	\$60,000
Howard County	\$60,000
Queen Anne's County	\$60,000
 Local Total	 \$480,000
 TOTAL USES	 \$10,580,000

**BALTIMORE REGION UPWP**  
**ADDENDUM TO THE FY 2024-2025 UNIFIED PLANNING WORK PROGRAM**

**FY 2025 WORK PROGRAM BY TASK & FUND SOURCE**  
**(\$)**

	FHWA	FTA	MDOT	LOCAL	TOTAL
UPWP Management	625,210	198,790	103,000	103,000	1,030,000
Professional Consultant Services	2,233,760	710,240	320,000	416,000	3,680,000
Technical Analysis for State and Local Initiatives	103,190	32,810	17,000	17,000	170,000
Long-Range Transportation Planning	145,680	46,320	24,000	24,000	240,000
Transportation Improvement Program	145,680	46,320	24,000	24,000	240,000
Public Participation and Community Outreach	297,430	94,570	49,000	49,000	490,000
Transportation Equity Planning	97,120	30,880	16,000	16,000	160,000
GIS Activities	254,940	81,060	42,000	42,000	420,000
Demographic and Socioeconomic Forecasting	169,960	54,040	28,000	28,000	280,000
Development Monitoring	182,100	57,900	30,000	30,000	300,000
Analysis of Regional Data and Trends	194,240	61,760	32,000	32,000	320,000
Maintenance of Current Simulation Tools	230,660	73,340	38,000	38,000	380,000
Simulation Tools: Applications and Analysis	200,310	63,690	33,000	33,000	330,000
Safety Planning and Analysis	139,610	44,390	23,000	23,000	230,000
TSMO Planning	139,610	44,390	23,000	23,000	230,000
Emergency Preparedness Planning	115,330	36,670	19,000	19,000	190,000
System Performance: Monitoring and Adapting	254,940	81,060	42,000	42,000	420,000
Freight Mobility Planning	115,330	36,670	19,000	19,000	190,000
Bicycle and Pedestrian Planning	121,400	38,600	20,000	20,000	200,000
Transit and Human Service Planning	333,850	106,150	55,000	55,000	550,000
Environmental Planning	230,660	73,340	38,000	38,000	380,000
Air Quality Conformity Analysis	91,050	28,950	15,000	15,000	150,000
<b>Total</b>	<b>6,422,060</b>	<b>2,041,940</b>	<b>1,010,000</b>	<b>1,106,000</b>	<b>10,580,000</b>

**BALTIMORE REGION UPWP**  
**FY 2024-2025 UNIFIED PLANNING WORK PROGRAM**

**FY 2025 FUNDING BY TASK AND PROJECT SPONSOR**

WORK TASKS	BMC SHARE	ANNAPOLIS SHARE	ANNE ARUNDEL COUNTY SHARE	BALTIMORE CITY SHARE	BALTIMORE COUNTY SHARE	CARROLL COUNTY SHARE	HARFORD COUNTY SHARE	HOWARD COUNTY SHARE	QUEEN ANNE'S COUNTY SHARE	TOTAL
UPWP Management	1,030,000									\$1,030,000
Professional Consultant Services	3,200,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	\$3,680,000
Technical Analysis for State and Local Initiatives	170,000									\$170,000
Long-Range Transportation Planning	240,000									\$240,000
Transportation Improvement Program	240,000									\$240,000
Public Participation and Community Outreach	490,000									\$490,000
Transportation Equity Planning	160,000									\$160,000
GIS Activities	420,000									\$420,000
Demographic and Socioeconomic Forecasting	280,000									\$280,000
Development Monitoring	300,000									\$300,000
Analysis of Regional Data and Trends	320,000									\$320,000
Maintenance of Current Simulation Tools	380,000									\$380,000
Simulation Tools: Applications and Analysis	330,000									\$330,000
Safety Planning and Analysis	230,000									\$230,000
TSMO Planning	230,000									\$230,000
Emergency Preparedness Planning	190,000									\$190,000
System Performance: Monitoring and Adapting	420,000									\$420,000
Freight Mobility Planning	190,000									\$190,000
Bicycle and Pedestrian Planning	200,000									\$200,000
Transit and Human Service Planning	550,000									\$550,000
Environmental Planning	380,000									\$380,000
Air Quality Conformity Analysis	150,000									\$150,000
<b>TOTAL</b>	<b>10,100,000</b>	<b>60,000</b>	<b>60,000</b>	<b>60,000</b>	<b>60,000</b>	<b>60,000</b>	<b>60,000</b>	<b>60,000</b>	<b>60,000</b>	<b>10,580,000</b>

BALTIMORE REGION UPWP  
FY 2024-2025 UNIFIED PLANNING WORK PROGRAM

**FY 2025 FOCUS AREA PROJECTS  
PROJECTS & FUND SOURCE**

<b>WORK TASKS</b>	<b>FHWA</b>	<b>FTA</b>	<b>MDOT</b>	<b>LOCAL</b>	<b>TOTAL</b>
BMC Staff Support for Local Discretionary Grants	\$151,200	\$48,800	\$25,000	\$25,000	\$ 250,000
LOTS Skills & Technology Support	\$30,240	\$9,760	\$5,000	\$5,000	\$ 50,000
LRTP Scenario Planning	\$151,200	\$48,800	\$25,000	\$25,000	\$ 250,000
Patapsco Regional Greenway: Patapsco LR to Cherry Hill	\$181,440	\$58,560	\$30,000	\$30,000	\$ 300,000
Program Scoring & Project Identification FOR CRP/PROTECT	\$120,960	\$39,040	\$20,000	\$20,000	\$ 200,000
Safety Messaging & Outreach Campaign	\$60,480	\$19,520	\$10,000	\$10,000	\$ 100,000
Scoring Methodology for Bicycle & Pedestrian Projects	\$151,200	\$48,800	\$25,000	\$25,000	\$ 250,000
Streamlining Local Project Development, Delivery & Tracking	\$151,200	\$48,800	\$25,000	\$25,000	\$ 250,000
TIM Conference	\$12,096	\$3,904	\$2,000	\$2,000	\$ 20,000
Tracking/Forecasting Tools Updates	\$139,104	\$44,896	\$23,000	\$23,000	\$ 230,000
Transportation & Land Use Connection Grants	\$120,960	\$39,040	\$20,000	\$20,000	\$ 200,000
Transportation Needs Assessment	\$151,200	\$48,800	\$25,000	\$25,000	\$ 250,000
Transportation Planning Institute	\$60,480	\$19,520	\$10,000	\$10,000	\$ 100,000
<b>FOCUS AREA TOTALS</b>	<b>\$1,481,760</b>	<b>\$478,240</b>	<b>\$245,000</b>	<b>\$245,000</b>	<b>\$2,450,000</b>

## **APPENDIX B**

## **FOCUS AREAS**

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**PROJECT: BMC STAFF SUPPORT FOR LOCAL DISCRETIONARY GRANTS**

**PURPOSE:** The purpose of this project is to provide resources for BRTB member agencies and the BRTB to pursue and manage discretionary grants.

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The Infrastructure Investment and Jobs Act (IIJA) created over \$150 billion in discretionary grant programs, many available directly to local governments. As a result, local government staff resources have become stressed with complicated application processes and project management.

This program is intended to provide an on-call task based resource for BRTB agencies to supplement local staff in pursuing and managing discretionary grants. It is intended that the BMC would acquire the services of a professional consulting firm with experience in developing application materials for and managing federal aid transportation projects. BRTB agencies would then request support through task orders that would be considered through the BRTB Executive Committee.

**PARTICIPANTS:** BMC, BRTB and Subcommittee Members, Consultant

**FY 2025 BUDGET:** \$250,000

**PROJECT:     LOTS SKILLS AND TECHNOLOGY SUPPORT**

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

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

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

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

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

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

**FY 2025 BUDGET:**     \$50,000

## **PROJECT: LRTP SCENARIO PLANNING: ANALYSIS OF LONG-TERM RISKS AND OPPORTUNITIES**

**PURPOSE:** The purpose of this scenario planning exercise is to prepare for uncertainty in the context of multiple possible futures, with an emphasis on how those futures affect all people, especially vulnerable populations in the Baltimore region. The exercise will explore, analyze and communicate the potential impacts of alternative future conditions related to transportation policy decisions, socioeconomic changes, housing, emerging technologies, and/or environmental impacts in preparation for the next Long-Range Transportation Plan (LRTP).

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Scenario planning enables planners, the public, and decision makers to consider jointly the different variables that influence and are influenced by transportation to support a broader set of community goals. In support of the next LRTP, the BRTB and its subcommittees will engage in a scenario planning exercise to explore, analyze and communicate the potential impacts of multiple possible futures. The scenario planning exercise will be informed by regional goals and strategies for the LRTP and will be useful in informing transportation decision-making and policy formulation.

The BRTB and its subcommittees, the transportation CORE and other stakeholders will work together to identify and refine factors that could significantly affect the ways in which we live and travel over the next 20 to 25 years. These could include external factors over which the BRTB has little or no control as well as deliberate policy choices. Broad categories considered could include:

- **Transportation policies or investment strategies** exploring different packages of transportation solutions as well as transit fare and road user pricing strategies;
- **Land use** scenarios exploring the distribution of population and employment;
- **Housing and affordable housing** scenarios exploring the impacts of increasing the supply of housing in the Baltimore region, which could result in shorter commutes along with filling jobs in the Round 10 forecasts that currently go unfilled due to lack of workers;
- **Technology** scenarios exploring the adoption of electric vehicles for personal and commercial use and Connected and Autonomous Vehicles;
- **Environmental** scenarios exploring the resilience of transportation infrastructure, exposure to emissions and climate change impacts; and/or
- **Post-pandemic scenarios** derived from the FY 2024 Post-Pandemic Trends Study, including uncertainty surrounding the future of working from home.

Deliverables for this task may include:

- Scenario development in coordination with BMC staff, BRTB and Subcommittee members, the Transportation CORE and public input;



- Determination of relevant indicators and metrics to measure the impacts of each scenario, including impacts on vulnerable populations in the region. These indicators should be informed by regional goals and strategies. Indicators could include access to jobs and key destinations, transit ridership and other non-auto means of transportation, travel times, measures of congestion, emissions and exposure to environmental hazards, transportation costs and mode share;
- Analysis of scenarios using the InSITE model and other quantitative tools as necessary;
- Development of interactive tools (such as dashboards) and graphics to communicate the potential tradeoffs associated with the chosen scenarios;
- Scenario planning workshops throughout the region with BRTB and Subcommittee members, the Transportation CORE and the public to gather feedback on potential impacts of the chosen scenarios, with a focus on vulnerable populations;
- Utilize the results to inform transportation decision-making and policy formulation as well as to identify strategies that advance equitable outcomes that work well under a variety of conditions; and
- Utilize the results to identify scenarios and/or policies for further study, potentially through future UPWP projects.

**PARTICIPANTS:** BMC, BRTB and Subcommittee Members, Consultant

**FY 2025 BUDGET:** \$250,000

**PROJECT:**     **PATAPSCO REGIONAL GREENWAY: PATAPSCO LIGHT RAIL STATION TO CHERRY HILL**

**PURPOSE:**     To advance planning through thirty percent design for the Patapsco Regional Greenway from Southwest Area Park to Cherry Hill.

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In 2017, the BRTB endorsed The Patapsco Regional Greenway Concept Plan. The Patapsco Regional Greenway extends along a 40-mile corridor from Sykesville in Carroll County to the Inner Harbor in Baltimore City. Patapsco Valley State Park has a natural surface trail system that connects natural and historically significant features. Additional paved trails were created on abandoned railroad corridors, which provide a relatively flat walking or bicycling experience in an otherwise very steep area. As the region's trail systems developed, connecting the entire Patapsco Valley with other trails started to become a reality. This will support the increasing demand to walk and bike for recreation as well as transportation.

Keeping the area of the trail section in mind, segments are beginning to move forward into the design phase. Since FY 2021, a total of 19 miles of trail has moved forward to preliminary design.

This project would assess the following items:

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

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

**FY 2025 BUDGET:**     **\$300,000**

**PROJECT:**     **PROGRAM SCORING AND PROJECT IDENTIFICATION FOR THE CARBON REDUCTION PROGRAM AND THE PROMOTING RESILIENT OPERATIONS FOR TRANSFORMATIVE, EFFICIENT, AND COST-SAVING TRANSPORTATION**

**PURPOSE:**     Develop pipeline list of potential projects eligible for Carbon Reduction Program (CRP) and PROTECT Program opportunities.

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The Bipartisan Infrastructure Law (BIL) establishes the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources. Eligible activities under this program include: traffic monitoring and management, public transportation projects, projects typically eligible under the Transportation Alternative Program including on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, congestion management, intelligent transportation systems (ITS), replacing street lighting and traffic control devices with energy efficient alternatives, and several other categories of projects.

The BIL also created the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula and Discretionary Program. The purpose of the PROTECT program is to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk costal infrastructure. Certain highway, public transportation and port projects are eligible under this program.

The purpose of this Unified Planning Work Program project is to develop a pipe line of eligible regional transportation projects for the CRP and PROTECT programs. This work will include reviewing existing Transportation Improvement Program (TIP) and projects from region's long range transportation plan known as Resilience 2050: Adapting to the Challenges of Tomorrow. In addition, this project will include a review of other potential projects from the BRTB member agencies.

**PARTICIPANTS:**     BMC, BRTB Members, Consultant

**FY 2025 BUDGET:**     **\$200,000**

**PROJECT: SAFETY MESSAGING AND OUTREACH CAMPAIGN**

**PURPOSE:** This project will expand safety messaging for the BRTB. It will include an on-call consultant task to develop and implement a schedule of safety messaging with prominent regional partners and at local events.

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Over the past five years, fatalities and serious injuries from motor vehicle crashes have fluctuated across the region. Prior to the COVID-19 pandemic, severe traffic crashes were declining but fatal crashes increased during the years of the 2020 and 2021.

While some jurisdictions experienced reductions in fatalities, preliminary data for 2023 shows an increase in almost all areas. In 2022, the Baltimore Region had 223 fatalities in traffic crashes or 40% of total state fatalities. As of November 2023, the Baltimore Region has 183 reported fatalities in traffic crashes or 37% of total state fatalities. This variability and current increasing trend illustrate the importance of focusing on safety for all roadway users.

The BRTB is a USDOT Ally in Action to implement the National Roadway Safety Strategy (NRSS). The NRSS utilizes the Safe System Approach that focuses on safer roads, safer road users, safer speeds, safer vehicles, and post-crash care. Part of the multi-disciplinary approach to safety is outreach and education to support a safety culture.

The scope of this task could include additional outreach for the Look Alive Phase 2 campaign, or expanded reach within the region of National Highway Traffic Safety Administration (NHTSA) communications campaign calendar addressing distracted driving (April), youth safety & bicycle safety & motorcycle safety (May, which also corresponds with Bike to Work Week), pedestrian safety (October) and impaired driving (year round).

The schedule will be created by polling jurisdiction partners, in particular the Look Alive campaign steering committee members for major events and opportunities to expand safety messaging.

Advertising partners may include, but not be limited to, professional and semi-professional sports team (e.g. Baltimore Orioles, Aberdeen Ironbirds, Baltimore Blast, colleges and universities), local radio stations and digital assets, earned media and paid or boosted social media.

**PARTICIPANTS:** BMC, Local Jurisdiction Members, Consultant

**FY 2025 BUDGET:** \$100,000

**PROJECT: SCORING METHODOLOGY FOR BICYCLE AND PEDESTRIAN PROJECTS**

**PURPOSE:** To establish a process for future LRTPs to include a robust scoring process for alternative transportation projects.

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The Long-Range Transportation Plan, *Resilience 2050*, includes a list of planned major capital projects to be supported with federal funding. Projects for the LRTP are submitted by local jurisdictions and state agencies and then scored based on adopted technical scoring criteria.

Candidate projects submitted for the LRTP have historically been large-scale highway and transit expansion projects anticipated to use federal funding. Previous LRTPs for the Baltimore region have accounted for bicycle and pedestrian projects by setting aside a portion of the funds available for capital expansion projects. However, there is growing interest in fully considering bicycle and pedestrian projects alongside highway and transit projects.

The current scoring technical scoring methodology for highway and transit projects is not suitable for scoring bicycle and pedestrian projects. This project would develop technical scoring criteria focused on bicycle and pedestrian projects along with the methods required for scoring each element of the criteria. The bicycle and pedestrian scoring criteria will support the regional goals and strategies identified in the long-range plan similar to the scoring criteria for highway and transit.

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

**FY 2025 BUDGET:** \$250,000

**PROJECT:     STREAMLINING LOCAL PROJECT DEVELOPMENT, DELIVERY AND TRACKING**

**PURPOSE:**     The purpose of this project is to identify methods to improve local capital project development and delivery with better planning, design, building and tracking.

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Recently the U.S Department of Transportation (USDOT) launched the Project Delivery Center of Excellence to help recipients of federal infrastructure funds deliver projects “more efficiently and effectively” from concept to completion.

Delivering transportation infrastructure projects on time and on budget requires keeping projects on task at the earliest phases, such as the permitting, design and public engagement processes. Getting the pre-implementation phase right is essential to keeping projects on time and on budget, as resolving issues early prevents later—and more expensive—disruptions.

The purpose of this effort is to:

- document and review the current project development and delivery process of BRTB member jurisdictions and MDOT State Highway Administration
- review new research and best practices for improved project development and delivery
- provide suggested regional best practice improvements
- provide a training session for BRTB members and BMC staff

This project should reference the National Cooperative Highway Research Program (NCHRP) Project 20-69 “Guidance for Transportation Project Management” and other national best practices.

The study should also follow the MDOT SHA Office of Construction (OOC) Sub-recipient Construction Manual. This Manual is used as guidance for Local Public Agencies (LPA), such as cities or counties, to administer construction of Federal-Aid projects. The document also serves as a reference for the MDOT SHA detailing its oversight role.

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

**PARTICIPANTS:**     BMC, BRTB and Subcommittee Members, Consultant

**FY 2025 BUDGET:**     \$250,000

**PROJECT:     TRAFFIC INCIDENT MANAGEMENT CONFERENCE**

**PURPOSE:**     The purpose of this event is to encourage greater coordination, communication and cooperation between emergency response personnel from all jurisdictions and agencies as well as to stress safety on the job.

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The Baltimore region has held several successful traffic incident management conferences over the past 20-plus years. These events are geared toward field-level responders and first-level supervisors; however, all responders are welcome to attend, including those from outside the region – because our region’s responders may find themselves at an incident with them. We have had about 100 attendees to our large events. Registration has been free to encourage all to attend.

We have held conferences at the Maritime Institute, Camden Yards, volunteer fire departments, and MDOT SHA. Conference expenses would include conference materials and refreshments and possibly cost for the location. In the past, we have also paid travel expenses for speakers from out of state.

Financial support from past conferences has come from the MDOT SHA, FHWA earmarks, STIC, and BMC.

Attendees of past conferences rated them very highly – we have engaging speakers with real-world experience that attendees can relate to. The program and speakers change each conference, but the purpose and general themes remain the same. We have found it is important to hold these events at least every couple of years – response personnel rotate through positions and, even if people attend the conference again, it is valuable to get a reminder about safety and coordination in the field.

The last regional in person conference was held in 2017, followed by short (two-hour) virtual conferences in 2020 and 2021. While it was beneficial to use an electronic platform to share information with responders in the virtual conferences, this approach cannot replace responders meeting each other in a low stress, learning environment.

We have not yet developed a program for a future conference but the themes would be similar to those in the past. We would also include an update on technologies and tools available to responders (i.e., new training resources, in-vehicle technologies, etc.).

**PARTICIPANTS:**     BMC, BRTB and Subcommittee Members

**FY 2025 BUDGET:**     \$20,000

**PROJECT: TRACKING/FORECASTING TOOLS UPDATE**

**PURPOSE:** Update the tools that BMC uses to develop travel forecasts and monitoring regional building permits

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On behalf of the BRTB, BMC has developed the Initiative to Simulate Individual Travel Events (InSITE) model. InSITE is the region's disaggregate Activity-Based Model (ABM) that supports travel demand forecasting analysis, regional plan development, mobile source emission estimation used in Federal air quality conformity, and assists transportation engineers in the design of projects. InSITE predicts each person's long-term choices and daily activity patterns (DAP), which contains a person's travel behavior choices: work/school location, trip origin and destination location, departure time, travel mode, activity and duration for each trip.

The Master Network module manages coding of transportation projects. The Master Network module was originally developed to help alleviate the burden of network editing on staff and increase the quality and capability of transportation networks. This approach was standard practice among the travel demand modeling community at that time. BMC staff developed and adopted a more efficient approach that stores transportation network graphics and tabular data within a Geographic Information System (GIS). The current system, known as the Master Network module, consists of a mapping geodatabase, a network editor, and a travel network manager. The BMC has transitioned away from the ESRI license to the latest version ArcGIS Pro requiring a full rebuild of the Master Network module.

The Baltimore Metropolitan Council also has been compiling the region's building permit information and organizing it into a standardized database for many years. The resulting information, collected from all permits with an estimated construction value of \$10,000 or more, provides a continual record of plans for new and renovated residential and non-residential projects. The BMC staff itself makes use of this information as a leading indicator of new regional development patterns. BMC publishes this data through an online Building Permits Dashboards and through quarterly reports. BMC is currently updating the data collection and analysis utilizing ArcGIS Pro.

A consultant with expertise in ArcGIS Pro is required to update the Master Network Module and to assist BMC staff in our transition and update of the BMC Building Permit Database program.

**PARTICIPANTS:** BMC Staff, Consultant

**FY 2025 BUDGET:** \$250,000



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

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

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

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

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

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

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

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

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

**FY 2025 BUDGET:** \$200,000

**PROJECT:     TRANSPORTATION NEEDS ASSESSMENT**

**PURPOSE:**     The purpose of this project is to identify and evaluate needs, priorities and barriers for transportation system users in the Baltimore region, with an emphasis on the needs for equity emphasis populations (to be defined). The results of the needs assessment will support development of the next Long-Range Transportation Plan (LRTP), including items such as scenario planning exercises, identification of measures to track, and project prioritization.

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This study aims to gather information on how our region’s transportation system – roads, bridges, buses, trains, sidewalks, bikeways – works and doesn’t work for people living in the Baltimore region. Identifying the kinds of barriers people face in getting to places and accessing what they need will help the BRTB understand how to plan for a more inclusive and responsive system.

Information can be gathered through a statistically valid regional survey, interviews, and/or small group discussions about feelings, attitudes and perceptions of travel and of how the transportation system today works or doesn’t work. Needs should be assessed in relation to the existing regional LRTP goals (safety, accessibility, mobility, environmental conservation, etc.), and can be used to inform revised goals and strategies for the Baltimore region in preparation for the next LRTP.

While the survey and data collection can be representative of the region as a whole, the project and deliverables should focus on people and groups who have the hardest time getting where they need to go. Equity emphasis populations will be identified through the ongoing effort to define equity for the Baltimore region, a recommendation from the FY 2023 Equity Scan and Recommendations.

Any data collected should be detailed enough to analyze transportation needs for equity emphasis populations, including all deliverables. Deliverables may include:

- Identification of key groups and stakeholders for interviews in coordination with the BRTB, BRTB subcommittees, and the Transportation CORE;
- Development and dissemination of a statistically valid survey instrument assessing transportation needs, priorities and barriers in the Baltimore region;
- Focus groups and interviews to gain further depth, detail and stories related to transportation needs in the Baltimore region;
- Analysis of the data collected via survey, focus groups and interviews and identification of transportation needs;
- Identification of metrics related to the list of transportation needs that the BRTB should track to assess progress in addressing the needs. This should include development of metrics specific to equity emphasis populations such as accessibility, affordability, travel times, transportation cost burden, safety, health indicators, etc.; and

- Draft and present survey results and analysis, identified needs and metrics for refinement to the BRTB, subcommittees, the Transportation CORE, participants, and other project stakeholders prior to development of a final report.

The results of the needs assessment can be used to inform development of the next LRTP, and thus should be completed early in the LRTP development process. For example, results can inform development of scenarios for scenario planning exercises, updated regional goals and strategies and LRTP project scoring. As such, the timeline for this project should be coordinated with other related projects.

**PARTICIPANTS:** BMC, BRTB and Subcommittee Members, Consultant

**FY 2025 BUDGET:** \$250,000

**PROJECT:     TRANSPORTATION PLANNING INSTITUTE**

**PURPOSE:**     This task will support the knowledge base and skill set of BRTB member transportation planning staff through a series of training programs focusing on metropolitan and statewide transportation planning processes.

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The Baltimore Regional Transportation Board and its subcommittees are comprised of federal, state and local jurisdictional staff whose primary jobs span many different transportation planning and policy arenas. This task aims to broaden the knowledge base of these BRTB members in the areas of Metropolitan Planning and all of its associated planning factors, thereby enhancing the processes and products of the BRTB.

BMC staff will work with the Technical Committee and other BRTB subcommittees to define a proposed set of training programs spanning Fiscal Year 2025. These training programs could include BMC led training and/or consultant led training. BMC has been exploring the use of the Association of Metropolitan Planning Organization's Online Training Platform and a series of MPO Training programs. This program could also potentially be used to sponsor agency staff attendance at approved training conferences.

**PARTICIPANTS:**     BRTB and Subcommittee members, Consultant

**FY 2025 BUDGET:**     **\$100,000**

## **APPENDIX C**

# **PUBLIC REVIEW PROCESS**

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**PUBLIC OUTREACH**

**COMMENTS**

**BRTB RESPONSE**



**RELEASE: BRTB shares draft FY25 transportation planning budget for public comment**

**BALTIMORE, MD (Wednesday, February 7, 2024)** – The Baltimore Regional Transportation Board (BRTB) is drafting a transportation planning budget for the upcoming fiscal year, proposing \$10.6 million for a range of studies, plans and projects. A public comment period on the draft budget closes on March 11.

Staffed and supported by the Baltimore Metropolitan Council (BMC), the BRTB is the region's federally mandated metropolitan planning organization. Most of the anticipated funding for the upcoming budget, formally titled the Unified Planning Work Program, comes from the Federal Highway Administration and Federal Transit Administration, with additional contributions from the Maryland Department of Transportation and local jurisdictions.

"We often ask for feedback from community members on specific plans and projects," said BMC Director of Transportation Todd Lang. "This is a chance for the public to weigh in on our overall budget and the work we'd like to achieve in the next year."

The BRTB collaborated with planners in local jurisdictions and community members to develop the proposed budget based on ongoing work, regional priorities and feedback from previous public outreach. Funding items in the proposed budget for fiscal year 2025 include:

- Conducting a Transportation Needs Assessment to identify needs and challenges for users of the region's transportation system, with a focus on vulnerable populations,
- Continuing the Transportation and Land Use Connection grant program, which quickly unlocks resources to help local jurisdictions improve bicycle and pedestrian facilities,
- Expanding the Look Alive road safety outreach campaign to reach more people who drive, bike and walk in the region through more creative and engaging methods,
- Planning a shared-use path connecting the Patapsco Light Rail Station to Baltimore's Cherry Hill neighborhood, advancing another piece of the Patapsco Regional Greenway,
- Drafting the region's next short-range transportation plan (with a five-year horizon) and laying the groundwork for the next long-range plan (with a twenty-year horizon).



These are just some of the items included in the draft budget. If the BRTB and federal regulators approve the transportation planning budget, planning staff at BMC will start this work when the fiscal year begins on July 1. Proposed new tasks are described in detail in the draft document, which is available online via [publicinput.com/BRTBbudget](https://publicinput.com/BRTBbudget).

Members of the public can comment on the draft transportation planning budget by Monday, March 11. After collaborating with local jurisdictions to review all comments and respond to questions, the BRTB will consider approval of the transportation planning budget at a meeting on Friday, April 19.

Ways to comment include:

- Online via a short survey at [publicinput.com/BRTBbudget](https://publicinput.com/BRTBbudget)
- Sending an email to [FY25BRTBbudget@publicinput.com](mailto:FY25BRTBbudget@publicinput.com)
- Texting keyword 'FY25BRTBbudget' to 73224
- Leaving a voicemail toll-free via 855-925-2801x6880
- Finding us on [Facebook](#), [Instagram](#), [X](#) or [LinkedIn](#) (comments on social media posts are reviewed, but are not included in the official public record)

###

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

*BMC operates its programs and services without regard to race, color or national origin in accordance with Title VI of the Civil Rights Act of 1964 and other applicable laws. Appropriate services can be provided to qualified individuals with disabilities or those in need of language assistance who submit a request at least seven days prior to a meeting. Call 410- 732-0500. Dial 7-1-1 or 800-735-2258 to initiate a TTY call through Maryland Relay. Si se necesita información de Título VI en español, llame al 410-732-0500.*





**Baltimore Regional Transportation Board**  
**Outreach Report – FY 2025 UPWP Comment Period (February 7 to March 11, 2024)**

We budgeted \$150 for paid digital advertising on social media, with five phases on Meta platforms spending \$25 across 3 days each, with the following geographic targeting: Annapolis +15 miles, Baltimore +25 miles, Bel Air +15 miles, Columbia +10 miles, Eldersburg +10 miles, Stevensville +10 miles, Towson +25 miles, Westminster +15 miles. This campaign got a total of **69,511 impressions**.

Here is a more detailed overview:

Campaign	Start Date	End Date	Spending	Impressions	Link Clicks	Cost Per Click
Phase 1	2/7/2024	2/10/2024	\$30.00	10,278	63	\$0.48
Phase 2	2/14/2024	2/17/2024	\$30.00	7,870	85	\$0.35
Phase 3	2/21/2024	2/24/2024	\$30.00	14,331	73	\$0.41
Phase 4	2/28/2024	3/2/2024	\$30.00	15,667	67	\$0.45
Phase 5	3/6/2024	3/9/2024	\$30.00	21,365	72	\$0.42
Total:			\$150.00	69,511	360	\$0.42

Across Facebook, Instagram, X and Nextdoor, we shared 22 posts for a total of 161,965 impressions, 62 reactions, 22 comments and 2 shares.

Here is a more detailed breakdown by platform:

Platform	Posts	Reactions	Comments	Shares	Impressions
Nextdoor	4	26	4	1	161,233
Facebook	6	0	1	1	203
Instagram	6	17	0	0	275
X	6	1	0	0	254
Totals:	22	62	22	2	161,965

Our paid and unpaid promotion of the comment period on social media got a combined **231,476 impressions**.

# Transportation Planning Budget for FY 2025

Fiscal Year 2025  
**Transportation Planning Budget**  
Also known as the Unified Planning Work Program (UPWP)  
**Comment by March 11**  
**BRTB**  
Baltimore Regional Transportation Board

## Project Engagement

VIEWS	PARTICIPANTS	RESPONSES	COMMENTS	SUBSCRIBERS
213	16	22	36	3

## Public Comments and BRTB Responses

UPWP Comment	Commenter	BRTB Response
Thank you for the inclusion of the trail projects that are in the budget. However, in order to increase safety, connectivity, and equitable access to sustainable transportation, it is critical that much more funding is allocated to bike and pedestrian projects, including protected bike lanes that can be implemented more quickly and at a relatively low cost. These are especially critical in areas with low access to vehicles, short trip distances between housing, jobs, businesses, transit, and open space, while serving to connect to a larger trail network for the region, including the East Coast Greenway and other major trails.	Daniel Paschall	Thank you for taking the time to consider the planning budget. Funding is proposed to continue the Transportation Land-Use Connections (TLC) grant program, which provides resources to help local jurisdictions improve bicycle and pedestrian facilities. In addition, preliminary design of a segment of the Patapsco Regional Greenway to Cherry Hill is proposed. Another project is to develop a methodology to score active transportation projects in the long-range transportation plan that would allow active transportation projects to be included in the fiscally constrained list of planned major capital projects. A key project currently underway is development of a regional bicycle network that will include project costing and feasibility analysis, prioritization of projects, and more, which will then assist in preparing projects for funding and implementation.
This is terribly written and does not explain what the money would actually be used for, like previous successful projects	Pamela K. Shaw	Thank you for taking the time to consider the planning budget. We will take this into consideration and see if we can better explain and highlight more of our work and accomplishments in next year's budget. In the meantime, please visit our <a href="#">previous budgets and work plans</a> . You can also take a look at our <a href="#">engagement hub</a> to check out how we've been busy working with the public on a range of projects and plans.
No money should be allocated for the expansion of the highway system. We do not need more roads. We need more separated facilities for pedestrians and cyclists. We need more frequent buses, and the city of Baltimore needs a real metro system. That is the ONLY way that we can reduce traffic and traffic related deaths. Educating people on how to walk will not help.	David House	Thank you for taking the time to consider the planning budget. As you may have seen, there is no task that looks to expand highways and numerous tasks to support transit, biking and walking. Of note, the Maryland Transit Administration is currently pursuing two additional transit systems based in Baltimore City. Check out information on <a href="#">MTA's planning studies</a> .

On the whole, I am highly supportive of this budget. I know that BRTB is limited in its capacity, but I think there are lots of great ideas. I wish there was more emphasis on walking/movement as a form of research and pedagogy to more effectively look at the more pedestrian experience and engage people to be more able to articulate their experiences, and less emphasis on highways. Thank you for this.	Isaac Leal	Thank you for taking the time to consider the planning budget. BRTB will continue efforts to support active transportation projects and initiatives to continue learning more about the community's experiences with walking and biking. We can speak to some key national leaders on the state of training for both engineers and planners related to academic content on walking and the pedestrian experience. That aspect of higher education had been lacking but is picking up speed in the last few years. We will also check programs at the University of Maryland and Morgan State University both have research programs we could explore. In the end, we are all pedestrians for all or at least a portion of any trip so that is a key concern.
I find the proposed budget to include a number of good planning projects in addition to the on-going regional coordination work of BRTB. I especially happy to see good funding levels to the "Scoring Methodology for Bicycle and Pedestrian Projects", "Transportation and Land Use Connection Grants", and the program to identify projects for the CRP and PROTECT grants. I am also happy to see BRTB continuing to work segments of the Patapsco Regional Greenway through 30% design, continuing to build a pipeline of multi-use, connecting trail segments is an important activity for BRTB. It would be better to see multiple planning projects per year on trails or active transportation projects. However, the shift in focus from VMT-inducing projects to active transportation and transit is appreciated.	Henry Cook	Thank you for taking the time to consider the planning budget. Thank you for your acknowledgement of the BRTB's efforts that support active transportation projects. The Transportation and Land Use grant program has awarded funding for three new projects during the most recent round of applications. We continue to provide design activities for the Patapsco Regional Greenway, with three projects under various stages of completion. The Stoney Run segment has just begun, The Guinness to Southwest Area Park segment is nearing completion of 30% design, and BMC is partnering with Baltimore County to provide 100% design for the Elkridge to Guinness segment. Design for this section is roughly 50% complete. Funding is recommended in the FY 2025 UPWP budget for the Southwest Area Park to Cherry Hill Park segment. Currently, MDOT is accepting applications for the Carbon Reduction Program for the first round.
None. I only reviewed the overview page and it seems reasonable.	Anonymous	Thank you for taking the time to consider the planning budget.
We need a greater emphasis on GHG reduction and climate resiliency strategies, and we must integrate more meaningful strategies as priority components of our future transportation investments. No investment in auto-oriented projects should move forward without a sizeable element to incorporate active	Anonymous	Thank you for taking the time to consider the planning budget. The Federal Highway Administration (FHWA) recently released a new rule, which requires States and Metropolitan Planning Organizations to track GHG emissions, specifically carbon dioxide, on the National Highway System, and show declining targets over a 4-year reporting period. Also, as part of the air quality conformity process, emissions

transportation, public transit, green infrastructure, and electrification. Goal should be a net decrease in GHG for every project.		associated with transportation projects that are in our region's short- and long-range plans are modeled and tracked to ensure that they are not contributing levels of pollution above the national standard. The conformity determination report also lists emission reduction strategies in our region. These strategies can be found in <a href="#">Appendix I</a> from last year's report. Staff also completed several products meant to guide the region around <a href="#">Climate Resiliency</a> issues that you may be interested in checking out.
No BIKE paths unless 80% of residents on affected streets APPROVE. THE DEBACLE ON MANY STREETS THAT PUT IN UNNEEDED AND UNUSED BIKE PATHS HAS TO STOP! NO Funding for green energy, this political hoax doesn't deserve not one cent of my tax dollars. Quit wasting money on unneeded studies to pay back political donors.	Anonymous	Thank you for taking the time to consider the planning budget.
This is an issue I would like to push for our City. The Federal government has 508 compliance down and we have an opportunity to become a world-class destination for both able-bodied and disabled people. Baltimore is close as a top 10 accessible city. We can do better, Isaac!	Dale McClinton	Thank you for taking the time to consider the planning budget. Accessibility is an important issue for people with disabilities. All of our public engagement pages are section 508.2 compliant and PublicInput (our engagement platform) conducts ongoing user testing to make sure the user experience is better than the bare minimum compliance measures and to ensure that they maintain WCAG AAA compliance (the highest standard available). BMC also has a number of accessibility tools embedded in our website and we are planning to overhaul our website in the coming year to increase accessibility. Stay tuned for more!
Funding for resilient and sustainable projects that bridge gaps between state and local transportation agencies to coordinate TOGETHER and minimize siloed planning and project implementation.	J Martin	Thank you for taking the time to consider the planning budget. We have been expanding our work on climate resilience over the last several years and have <a href="#">developed several documents</a> for use by local jurisdictions to help address the issues you raise. In August 2023, we applied for federal funds (through the FHWA PROTECT Program) to build on our climate resilience work and develop a regional Transportation Resilience Improvement Plan which would identify and prioritize projects and coordinate with relevant work by the state. Finally, the beauty of the BRTB is that state and local officials sit at the table and jointly discuss topics and support one another.

Safety Outreach and increasing pedestrian/biker safety is imperative, grateful to see this being discussed.	Bethan McGarry	Thank you for taking the time to consider the planning budget. We are proud to manage the <a href="#">Look Alive campaign with Signal Woman</a> . Look Alive is a safety outreach and educational campaign supported by funding from the Maryland Department of Transportation Motor Vehicle Administration's Highway Safety Office (MHSO).
A.I. fixed annual fee Unlimited Traffic Data collection and reporting - contact me to Free your Scope of limitations.	Mark Gregory	None
Please devote more funding for BRTB-employed staff to oversee and expand public outreach into the community when gathering feedback and input on the UPWP, LRTP, and other BRTB initiatives.	Anonymous	Thank you for taking the time to consider the planning budget. Thank you for your support for more outreach on the BRTB's work and opportunities for people to be engaged. We agree that this is important so we can reach folks who may not have access to our website. To extend the reach of staff at BMC, we partner with our members to support transportation planning and outreach across the region. We continue to identify ways in which we can develop and increase our outreach over time.
I'm glad to see the focus on pedestrian and bike safety as well as the inclusion of funding around "transportation and land use connections", to encourage people to use a range of transportation modes. I would like to also see more specific plans for improvements to regional bus and light/heavy rail systems, so our area can have a truly robust public transportation system. People need options for how they get around with each of those options being safe and efficient. I'd also like to see more consideration for ADA infrastructure improvements, since well-designed, well-maintained pedestrian infrastructure and public transportation help people with disabilities and/or mobility issues stay connected to their greater community.	Alisa Williams	Thank you for taking the time to consider the planning budget. There are numerous tasks to support transit, biking and walking. The Maryland Transit Administration is currently pursuing <a href="#">two additional transit systems</a> based in Baltimore City. Whatever project is underway that uses federal funds, there is a requirement to adhere to ADA regulations. Having said that, more can be done.
<p><b>C1:</b> I'm impressed and pleased with a number of the forward-thinking items included in this UPWP document, but I also have some criticisms.</p> <p><b>C 2:</b> Regarding the "LRTP Scenario Planning" project, I'm pleased to see that land use, housing, and affordable</p>	Michael Scepaniak	<p><b>R1:</b> Thank you for taking the time to consider the planning budget.</p> <p><b>R 2:</b> On your comment about scenario planning, we are spending the next few months scoping out the task with our members – it is a</p>

<p>housing is being considered for inclusion in the planning exercise. Do not shy away from this. Transportation and land use are intimately and inextricably interdependent on each other. Transportation cannot be planned in isolation from these factors. The "Transportation and Land Use Connection Grants" project would seem to be a step in this direction.</p> <p><b>C 3:</b> Regarding the "Safety Messaging and Outreach Campaign" project, I find it very frustrating to see this campaign presented in the context of the Safe System Approach. The Safe System Approach is frequently also referred to as Safety by Design - for a reason. "The traditional roadway safety approach is built on an implicit assumption that people can be trained (encouraged, educated, and/or enforced) to behave safely all the time. The Safe System approach, on the other hand, recognizes that people will inevitably make mistakes (because humans are fallible, after all). So, the Safe System approach anticipates these inevitable mistakes by designing and managing systems – road infrastructure, vehicles, and related policies – to keep the risks of mistake less severe." - Vision Zero Network</p> <p>Presenting a driver education campaign as if it represents the BRTB's advancement of the Safe System Approach comes across as being (at a minimum) tone deaf and (to me, personally) insulting.</p>	<p>considerable undertaking that could involve many scenarios, at this time we are considering the topics you mentioned.</p> <p><b>R3:</b> Regarding your comments on safety, it is important to note that, while Vision Zero is very focused on the built environment, the Safe System Approach is a shift to a comprehensive safety program that goes beyond roadways. The Safe System Approach is composed of five principles that include education/outreach as well as engineering, among other concepts. Within the Safe System Approach principle of Safer People:</p> <p><i>Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.</i></p> <p>The safety of people is U.S. DOT's core mission. Enabling people to be safer includes actions to <i>encourage safer behaviors among the driving public, commercial drivers, and all road users.</i></p> <p>People generally use the roadway system in a safe manner on any given trip, but mistakes, lapses in judgment, and other more significant risky behaviors still occur.</p> <p>Through the National Roadway Safety Strategy, the Department will focus on using all available tools, including <i>education, outreach</i>, engineering solutions, and enforcement, to address persistent behavioral safety issues. A robust and comprehensive approach to <i>influencing human behavior</i> also requires deepening our understanding of underlying causes through research. - US Department of Transportation</p> <p>Also within Safer People: <i>Promoting safe, responsible driving behaviors</i> and highlighting how speeding, impaired and distracted driving, and not buckling up can endanger both drivers and everyone on the road.</p> <p>And within Safer Speeds: Promoting safer speeds on all roadways through a combination</p>
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<p><b>C4:</b> I find the inclusion of the "Scoring Methodology For Bicycle And Pedestrian Projects" item to be very heartening. This indicates to me that the BRTB is expecting and encouraging these projects to increase in scope, complexity, and budget. Bravo.</p> <p><b>C5:</b> Regarding the "Tracking/Forecasting Tools Update" project, any such forecasts should be improved to fully account for the demand induced by roadway expansions. With such a tool available, the BRTB should then initiate a practice of fully forecasting and measuring induced demand for every roadway project in future TIPs and LRTPs.</p> <p><b>C6:</b> The "Transportation Needs Assessment" project contains the following item: "Identification of metrics related to the list of transportation</p>	<p>of roadway design, appropriate speed-limit setting, <i>targeted education</i>, <i>outreach campaigns</i> and enforcement.</p> <p>The Safe System Approach is a shift from conventional road safety thinking because it focuses on both human mistakes and human vulnerability by designing systems with many redundancies. This creates a multi-layered safety net, so that if one countermeasure fails, another will help prevent a crash or, in the event of a crash, lessen the likelihood of serious injury or death. This safety net includes the proven countermeasures of equitable enforcement of traffic safety laws; more and better designed infrastructure that protects all road users, especially people not in motor vehicles; <i>outreach and engagement in all communities</i>; vehicle technology that helps mitigate dangerous driving behaviors; and improved and expanded emergency medical services including training in bystander care. - Governors Highway Safety Association</p> <p>Concerning the scoring of projects for safety, under the current methodology a submission will score higher if it addresses non-motorist safety while those only addressing speed or lane departure would receive fewer points.</p> <p><b>R4:</b> This effort will at least put bicycle and pedestrian projects on a more level playing field and will give them more attention.</p> <p><b>R5:</b> BMC modeling staff have been reviewing the topic of accounting for induced demand including the calculators identified in various Maryland General Assembly bills.</p> <p><b>R6:</b> We understand your point, however the Needs Assessment will be based on survey questions to a broad range of individuals, with an effort to capture input from vulnerable</p>
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<p>needs that the BRTB should track to assess progress in addressing the needs. This should include development of metrics specific to equity emphasis populations such as accessibility, affordability, travel times, transportation cost burden, safety, health indicators, etc.;"</p> <p>In the most recent LRTP, the baseline time frames for accessibility used different values for automobile and transit. The values should have been the same - 30 minutes. When challenged on this, the BRTB stated that "transit travel times are significantly higher nationwide versus highway travel times" and that "reporting metrics by differing travel times for highway versus transit is a common practice in regional transportation planning across the nation". Neither are acceptable responses. Please address this inequitable metric as part of this project.</p>		<p>populations. This will provide inputs for a range of uses in our process, including the travel demand model. It would however be a separate task to adjust the modeling process.</p>
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