



**WORK PROGRAM & BUDGET  
FOR TRANSPORTATION PLANNING  
July 1, 2025 – June 30, 2027**

**FINAL**

**Adopted on April 25, 2025**

**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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1500 Whetstone Way, Suite 300  
Baltimore, MD 21230-4767

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The U.S. Department of Transportation, (the Federal Highway Administration, and the Federal Transit Administration) and the Maryland Department of Transportation contributed funding towards the preparation of the FY 2026-2027 Unified Planning Work Program.

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**BALTIMORE REGION  
FY 2026-2027 UNIFIED PLANNING WORK PROGRAM  
FOR TRANSPORTATION PLANNING**

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**The Honorable Katherine Klausmeier  
Chair  
Baltimore Regional Transportation Board**

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

**April 25, 2025**

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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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\* Denotes non-voting members

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## INTRODUCTION

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## UNIFIED PLANNING WORK PROGRAM DEVELOPMENT PROCESS

The Fiscal Years (FY) 2026-2027 Unified Planning Work Program (UPWP) outlines the planning activities to be performed by all state, regional, and local participants involved in the Baltimore metropolitan transportation planning process over the two fiscal years (July 1, 2025 through June 30, 2027). It defines the regionally agreed upon planning priorities and the roles and responsibilities of the various participants in this process.

The work program reflects a careful consideration of critical transportation issues currently facing the region, 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 the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

Through the FY 2026-2027 UPWP, as well as previous UPWP initiatives, the Baltimore Regional Transportation Board (BRTB), acting as the designated metropolitan planning organization (MPO), will address and support the short-term and long-range transportation planning priorities of the Baltimore metropolitan area. In July 2023, the BRTB approved *Resilience 2050: Adapting to the Challenges of Tomorrow*, the long-range regional transportation plan that guides the region's short-term and long-term multimodal investments. The BRTB completed all phases for this plan including submittal to the Federal Highway Administration, Federal Transit Administration, and U.S. Environmental Protection Agency for review and approval. This included the continued development of processes and procedures 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 2026 transportation planning activities for the Baltimore region is \$10.8 Million and the estimated budget for FY 2027 is \$8.1 Million.

Developing this UPWP has relied on the continued cooperation among State (specifically transportation, air quality, and planning agencies), local, and regional entities. This and previous UPWPs were 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 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).

The planning area is part of the 2020 U.S. Census Bureau's Baltimore-Columbia-Towson Metropolitan Statistical Area (MSA), containing the Baltimore Urban Area and the Bel Air-Aberdeen Urban Area. Also included within the Baltimore region are thirteen smaller incorporated municipalities. The Baltimore-Columbia-Towson MSA (excluding Queen Anne's County) has also been designated by the Environmental Protection Agency (EPA) as a "serious" 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.

### **PUBLIC INPUT INTO THE UPWP**

In keeping with the proactive public involvement spirit of the Fixing America's Surface Transportation (FAST) Act, the FY 2026-2027 UPWP is being released to the public for a 30-day review and comment opportunity. Information on the public review process (including outreach) is shown in Appendix C this document.

### **METROPOLITAN TRANSPORTATION PLANNING**

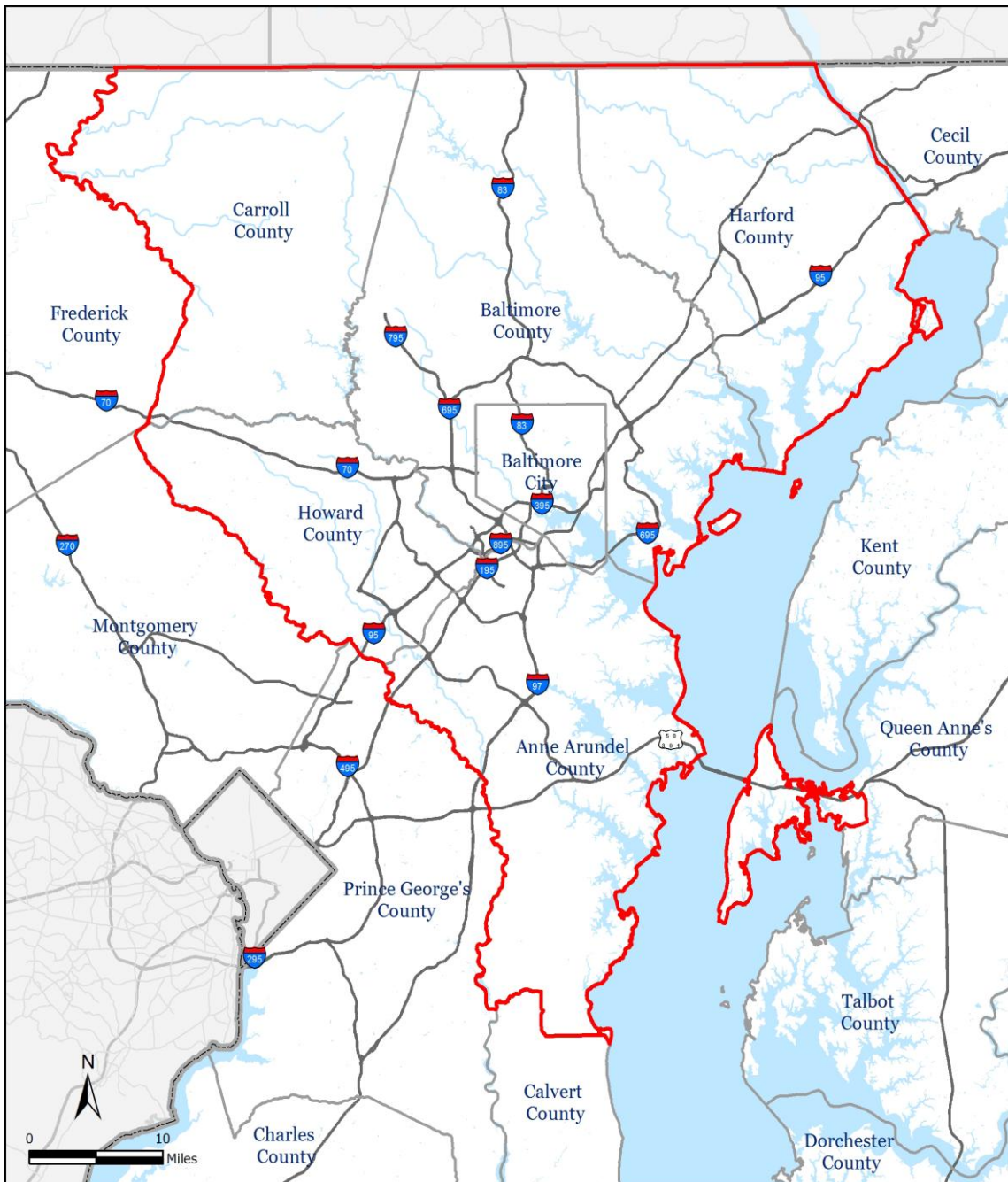
The most recent federal transportation legislative program, Infrastructure Invest and Jobs Act (IIJA) (also known as the Bi-Partisan Infrastructure Law (BIL) was signed into law on November 15, 2021. The prior federal transportation legislative program, known as the Fixing America's Surface Transportation (FAST) Act, was signed into law on December 4, 2015. Both the IIJA/BIL and the FAST Act preserve the commitment to the metropolitan transportation planning process established in previous federal initiatives. 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 Transportation Improvement Program and the Long- Range Transportation Plan.

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

In an effort to plan for future regional transportation needs and to comply with the intention of the previous federal transportation program known as the FAST Act and the Clean Air Act (CAA) Amendments of 1990, the BRTB developed *Resilience 2050: Adapting to the Challenges of Tomorrow*, the long-range transportation plan, during 2022 and 2023. The factors that guided development of *Resilience 2050* are listed in the Metropolitan Planning Regulations effective May 27, 2016. These 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 the IIJA/BIL and FAST Act and corresponding regulations. These measures and targets help the BRTB and operating agencies gauge system-wide progress relative to regional goals and strategies.

FIGURE 1  
THE BALTIMORE REGION



Compliant with requirements of the IJJA/BIL and the FAST Act and deadlines set forth in regulations, MDOT, public transportation providers, and the BRTB coordinated efforts to develop and adopt a series of regional performance targets. Performance targets have been adopted for transit asset management, roadway safety, roadway and bridge conditions, and system performance.

Out of the set of 25 federally mandated performance targets, the BRTB has adopted all 25. In some instances updates to original targets have been adopted. The 25 mandated targets include:

- four transit asset management measures and targets (adopted in March 2023): (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 2025): (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 and updated in March 2023): (1) annual hours of peak-hour excessive delay per capita and (2) percentage of non-single-occupancy vehicle) travel.
- one measure to assess on-road mobile source emissions (applies to projects with CMAQ funding) (adopted in June 2018, updated in September 2020, August 2022, and August 2024): 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 and updated in March 2023): (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 and updated in March 2023): (1) percentage of NHS bridges by deck area classified as in good condition and (2) percentage of NHS bridges by deck area classified as in poor condition
- two measures to assess performance of the National Highway System (NHS) under the National Highway Performance Program (expressed as Level of Travel Time Reliability (LOTTR) (adopted in October 2018 and updated in March 2023): (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 and updated in March 2023): percentage of interstate system mileage providing for reliable truck travel times (Truck Travel Time Reliability Index)

- four transit safety measures (reported by mode) (adopted in January 2021 and updated in March 2023): (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.

All of the measures and targets will be used to guide MDOT 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) adopted after May 2019 will follow the performance-based approach described in the long-range transportation plan. These TIPs now include a narrative explaining how the programmed projects relate to specific regional performance measures and targets.

### **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 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. 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. In 2020, the BRTB approved a new committee, the Congestion



Management Process Committee. 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. If necessary, the BRTB activates a Budget Subcommittee annually to review projects and work tasks included in the UPWP to ensure regional significance and quality control.

The MDOT has a standing Memorandum of Understanding (MOU) with the BMC that delineates responsibilities in support of the regional transportation planning process. This agreement, initiated in 1992 with the re-designation of the BRTB and reauthorized in 2004 and amended most recently in 2020, 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. 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.

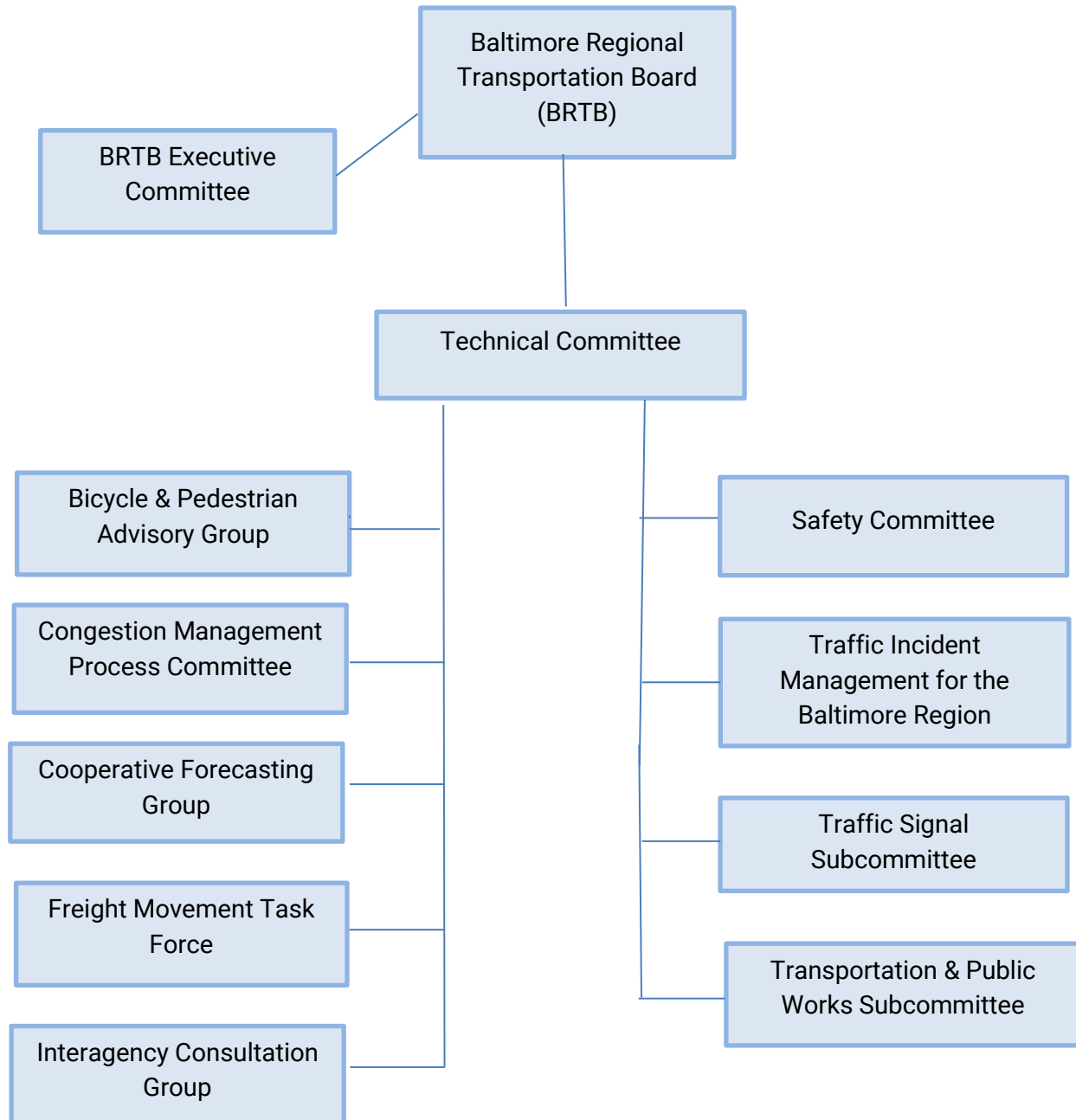
**TABLE 1**

**ROLES AND RESPONSIBILITIES FOR TRANSPORTATION PLANNING AND PROGRAMMING**

<b>Planning Responsibility</b>	<b>Memorandum of Understanding (MOU)</b>	<b>Date Executed</b>	<b>Status</b>	<b>Changes Planned</b>
UPWP Development	Formal MOU establishing the BRTB as the Baltimore MPO and develop a UPWP consistent with the 3-C planning process.	7/1/2004	In Effect	No
UPWP Development	Formal Memorandum of Agreement (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 BRTB, MDOT and MDOT 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 BRTB, MDOT and MDOT 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 BRTB, MDOT and MDOT MTA defining roles and responsibilities of public transit operator and State Department of Transportation in the Baltimore regional planning process.	2/29/2008	In Effect	No
Data Agreement for Effective PBPP	A BRTB approved agreement between the BRTB and MDOT establishing the sharing of data and methodologies to effectively apply a performance-based approach to planning and programming in the Baltimore region.	2/22/2018	In Effect	No
MPO Certification	Formal MOA between BRTB, MDOT and MDOT MTA defining roles and responsibilities of public transit operator and State Department of Transportation in the Baltimore regional planning process.	2/29/2020	In Effect	No

**FIGURE 2**

**BALTIMORE REGIONAL TRANSPORTATION BOARD  
COMMITTEE STRUCTURE**





## **Federal Certification Review Process**

At least every four years, the FTA and FHWA must jointly certify that the transportation planning process in urbanized areas with a population greater than 200,000 (i.e. Transportation Management Area (TMA)), is being conducted in accordance with the joint planning requirements. The primary purpose of a certification review is to formalize the continuing oversight and day-to-day evaluation of the planning process. The certification review process ensures that the planning requirements under Title 23 are being satisfactorily implemented. In a broader sense, the certification review process is a valuable opportunity to provide advice and guidance to a TMA, for enhancing the planning process and improving the quality of transportation investment decisions.

While the FHWA and FTA interact with TMA planning officials, state DOTs, transit operators, etc. on a routine basis—reviewing and approving planning products, providing technical assistance, and promoting good practice—the formal assessment during a certification review provides an objective view of the TMA transportation planning process. It can serve as a catalyst to improve the effectiveness and efficiency of the planning process, and help ensure that the major transportation planning issues facing a metropolitan area are being addressed.

## **2024 Federal Certification Review**

The most recent certification review took place during April 2024. In general, the federal team determined that the BRTB continues to conduct a “3-C” transportation planning process that satisfies the federal provisions governing metropolitan planning.

The review team commended the BRTB for its efforts in several areas, including:

- For collaborating with the Transportation Association of Maryland to provide skills training to LOTS and MTA staff, supporting the professional development of transit operating staff and strengthening public transportation connectivity with regional transportation planning.
- For developing a region-wide local financial forecast process for local revenues. The Federal Team looks forward to the continued refinement of this process to provide a clearer financial projection process for local funding of transportation in the Baltimore region.
- For its efforts to expand public engagement and find more impactful ways for the public to participate in planning processes. The incorporation of interactive activities and visualizations to engage members of the Transportation CORE is an innovative practice achieving meaningful results.
- For the updated “guide to transportation planning” rewritten at a 9th grade reading level, is commendable and noteworthy.
- Encouraged to continue employing its simple-language communication approach, and providing simplified visual guidance articulating the who/what/when of MPO actions (e.g., TIP development, which actors [BRTB, MDOT, public] do what [contribute projects] when [TIP development timeline point]).
- For its collective efforts to gather local data from jurisdictions, transit providers, and MDOT to develop and set some of its own performance targets.

The team also identified areas in need of improvement. These include:

- Update MPO agreements with partner agencies to reflect current practices, boundaries, roles, and responsibilities that have grown beyond the scope of existing agreements, to formalize recent progressions in cooperative practices.
- MDOT is working together to provide data for previous years of the annual list of obligated projects. Once MDOT finalizes each MPO's annual list of obligated projects, it is recommended each MPO, including BRTB, publish their respective annual list of obligated projects for public access, for compliance with 23 CFR 450.334. Moving forward, MDOT, BRTB, and public transportation operators should continue to work collaboratively to improve the schedule for the annual list of obligated projects, and carry out Article 10 of the 3C agreement related to the annual list of obligated projects process and responsibilities of each party.
- The Federal Review Team recommends that the BRTB document the process for how projects are programmed into the LRTP. The process should describe how projects are proposed by local agencies through Capital Improvement Programs (CIP) and state agencies through the Consolidated Transportation Program (CTP).
- BRTB should ensure the current version of the TIP, including any adopted amendments, can be easily found online. While adopted TIP amendments can currently be found in the attachments associated with meetings on the BRTB website, finding amendments relies heavily on the user's knowledge of meeting agendas and proceedings. Posting updated version(s) of the TIP, incorporating adopted amendments on the BRTB TIP webpage can improve TIP accessibility for the public, member governments, and staff.
- BRTB should update its bylaws to formalize its current public engagement practices, and clarify the operational future of the Transportation CORE and the currently-dormant PAC.
- The Federal Review Team acknowledges the strides and efforts of BRTB with respect to PBPP and its overall successes. As a matter of process improvement, the Federal Review Team recommends that the MPO should document the process for establishing performance measures and targets. BRTB should illustrate why some of MDOT's statewide performance targets have been adopted and why the MPO developed and adopted the regional performance targets.
- BRTB resolutions that include the adoption of the Statewide targets and the election to develop and adopt regional targets rather than statewide targets should be more centrally accessible on its website; an example of this done is the resolution citations on the Maximize2045 LRTP webpage.

The FY 2026-2027 UPWP attempts to encompass all of the required planning and programming tasks, to continue to build on the commended practices identified in the 2024 federal certification review, as well as to address the recommendations for improvement identified in this certification review.

#### **UPWP Priorities: Regional Transportation Goals / Performance-Based Approach**

The tasks delineated in the UPWP are linked to the region's transportation goals, as adopted by the

BRTB in developing the next plan, *Resilience 2050: Adapting to the Challenges of Tomorrow*. The region's transportation goals as adopted for *Resilience 2050* are:

**Goals that address the basic functions of transportation:**

1. Improve Accessibility Identify and support multimodal options and systems that promote resiliency and sustainability and enable all individuals to reach their destinations safely and seamlessly.
2. Increase Mobility Help people and freight to move reliably, equitably, efficiently and seamlessly.

**Goals That Address the Conditions or Effects of Transportation:**

3. Improve System Safety Reduce the number of crashes, injuries and fatalities experienced by all users of the transportation system toward meeting Zero Deaths Maryland.
4. Improve and Maintain the Existing Infrastructure Improve the conditions of existing transportation facilities; systematically maintain and replace transportation assets as needed.
5. Implement Environmentally Responsible Transportation Solutions Pass on to future generations the healthiest natural and human environment possible.
6. Improve System Security Provide a secure traveling environment for everyone; improve the region's ability to respond to natural and human-caused disasters.
7. Promote Prosperity and Economic Opportunity Support the vitality of communities and businesses, opportunities for workers and the movement of goods and services within and through the region.

**Goals That Address the Transportation Decision-Making Process:**

8. Foster Participation and Cooperation Among All Stakeholders Enable all interested and affected parties to participate and cooperate to find workable solutions.
9. Promote Informed Decision-Making Ensure that adopted transportation policies and performance measures guide the regional decision-making process.

These goals and their supporting strategies are the means by which the Baltimore region can make sound, responsible investments in transportation systems. They also provide the framework through which the region can make progress toward improving accessibility and mobility for people and goods, in as safe and secure and environmentally sustainable a manner as possible, to advance the overall prosperity of the Baltimore region and the opportunities available to its communities and citizens.

**Table 2** below shows how the UPWP tasks relate to these regional transportation goals:

**TABLE 2**

UPWP Tasks	Regional Goals (✓ = primary association; • = peripheral association)								
	1	2	3	4	5	6	7	8	9
<b>Program Management and Coordination</b>									
UPWP Management								✓	✓

**BALTIMORE REGION UPWP**  
**FY 2026-2027 UNIFIED PLANNING WORK PROGRAM**

UPWP Tasks	Regional Goals (✓ = primary association; ▪ = peripheral association)								
	1	2	3	4	5	6	7	8	9
<b>Professional Consultant Services:</b> (this depends on scope)									
Adapting to the New MDOT Prioritization Process	✓	✓	✓		▪	✓	✓	▪	▪
Crash Data Analytics/Telematics Review			✓						
Household Travel Survey	✓	✓							▪
LOTS Skills Training & Support			✓					✓	
Regional Transit Partnership Strategy	✓				▪			▪	
State of the Region Report									▪
Transportation & Land Use Grants	✓						✓		
Transportation Planning Institute			✓	✓				✓	✓
Transportation Project Management Training								▪	▪
Updating Local Bicycle Plans per the Bikeable Baltimore Region Project	✓		✓		✓				
InSITE Calibration and Validation									✓
Regional Traffic Monitoring Program								▪	▪
Support for State and Local Initiatives	✓	✓		✓			✓		✓
<b>Planning Context</b>									
Long-range Transportation Planning	✓	✓	✓	✓	✓	✓	✓	✓	✓
Transportation Improvement Program	✓	✓	✓	✓	✓	✓	✓	✓	✓
<b>Promoting Participation and Cooperation</b>									
Public Participation and Community Outreach	▪	▪	▪	▪	▪	▪	▪	✓	✓
Title VI Planning	✓						▪	✓	✓
<b>Gathering and Analyzing Data</b>									
GIS Activities	▪	▪	▪	▪	▪	▪	▪	▪	✓

**BALTIMORE REGION UPWP**  
**FY 2026-2027 UNIFIED PLANNING WORK PROGRAM**

UPWP Tasks	Regional Goals (✓ = primary association; ▪ = peripheral association)								
	1	2	3	4	5	6	7	8	9
Demographic and Socioeconomic Forecasting		▪					✓	✓	✓
Development Monitoring					▪		✓		✓
System Performance: Monitoring and Adapting		✓							✓
Maintenance of Current Simulation Tools	✓	✓					▪		✓
Simulation Tools: Applications and Analysis	✓	✓					▪		✓
<b>Safety and Security</b>									
Safety Planning and Analysis			✓					▪	✓
Emergency Preparedness Planning		▪				✓			✓
<b>Mobility, Accessibility and Connectivity</b>									
Operations, & Technology Planning		✓				✓		▪	✓
Congestion Management Process		✓	▪			✓		▪	✓
Freight Mobility Planning		✓	▪			▪	✓	▪	✓
Bicycle and Pedestrian Planning	✓		✓	▪	▪			▪	✓
Transit and Human Service Transportation Planning	▪	▪	✓	▪		▪		✓	✓
<b>Protecting Current and Future Resources</b>									
Environmental Planning					✓			▪	✓
Air Quality Conformity Analysis		▪			✓			▪	✓

## **PROGRAM MANAGEMENT & COORDINATION**

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## UPWP MANAGEMENT

**PURPOSE:** To manage, coordinate and guide the activities included in the Unified Planning Work Program (UPWP) and the regional transportation planning process. This requires a variety of means, including: direct involvement in planning activities, public education and public participation opportunities, and support of the multi-disciplined and multi-agency transportation committees essential to a coordinated regional planning process.

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During Fiscal Year (FY) 2025 staff coordinated with local jurisdictions to collect products and billing information. Monthly Progress Reports and Invoices were submitted to the Maryland Department of Transportation (MDOT). Agendas and minutes for the Baltimore Regional Transportation Board (BRTB) as well as all standing committees were made available to the public and remain available online. The Executive Committee provided guidance on BRTB agendas as well as decisions on Transportation Improvement Program (TIP) related Administrative Modifications. Baltimore Metropolitan Council (BMC) managed numerous contracts throughout the year as identified in the FY 2025 UPWP Addendum. In late 2024 into early 2025, the Technical Committee (TC) assessed progress in the current year and planned the upcoming UPWP work program. A schedule was endorsed to complete the work program with an opportunity for the public to review. The BRTB and staff also engaged with federal partners as part of the quadrennial Certification process.

In FY 2026-2027, BMC staff will continue to provide administrative support for the UPWP. Staff manages the work program and budget, and is charged with preparation of work programs, contracts and progress reports. Included within this budget category are non-staff expenses that support transportation planning functions. Typical expenses include: 1) staff training and education, participation at meetings and other transportation-related seminars, workshops and conferences; 2) membership fees for professional organizations and associations; 3) publication costs including printing and design; 4) travel expenses; 5) preparation for special events; 6) purchase of computers and related software for BMC staff; and 7) annual computer maintenance agreements for BMC. The BMC continues to work with MDOT to identify and spend down available funds.

Staff also will provide support activity to the BRTB and all of the subcommittees, including the preparation of meeting notices, minutes, agendas, mailings, and reports on issues of special committee interest.

Local jurisdictions are also responsible for a similar set of work tasks that are required as part of their involvement in the administration of the UPWP. This includes preparation of invoices and progress reports, financial reports, project work programs, annual UPWP contracts, and related correspondence. This activity also supports the professional development and training activities of the local government staffs.

BMC staff will continue to promote participation of minority business enterprises in the planning process and implementation of transportation projects within the Baltimore region in accordance with Title VI of the Civil Rights Act of 1964 and the requirements set forth in 49 Code of Federal Regulations (CFR) Part 23. Staff will also promote Federal Transit Administration's (FTA) policy to



encourage private enterprise participation in the planning and provision of transportation services.

Based on the level of funding made available by the Federal Highway Administration (FHWA) and the FTA, funding for the FY 2026 UPWP is in place, with an estimated budget for FY 2027. Should some additional funding above that which is documented at this time, there will be an opportunity to consider additional BMC consultants and/or Focus Areas. Any changes will be reflected in an amended budget table.

<b>PRODUCTS/MILESTONES</b>	<b>SCHEDULE</b>
Minutes, resolutions and special reports	Monthly
Progress Reports, invoices, and financial reports	Monthly (BMC) Quarterly (Locals)
Training opportunities	As scheduled
FY 2026 UPWP amendments	Throughout Fiscal Year
FY 2026 UPWP budget adjustments	3rd Quarter
FY 2027 UPWP budget development and local contracts as necessary	4th Quarter

**FY 2026 BUDGET:                \$1,120,000**

**FY 2027 EST. BUDGET:        \$1,120,000**

## PROFESSIONAL CONSULTANT SERVICES

**PURPOSE:** To retain consultant services for work activities in the Unified Planning Work Program (UPWP) that requires external support due to complexity or uniqueness of the tasks. These work efforts will strengthen the overall regional transportation planning process and expand the capabilities of the Baltimore Regional Transportation Board (BRTB).

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During Fiscal (FY) 2025, contracts were utilized for the following activities:

### Ongoing Contracts:

- Regional Traffic Monitoring Program
- Transportation and Land Use Connections Competitive Grant Program
- LOTS Training Opportunities
- InSITE Calibration and Validation

### Unique Contracts:

- Baltimore Region Transportation Needs Assessment
- Coordinating Affordable Housing and Transportation
- Electric Vehicle Community Charging Hubs for Multi-Unit Dwellings in the Baltimore Region
- Evaluation of Fares, Fees and Fines for Undue Burdens
- Improve Local Transportation Project Development, Delivery and Tracking
- LRTP Scenario Planning: Analysis of Long-Term Risks and Opportunities
- Microtransit Solutions
- Patapsco Regional Greenway: Cherry Hill Segment Preliminary Design
- Patapsco Regional Greenway: Guinness to Southwest Area Park Preliminary Design
- Patapsco Regional Greenway: Operations and Maintenance Guidelines
- Patapsco Regional Greenway: Stoney Run Trail Preliminary Design
- Post-pandemic Trends in Employment, Commercial Real Estate, Housing Location Choice, Travel Demand
- Program Scoring and Project Identification for the Carbon Reduction Program (CRP) and the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program (written, not released)
- Traffic Incident Management (TIM) Conference
- Traffic Signal Infrastructure Assessment (TSIA) Pilot Program
- Vision for a Regional Bicycle Network

In FY 2026, the continued use of consultant services will be employed. At the direction of the BRTB, BMC staff expects to explore using consultant services for the following activities:

**New Tasks:**

- Crash Data Analytics and Telematics
- Freight Model Updates
- Household Travel Survey
- PRG: Henryton Road Bridge
- Project Feasibility Studies
- Regional Transit Partnership Strategy
- State of the Region Benchmarking
- Transportation Project Management Training
- Updating Bicycle Plans based on the Bikeable Baltimore Region Task

**Continuing Tasks:**

- LOTS Skills and Technology Support
- Transportation and Land Use Connection Grants
- Transportation Planning Institute

PRODUCTS/MILESTONES	SCHEDULE
Develop RFPs, select consultants, write contracts	Throughout Fiscal Year
Memoranda/Reports	Throughout Fiscal Year

**FY 2026 BUDGET:**                **\$3,235,000**

**FY 2027 EST. BUDGET:**        **\$550,000**

## **SUPPORT FOR STATE AND LOCAL INITIATIVES**

**PURPOSE:** To provide the modal administrations of the Maryland Department of Transportation (MDOT) and local member agencies with technical assistance using regionally generated data, development goals, forecasts, as well as regional priorities for transportation planning activities related to the Baltimore region. It is also intended to support local planning initiatives that directly support a regional transportation planning activity.

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The Baltimore Metropolitan Council (BMC) continues to work cooperatively with MDOT's modal administrations, as well as local jurisdictions, coordinating data collection, model development, maintenance, and technical assistance for model application and data analysis.

During Fiscal Years (FY) 2024 and 2025 support was provided to a number of initiatives:

**Model Results:** Processed survey data from the "BMC Post-Pandemic Trends – Employee Survey" and conducted a cluster analysis using multiple clustering methods.

**Demographics:** Provided TAZ-level demographic analysis to MDOT SHA for a Johns Hopkins University traffic study. Also provided TAZ-level demographic analysis to Anne Arundel County for a Comprehensive Plan study.

**Data:** Provided parking cost estimates to MDOT SHA for a non-motorized travel study. Provided O-D data (Teralytics) to MDOT SHA for a Johns Hopkins University traffic study. Calculation of Sample Size for the Household Travel Survey to be conducted by MDOT.

In FY 2026, staff will continue to support MDOT modal administrations in several areas: 1) InSITE support, 2) corridor analysis and 3) scenario analysis (VisionEval).

**InSITE –** On-going support to InSITE users. BMC staff has developed methods to prepare required input data and created scripts to summarize and process simulation results.

**Corridor Analysis –** BMC modeling staff, supporting local and regional planners, will provide technical modeling support in corridor demographic analysis, travel trends, and travel forecasting. The InSITE model can provide base and horizon year corridor alternative travel market analysis.

**VisionEval –** BMC staff will guide local and regional agencies and will provide technical modeling support to develop their strategic scenario planning models using VisionEval. BMC staff have the capability to implement the model ranging from data collection, base model development, model calibration, scenario preparation, and generate outputs for different policy scenarios. The staff can also help local partners to visualize the VE results in tableau and understand the key drivers for future changes in transportation and environment.

The second part of this task is to provide support for initiatives managed by local jurisdictions. After reviewing options from other UPWPs around the nation, each jurisdiction has identified local transportation planning projects that are expected to occur during FY 2026. These projects support regional planning practices (or relate to the BRTB work program). They are planning projects that do not go beyond 30% design, no construction and no operating funds. As do other tasks/projects, these tasks will result in a product. Projects will be identified by local jurisdictions and approved by the Executive Committee and may include items such as: Speed Management, Patapsco Regional

**BALTIMORE REGION UPWP**  
**FY 2026-2027 UNIFIED PLANNING WORK PROGRAM**

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Greenway elements, crash analysis and Transportation Elements of Comprehensive Plans.

PRODUCTS/MILESTONES	SCHEDULE
Investigation/Coordination Data Acquisition and Analysis	Throughout FY 2026-2027
InSITE Support	Throughout FY 2026-2027
Jurisdiction Support	Throughout FY 2026-2027

**PARTICIPANTS:** BMC, MDOT Modes, Local Members

<b>FY 2026 BUDGET:</b>	Annapolis	\$60,000
	Anne Arundel Co	\$60,000
	Baltimore City	\$60,000
	Baltimore Co	\$60,000
	Carroll Co	\$60,000
	Harford Co	\$60,000
	Howard Co	\$60,000
	Queen Anne's Co	\$60,000
	BMC Staff	\$190,000
	<b>Total</b>	<b>\$670,000</b>
<b>FY 2027 EST. BUDGET:</b>		<b>\$670,000</b>

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## PLANNING CONTEXT

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## LONG-RANGE TRANSPORTATION PLANNING

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

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A range of activities supporting long-range transportation planning was completed during Fiscal Years 2024 and 2025.

Early FY 2024 activities focused on finalizing the LRTP for the Baltimore region, known as *Resilience 2050: Adapting to the Challenges of Tomorrow*. BMC staff presented a resolution regarding approval of *Resilience 2050*, the 2024-2027 TIP and the associated Air Quality Conformity Determination to the Technical Committee and BRTB, with BRTB approval on July 25, 2023. BMC staff posted responses to all comments online prior to the BRTB vote. EPA approved the conformity determination of the 2024-2027 TIP and *Resilience 2050* on September 25. FHWA and FTA approval was received on October 25.

Other FY 2024 activities included developing and distributing a draft schedule for the 2027 LRTP and continuing to keep TC and BRTB members informed about developments related to trends discussed in *Resilience 2050*. BMC staff also proposed three LRTP-related projects that were approved for inclusion in the FY 2024-2025 UPWP addendum: LRTP Scenario Planning, the Baltimore Region Transportation Needs Assessment, and development of a scoring methodology for bicycle and pedestrian projects. BMC staff drafted RFPs for these projects in FY 2024.

FY 2025 activities included selecting a consultant for and commencing work on all three of these UPWP projects. LRTP Scenario Planning tasks included a best practices review, a scenario planning survey, analysis of selected scenarios using VisionEval, and three scenario workshops. Transportation Needs Assessment tasks included an analysis of existing research, development of an existing conditions story map, a survey, focus groups, and analysis of results. Activities for the bicycle and pedestrian scoring methodology project included a discussion of policy questions related to bicycle and pedestrian projects and the LRTP, a best practices review, and development of draft scoring criteria.

Finally, FY 2025 activities included reviewing LRTP goals and strategies and project prioritization, incorporating results from the scenario planning and needs assessment projects. FY 2025 also included selecting a name for the 2027 LRTP, creating branding, and developing PowerPoint and report templates.

FY 2026 activities will include:

- Launching a public-facing website for the 2027 LRTP;
- Gathering input on draft goals and strategies from the public along with BRTB approval of updated goals and strategies for the 2027 LRTP;
- Review and approval of the scoring methodology, including completion of a scoring method for bicycle and pedestrian projects;
- Coordinating with MDOT to develop revenue forecasts and review cost estimation methods;
- Holding a call for projects from BRTB members and beginning review of projects;

- Development of updated demographic forecasts;
- BMC staff evaluation and writing on emerging trends and issues;
- And coordinating with MDOT to update federally required performance measures and targets.

FY 2027 activities are anticipated to include:

- Continued staff evaluation and writing on emerging trends and issues;
- Coordinating with MDOT to update federally required performance measures and targets;
- Cost estimation, evaluation, scoring and selection of major projects and programs;
- Modeling and testing of the preferred alternative (air quality conformity modeling, travel demand modeling, coordination with resource agencies on effects relative to natural and cultural resources);
- And preparation of a draft plan, followed by a public review and comment period, and consideration of partner and public comments during preparation of the final plan.

<b>FY 2026 PRODUCTS/MILESTONES</b>	<b>SCHEDULE</b>
Review regional goals and supporting strategies and launch a website for the 2027 LRTP	1 <sup>st</sup> and 2 <sup>nd</sup> Quarter of FY 2026
Review project scoring methodology and revise project submittal form, including a scoring method for bicycle and pedestrian projects	1 <sup>st</sup> and 2 <sup>nd</sup> Quarter of FY 2026
Develop and adopt revenue forecasts and review cost estimating methodologies in coordination with MDOT	2 <sup>nd</sup> , 3 <sup>rd</sup> and 4 <sup>th</sup> Quarter of FY 2026
Hold a call for projects for the 2027 LRTP and review project submissions	3 <sup>rd</sup> and 4 <sup>th</sup> Quarter of FY 2026
Develop and adopt population, household, and employment forecasts in coordination with the Cooperative Forecasting Group	Throughout FY 2026
Continue to explore emerging trends and issues, including BMC staff evaluation and writing	Throughout FY 2026
Review performance measures per regional priorities; update performance targets per federal schedule	Throughout FY 2026

ANTICIPATED FY 2027 PRODUCTS/MILESTONES	SCHEDULE
Cost estimation, evaluation, scoring and selection of major projects and programs	1 <sup>st</sup> and 2 <sup>nd</sup> Quarter of FY 2027
Modeling and testing of the preferred alternative (air quality conformity modeling, travel demand modeling, coordination with resource agencies on effects relative to natural and cultural resources);	2 <sup>st</sup> and 3 <sup>rd</sup> Quarter of FY 2027
Preparation of a draft plan, including a public review and comment period, and consideration of partner and public comments during preparation of the final plan.	3 <sup>rd</sup> and 4 <sup>th</sup> Quarter of FY 2027
Continue to explore emerging trends and issues, including BMC staff evaluation and writing	Throughout FY 2027
Review performance measures per regional priorities; update performance targets per federal schedule	Throughout FY 2027

**FY 2026 BUDGET:                \$260,000**

**FY 2027 EST. BUDGET:        \$260,000**

## TRANSPORTATION IMPROVEMENT PROGRAM

**PURPOSE:** To assemble a comprehensive listing of requests for federal funds and regionally significant projects based on planned state and local transportation investments and in support of regionally adopted performance measures and targets over the next four-year period. Coordinate the Baltimore Regional Transportation Board (BRTB) Transportation Improvement Program (TIP) process to ensure member transportation projects fulfill all related federal requirements.

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Baltimore Metropolitan Council (BMC) staff have utilized a web-based online TIP system to produce every TIP document for the last eight years. In addition, all jurisdictions and agencies submit, view, and edit their TIP projects through an online portal. In FY 2024, BMC transitioned from the TIPVue software to EcoInteractive software to produce the TIP document. BMC staff continue to train agency staff as necessary and distribute a step-by-step guide to using the web-based system at the beginning of each call for projects. A training session was held on December 10, 2024, and included jurisdiction and agency staff that prepare annual updates as well as staff that prepare TIP modifications. As part of the process, Congestion Management Process goals and Vulnerable Population Index data was integrated into the TIP Project Sheets. The 2024 and 2025 TIP cycles followed a similar schedule to previous TIP years. Obligated listing data for FY 2022 became available from the Maryland Department of Transportation (MDOT). BMC staff prepared and published the FY 2022 obligated listing on October 28, 2024. Staff reviewed and coordinated with the region's conformity determination in the processing of twelve amendments and six administrative modifications to the 2023-2026 TIP. As of December 2024, MDOT has not provided the necessary data to publish the FY 2021 obligated listing. Staff reviewed and coordinated with the region's conformity determination in the processing of twenty-eight amendments and eight administrative modifications to the 2024-2027 TIP.

FY 2026 and FY 2027 activities will include:

- The traditional TIP production process will take place in FY 2025 and FY 2026.
- In keeping with current surface transportation legislation, prepare a listing of projects with federally obligated funds from the previous TIP's annual element will be published within ninety days after the end of each fiscal year.
- Prepare, review, and process administrative modifications and amendments to the currently approved TIP. Review for fiscal constraint.
- BMC staff will continue to use and improve materials for summarizing and disseminating the TIP to the public, including interactive maps, StoryMaps, Tableau dashboards, and PublicInput.
- BMC staff will work to improve the Performance-Based Planning and Programming section of the TIP. Specifically, BMC staff will work to improve the methods utilized to analyze the impact of TIP investments on the achievement of performance measures and targets.
- Provide assistance and guidance to members as we transition to the EcoInteractive TIP database.

PRODUCTS/MILESTONES	SCHEDULE
Approval of the FY 2026 – 2029 TIP	1st Quarter of FY 2026
Approval of the FY 2027 – 2030 TIP	1 <sup>st</sup> Quarter of FY 2027
FY 2025 Obligated Listing Development	2nd Quarter of FY 2026
FY 2026 Obligated Listing Development	2nd Quarter of FY 2027

**FY 2026 BUDGET:                \$260,000**

**FY 2027 EST. BUDGET:       \$260,000**

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## **PROMOTING PARTICIPATION & COOPERATION**

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## **PUBLIC PARTICIPATION AND COMMUNITY OUTREACH**

**PURPOSE:** The Baltimore Regional Transportation Board (BRTB) wants to make it easy for people, organizations, and groups to get involved in regional transportation planning. The BRTB believes public participation is essential to helping government agencies understand and address the public's needs and concerns, especially when important decisions about the region's transportation system are being made.

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During 2025, staff engaged the public on 10 BRTB projects and plans. Outreach included interactive websites, surveys (print, text, and online), and community meetings to gather public comments. Projects included short and long-range transportation planning, the UPWP, segments of the Patapsco Regional Greenway, a Transportation Needs Assessment, and more. Follow-up surveys were sent to participants to improve engagement efforts.

Over 19,000 people visited BMC's publicinput.com pages in the first half of FY 2025, with over 1,500 participating in BRTB projects and surveys. Participants provided over 1,680 comments on various efforts. Outreach efforts also yielded 635 project mailing list subscribers. To enhance communication, in the first half of FY 2025, staff sent over 114,750 emails (with an open rate of nearly 49%). Over 2,000 text messages were sent that offered non-traditional ways to comment, such as voicemail and text or paper surveys. Project pages were translated into the region's top five non-English languages.

In August 2024, USDOT released the BRTB's federal certification report, highlighting public engagement as a major strength. Three of the six commendations were for innovative and noteworthy engagement practices, such as interactive surveys, visualizations, and plain-language materials.

Staff also worked with the Transportation CORE (Community Outreach and Regional Engagement), a group of residents providing behind the scenes feedback to staff and board members. In 2024, CORE members reviewed infographics, a draft transportation planning guide, and the "What If...?" survey, helping staff improve materials for better usability. Two CORE meetings were held virtually during the year.

In-person outreach efforts were increased in an effort to increase awareness and address critical gaps in reaching the community, particularly those who have historically been disadvantaged. Staff hosted a number of community meetings in FY 2024 with over 150 participants. We also conducted over 60 pop-up "handlebar interviews" with bicycle riders and pedestrians in the region. In addition, staff used data to identify existing or potential gaps in participation. This allowed us to customize and focus our outreach efforts to reach certain populations or geographic communities.

Plain language was a key focus in 2024. Staff renamed the UPWP to the Transportation Planning Budget and revised language to reach middle school reading levels. This approach led to three times the participation in the budget process in the years prior.

In FY 2026 and FY 2027, we will continue to involve and inform the public early and often during the planning process. Ongoing activities include:

**Encouraging Public Feedback:** We will create opportunities for everyone to share ideas and feedback through virtual and in-person meetings and outreach. Input will help shape BRTB plans and projects such as the long-range transportation plan, TIP, air quality report, budget, and regional initiatives like the Patapsco Regional Greenway.

**Expanding Our Reach:** We'll use diverse, inclusive tools to connect with more people. Each project will have a clear engagement plan, guided by data to identify community demographics and gaps in participation. We'll grow our mailing lists, increase participation, and enhance our presence through PublicInput.com, text messaging, voicemail hotlines, and online and print surveys. Social media and in-person outreach will also play key roles in reaching both more communities.

**Sharing Public Feedback:** We will continue to share public comments with BRTB members, incorporate them into plans when possible, and provide responses or updates on how feedback influenced decisions. Monthly reports will highlight outreach efforts and feedback themes.

**Using Multiple Tools:** We will engage the public through events, pop-ups, press releases, social media, newsletters, surveys, ads, and more. Staff will coordinate efforts and publish an annual public involvement report.

**Following Federal Guidelines:** We will continue to align with federal recommendations and update the Public Participation Plan to include Transportation CORE and USDOT Guidance on Meaningful Public Engagement and other best practices, preparing us for the next long-range transportation plan.

**Evaluating Progress:** We'll regularly review our efforts, address barriers to participation, and gather feedback on the engagement process through follow-up surveys to improve outreach and representative engagement.

PRODUCTS/MILESTONES	SCHEDULE
Request and address public comments as needed	Throughout Fiscal Year
Utilize the Transportation CORE to inform regional planning	Quarterly (or as needed)
B'more Involved, notices to Interested Parties, press releases, and other e-news/social media marketing	Throughout Fiscal Year
Conduct outreach and promote initiatives	Throughout Fiscal Year
Update the Public Participation Plan to reflect CORE and new best practices for meaningful engagement	Summer 2025 - Spring 2026

**FY 2026 BUDGET:**               **\$500,000**

**FY 2027 EST. BUDGET:**       **\$500,000**

## TITLE VI PLANNING

**PURPOSE:** To ensure the planning process meets the intent of the Civil Rights Act to prohibit discrimination in any program or activity receiving federal financial assistance, essentially ensuring equal access to public transportation services for all people regardless of their ethnicity or origin.

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During Fiscal Year (FY) 2025, staff took the quadrennial Title VI Report and had it formatted and translated, MDOT also approved the report. Staff also initiated two major tasks that resulted from an earlier consultant task. Both the LRTP Scenario Planning: Analysis of Long-Term Risks and Opportunities and the Baltimore Region Transportation Needs Assessment engaged in efforts to develop a deeper understanding of issues that will be central to the update of the next long-range transportation plan.

Major national events have greatly influenced how all of us conduct our business to adjust for a full and fair approach to the work we undertake. Many training opportunities are being offered and will likely continue and be refined with local inputs. BMC will continue to monitor contracts for Disadvantaged Business Enterprise (DBE) participation and host the annual “Meet the Primes” event.

In FY 2026 and 2027 BMC staff will continue work to meet Title VI regulations. Most of the tasks in the UPWP will be conducted in a responsible manner, such as infrastructure for non-motorized travel, safety for all users, reducing single-occupancy vehicles, looking at transit fares, and demand-response services.

PRODUCTS/MILESTONES	SCHEDULE
Review DBE Participation Goal	2 <sup>nd</sup> Quarter
Prepare Title VI Annual Report	3 <sup>rd</sup> Quarter
Review ADA Policies	Ongoing

**FY 2026 BUDGET:**                \$160,000

**FY 2027 EST. BUDGET:**       \$160,000

## **GATHERING & ANALYZING DATA**

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## GIS ACTIVITIES

**PURPOSE:** To maintain the Geographic Information System (GIS) that allows for data to be spatially organized, updated, analyzed, and disseminated; and to perform spatial analysis and create visualizations of demographic, socioeconomic, and travel information.

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### **In FY 2025 to date, staff completed the following activities:**

Staff supported the GIS components of the Bikeable Baltimore Region (BBR) project by creating, reviewing, and finalizing a regional planned bike facilities dataset compiled from our eight jurisdictions; editing bike facilities in response to public comments on the BBR storymap; providing comments on the data components of the criteria framework to identify the regional bike network and the draft objectives for performance measures; and assisting with legible map symbol design for the regionally significant network map for the second public comment phase of the project.

Staff revised the Patapsco Regional Greenway dataset in conjunction with planning staff to update the latest segments and then used this dataset as the basis to create a new public interactive mapping app for the Patapsco Regional Greenway that shows the latest status of the greenway segments (existing, under design, or planned) and will be updated with each new project phase.

Staff maintains a large enterprise geodatabase of transportation, planning, and demographic data for use in mapping and GIS analysis. Staff also created new simplified map templates of the region and member jurisdictions in multiple design schemes for use by the Communications team.

BMC also enhanced our interactive online map offerings with two new apps, one showing LIDAC communities, and the other showing possible locations for temporary housing following a disaster, along with supporting map layers for determining location suitability.

GIS staff worked in collaboration with Development Monitoring staff to develop and test four major components of the new Building Permit Database System (BPDS) in the ongoing effort to create a replacement for the current BPDS.

Staff implemented two major sections of the ArcGIS Desktop to ArcGIS Pro software migration plan by developing new map templates in Pro for the region and eight member jurisdictions and by developing and delivering a Pro Basics training session to a total of 17 colleagues.

### **In FY 2026-2027, staff will complete the following activities:**

BMC GIS staff will provide ongoing geospatial analysis, mapping, GIS system and database maintenance, and technical support for transportation planning activities, including for the Transportation Improvement Program (TIP), the Long-Range Transportation Plan (LRTP), the travel demand model, and the cooperative forecasting group.

Staff will continue to support and expand BMC's web presence through our Open Data website, which allows users to download GIS data and incorporate it into their own applications. BMC will update or create new versions of several of our existing web mapping applications on an annual basis, including the Congestion Management Process Analysis Tool app, the Regional Bicycle Facilities Inventory app, the Patapsco Regional Greenway app, the Traffic Count Locations dashboard, and Vulnerable Population Index app. Staff will also create a new interpretive story map for the TIP each spring. Additional web mapping applications will be created to serve as planning, analysis, and public outreach tools as those needs are identified.

Work with the Baltimore Regional Geographic Information System Committee (BRGISC) will continue with ongoing coordination of regional projects such as the Regional Bicycle Facilities Inventory and creation of networking and training opportunities for GIS staff from our member jurisdictions.

BMC will continue its leadership role in GIS activities at the state level, including working with the Maryland State Geographic Information Committee (MSGIC) and coordinating with state GIS entities at MD iMap Technical Committee meetings.

PRODUCTS/MILESTONES	SCHEDULE
GIS mapping and geospatial analysis	Throughout Fiscal Year
Manage, update, and maintain an enterprise GIS system	Throughout Fiscal Year
Organize and participate in BRGISC and coordinate regional GIS projects	Throughout Fiscal Year
Participate in MSGIC and other GIS activities and trainings in the state and region	Throughout Fiscal Year
Develop, update, and maintain online GIS mapping applications and GIS web services	Throughout Fiscal Year

**FY 2026 BUDGET:**               **\$430,000**

**FY 2027 EST. BUDGET:**       **\$430,000**

## DEMOGRAPHIC AND SOCIOECONOMIC FORECASTING

**PURPOSE:** To develop and maintain population, household, and employment forecasts for the Baltimore metropolitan region. The cooperative forecasts serve as a key input to the regional travel demand forecasting process and the development of the long-range transportation plan (LRTP). Staff of the local jurisdictions comprise the Cooperative Forecasting Group (CFG) and coordinate the development of their jurisdiction's estimates and forecasts. Jurisdictional staff utilize local comprehensive plans, adopted zoning maps and regulations, and an inventory of available residential holding capacity to inform their forecast process.

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During Fiscal Years (FY) 2024 and 2025, the CFG continued to meet on a bi-monthly basis, where the proceedings of each meeting were documented, and the minutes made available in electronic format. During CFG meetings, there was an ongoing discussion regarding the need and timing of the next set of cooperative forecasts, round 10.1. This decision was reached in response to considerations and concerns regarding the timing and supporting data for the Round 10 forecasts. The development of the Round 10 cooperative forecasts occurred during the COVID-19 pandemic, a time when economic conditions were uncertain and delays in the release of supportive datasets were common. Given these limitations to the Round 10 cooperative forecasts, along with recent activity on local comprehensive plans and potential impact on the scale and spatial distribution of growth expectations, it was agreed upon that all jurisdictions will participate in a new round of forecasts in the calendar year 2025 to support forecast round 10.1. BMC staff has developed a draft timeline for this next set of cooperative forecasts. The CFG utilizes a "bottom-up" approach, where members develop estimates and forecasts for their local jurisdictions, which sum to a regional total. The CFG is charged with generating forecasts for total population, group quarters population, households, and employment at the jurisdiction and Transportation Analysis Zone (TAZ) levels of geography. An update to the Master Establishment File is the first step in the process and CFG members are expected to review and edit the file in the first quarter of 2025. CFG membership will then produce updated TAZ level forecasts, due to BMC staff in November 2025.

In FY 2026 and FY 2027, the CFG will continue to meet on a bi-monthly basis, evaluate the need for updated forecasts on an annual basis, and update the forecasts as necessary. Following the CFG commitment to developing updated forecasts, BMC will support developing round 10.1 forecasts to adopt 2025 as the base year and extend the horizon year to 2055 to support and inform the 2027 LRTP. The LRTP covers at least a 20-year planning horizon beyond the timeframe covered by the short-range Transportation Improvement Program and is updated every four years. BMC staff will review individual jurisdiction submissions and provide comments in January or February 2026, followed by development of model inputs in spring 2026. Staff anticipate adoption of the next set of cooperative forecasts in June 2026. BMC staff will continue to monitor the release of Census data that pertains to population, households, and employment, document the proceedings of the CFG meetings, document comparisons between Round 10 and future long-range population, household, and employment forecasts, provide small area residential and employment estimates and forecasts to local jurisdictions on request, continue data compilation, data development, and technical



assistance for BMC partners, and continue discussions on bi-regional growth assumptions with the Metropolitan Washington Council of Governments (MWCOC) and Wilmington Area Planning Commission (WILMAPCO).

PRODUCTS/MILESTONES	SCHEDULE
Evaluate need for update to forecasts	Throughout Fiscal Years
Update forecasts as necessary	Throughout Fiscal Years
Monitor and review relevant Census data releases	Throughout Fiscal Years
Document proceedings of the CFG	Throughout Fiscal Years
Provide data to local jurisdictions upon request	Throughout Fiscal Years
Provide data compilation, data development, and technical assistance	Throughout Fiscal Years

**FY 2026 BUDGET:                \$280,000**

**FY 2027 EST. BUDGET:       \$280,000**

## DEVELOPMENT MONITORING

**PURPOSE:** To track new land development patterns in the region by type (residential, non-residential, mixed-use etc.), location, and timing. Tracking development activity is important to the transportation planning process as it recognizes the placement of household and employment growth across the region, and assists in the analysis of the associated demands upon the transportation network. Ongoing contact with state and local agencies provides data needed for this activity.

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During Fiscal Years (FY) 2025, Baltimore Metropolitan Council (BMC) staff continued to collect and process building permits from each of the local jurisdictions, bringing them into one common system. Throughout much of calendar year 2024, BMC staff have been in the process of developing new building permit system software applications. BMC staff is working closely with local government personnel to ensure that building permit data collection and reporting will remain consistent during the software transition.

The Building Permit Data System (BPDS) is the source for various products and services including reports and analyses of regional trends (supported by charts, tables, and maps highlighting notable development activity). Staff also contributed detailed building permit data to the Building Permit Dashboard and made multiple presentations on development monitoring activities to the Cooperative Forecasting Group and Technical Committee of the Baltimore Regional Transportation Board (BRTB). In addition, staff continues to make available the BPDS Quick Viewer, which is a free online mapping product that allows the user to view the location of selected building permits on a map.

In FY 2026-2027, staff will continue to prepare monthly and annual reports of plans for new residential and non-residential development. Staff will continue to contribute data to the Building Permit Dashboard. Staff will continue to create an annual report on residential hot spots, detailing which residential developments in the region are permitting the most units. Additionally, there will be an annual analysis of building permit activity by sewer service areas and priority funding areas. Staff will also continue to support the work of local planning partners by fulfilling requests for customized building permit data extractions, reports, and analyses. Finally, staff will complete the process of migrating to the new building permit software applications developed during FY 2024 – 2025.

PRODUCTS/MILESTONES	SCHEDULE
Reports on residential/non-residential development plans	Throughout Fiscal Years
Building Permit Dashboard	Update in 1 <sup>st</sup> and 3 <sup>rd</sup> Quarter 2026 – 2027
Report on residential hot spots	2 <sup>nd</sup> Half FY 2026 – 2027
Analyses/Maps of residential building permit activity by sewer service areas and Priority Funding Areas	2 <sup>nd</sup> Half FY 2026 – 2027
Provide local planning partners with customized building permit data extractions and reports upon request	Throughout Fiscal Years

**FY 2026 BUDGET:                \$300,000**

**FY 2027 EST. BUDGET:        \$300,000**

## SYSTEM PERFORMANCE: MONITORING AND ADAPTING

**PURPOSE:** Monitor performance of the system by collecting data to track travel conditions, reliability, and trends throughout the Baltimore region and using this data to analyze system performance. System performance data is used to support various planning needs, including inputs to the regional travel demand model, air quality monitoring, and calculation of national system performance measures, Congestion Management Process (CMP), and the long-range transportation plan (LRTP) development. The ultimate goal of system performance monitoring is to promote safe, efficient, equitable, and reliable mobility for people and goods.

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Monitoring system performance supports a variety of other tasks in the UPWP and supports the work of our partners. It encompasses the following activities: traffic counts; speed and travel time collection; trip generation; asset management; and monitoring measures for federal system performance requirements. Data from these activities directly supports the work of planning for and managing the system.

During FY 2024 and FY 2025, staff completed the following activities:

**Traffic Counts:** Signed a multi-year renewable contract to perform all forms of traffic counts in July 2024. BMC conducted various counts requested by our partners in the region. This included turning movement counts in Harford County, weeklong bicycle, pedestrian and scooter counts in Carroll County and single day 24 turning movement counts with vehicle classifications in Eastern Baltimore County to track altered truck traffic due to the collapse of the Key Bridge.

**Speed and Travel Time Collection:** Collection occurs primarily through the Probe Data Analytics (PDA) Suite. Staff has been very active with PDA User Group within The Eastern Transportation Coalition, which has helped enhance how the suite has been leveraged for use in the Baltimore region. Projects have been completed by request for multiple jurisdictions including requests for the effects of travel times of selected corridors affected by the collapse of the Key Bridge.

**Asset Management:** MAP-21 includes requirements pertaining to the process for development of Risk Based Transportation Asset Management Plans (TAMP) that includes strategies leading to a program of projects that would make progress toward achievement of the State targets for asset condition and performance of the National Highway System (NHS). MDOT SHA is responsible for creating a TAMP based on data and analysis including consideration of engineering, life-cycle cost, and risk analysis with investment strategies being developed to best manage the physical assets with the limited funding available and anticipated in the future. Chapter 5 of the LRTP covers the specific regional performance measures and targets set by the BRTB, in consultation with MDOT and the federal agencies.

**Documenting System Performance:** Staff has been preparing quarterly bottleneck reports that identify the top ten bottlenecks in the region. The Quarterly Congestion Analysis Reports were redesigned based on new templates developed in coordination with the University of Maryland CATT Lab. The CMP Analysis Tool is an interactive map that visually displays congestion data. This tool continues to help the CMP Committee identify corridors for more in-depth analysis and visualize

congestion across jurisdictional boundaries; it also serves as input into the project prioritization process.

**Monitoring Federal System Performance Requirements:** Developed a process to integrate Bridge and Pavement (PM2), and System Performance, Asset Management, Freight Movement and Air Quality (PM3) into the planning process. For each of the requirements staff analyzed transportation system performance against established federal metrics, set targets for improvement within the region area, and reported progress to the Federal Highway Administration (FHWA) on how well their transportation system was performing across these key areas.

In FY 2025 and FY 2026, staff will work in the same areas:

**Traffic Counts:** With the help of a consultant, a targeted approach to data collection supporting regional corridor studies and the travel demand model will continue through the length of the contract. Staff will update and improve BMC's online interactive maps and dashboards. Staff will continue exploring its non-vehicular count program in coordination with the Bicycle and Pedestrian Advisory Group (BPAG) and MDOT State Highway Administration (MDOT SHA). BMC will provide any counts it collects to MDOT SHA, they will house and share the data received as well as factoring the raw data.

**Speed and Travel Time Collection:** Staff will expand CMP activities to incorporate the new applications and data available through The Eastern Transportation Coalition PDA Suite. Staff will continue to be active on TETC's Probe Data Analytics User Group. This will include tracking changing speeds and travel times on corridors affected by the loss of the Key Bridge.

**Trip Generation:** BMC will continue to research new Origin Destination Survey Data technologies to support future travel survey initiatives.

**Documenting System Performance:** Staff will continue preparing Quarterly Congestion Analysis Reports that identify the top ten bottlenecks in the region. Staff will enhance the value of the Quarterly Congestion Analysis Report by adding descriptions of the visualizations including the temporal comparison maps as well as adding motion maps. Staff will continue work through the CMP Steering Committee to provide guidance on the development of new congestion related studies and further develop the CMP Analysis Tool.

**Monitoring Federal System Performance Requirements:** Staff will continue to work closely with state and local partners to monitor status toward meeting regional performance targets and to develop regional performance targets for Bridge and Pavement (PM2), and Asset Management, System Performance, Freight Movement and Air Quality (PM3). Staff will continue to work with state and local stakeholders to incorporate asset management into the LRTP and other planning efforts as appropriate.

**BALTIMORE REGION UPWP**  
**FY 2026-2027 UNIFIED PLANNING WORK PROGRAM**

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<b>PRODUCTS/MILESTONES</b>	<b>SCHEDULE</b>
Highway and arterial traffic counts, turning movement counts with bicycle and pedestrian data to support travel demand model and CMP	Throughout FY 2025-FY 2026
Travel data products to support the CMP	Throughout FY 2025-FY 2026
Update Online Traffic Count Map and Dashboards	Throughout FY 2025-FY 2026
Presentation and documentation materials, including Quarterly Congestion Analysis Reports	Throughout FY 2025-FY 2026
Documentation of Asset Management Integration into the LRTP	First Quarter FY 2025
Monitor regional performance and calculate measures for 2-year target period for PM2 and PM3 System Performance	Second Half of FY 2026

**FY 2026 BUDGET:                \$480,000**

**FY 2027 EST. BUDGET:        \$480,000**

## MAINTENANCE OF CURRENT SIMULATION TOOLS

**PURPOSE:** Maintenance of the region's disaggregate demand and traffic simulation tools and enhancing modeling methods.

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The region is continuing to use an Activity Based Model, known locally as Initiative to Simulate Individual Travel Events (InSITE). The InSITE model consists of three components: 1) a synthetic household/population generator, 2) a freight modeling system simulating long-distance commodity flows and an urban truck/commercial vehicle-touring model, and 3) a person's long-term choices and daily activity tour/trip roster. The InSITE model is used in mobile source emission estimation, long-range transportation plan development, environmental justice analysis, and corridor planning studies.

BMC and the InSITE model developer coordinated the second 2019 calibration and validation, which included several model enhancements. The following activities were completed and will continue to be tested in Fiscal Year (FY) 2026:

InSITE Validation and Calibration Enhancement - The previous InSITE 2019 validation and calibration was at the jurisdiction level and focused on the Baltimore region. The first cut InSITE validation was needed to perform Baltimore non-attainment area regional mobile source emission analysis. The enhancement phase validated the expanded planning area jurisdictions and focus on sub-jurisdiction travel behavior and choices. The enhanced InSITE validation will improve corridor alternatives and small-area capability analysis with further testing. An InSITE validation document was produced comparing simulation and observed travel behavior and choices. In addition to the validation and calibration, the InSITE's script was improved to include the Freight Modeling System and the new Transit Access process.

Transit Access – A new transit access process was developed by a consultant and replaces the legacy transit access process. The new process uses a ArcPy script and calls up ArcGIS to: 1) find transportation analysis zones (TAZs) adjacent to transit stops/stations, 2) calculate the portion of the TAZ within walking distance to transit stop/station and 3) establish network connections between stops/stations, park-and-rides and road access points.

Transportation Networks – BMC staff continued to refine and update the model's transportation networks to support corridor analysis, TIP/LRTP development, and mobile source emission analysis. Staff will continue to maintain, update, and refine the GIS application master highway network until a new system is developed in ArcGIS Pro.

VisionEval – BMC staff are leveraging VisionEval (VE) to conduct a scenario planning exercise aimed at identifying, evaluating, and developing strategies to mitigate potential risks and seizing opportunities to advance the region's transportation vision and goals. The VisionEval Regional Strategic Planning Model (VE-RSPM), one of the VE models, was specifically developed to support metropolitan-level scenario planning. VE-RSPM largely operates at the zonal level and uses zone-based inputs and outputs. VE models incorporate four geographic levels: Marea (metropolitan area), Azones (county), and Bzones (Traffic Analysis Zones) and the Region (entire model region).

Developing a base model for the region requires preparing more hundreds of data files both for the observed base year and the future base year without policy scenarios applied. These data files are generated for different geographies within the model region. Future scenarios are developed by adjusting input elements of future years to evaluate the effect of transportation investment, affordable housing allocation, transportation fees and incentives, economic forces, demographic changes, cutting-edge technologies on the transportation system and environmental outcomes. Initially, several VE packages were rebuilt by replacing the default data with BMC-specific data. Then, a base model was developed and calibrated to ensure its accuracy. After validation and adjustment, the model was re-run to generate outputs for different policy scenarios. The results were then extracted or queried in tabular data files for further processing and analysis using excel. A Tableau dashboard was created to visualize the results, enabling the identification of policy scenarios most effective in achieving specific goals, such as reducing vehicle miles traveled (VMT).

Other recent staff activities will continue to be tested in the coming fiscal year, including:

pOPTICS - The pOPTICS jurisdiction component of the change spreadsheet model was developed for the model planning area. This required gathering vital statistics on births and deaths as well as Census gender and cohort population data for 2015 and 2020. Existing pOPTICS jurisdiction spreadsheets were revised incorporating the Round 10 demographic data and model estimates reviewed. Staff revised the synthetic household and population generation method introducing race as a TAZ control variable. The pOPTICS spreadsheet model was revised to output jurisdiction population totals by gender, race (non-Hispanic white and other), and 18 age cohorts for jurisdiction population margins.

Planning Dashboards – Planning area dashboards were developed with consultant support covering transit, network performance, Transportation Improvement Program, air quality, demographics, freight, and InSITE. The dashboards are designed to be engaging and informative, and to allow users to download and print dashboard maps, charts and tables. The InSITE dashboard consists of two tabs. One tab, allows users to explore a horizon year-generated tour/trip roster and another to compare generated tours/trips over two or more horizon years. Both tabs use demographic and tour/trip filters and segmentation variables to explore and visualize simulation results. The InSITE dashboard allows users to gather basic information about horizon year travel demand and trends.

In FY 2026, staff will continue to update, enhance, and maintain the travel simulation tools used in regional and corridor alternative analysis. Staff and consultant work for the coming fiscal year(s) include:

InSITE/MOVES - The region's mobile source emission estimation process links simulated InSITE output with the EPA Motor Vehicle Emission Simulator (MOVES). Staff will continue to maintain and develop InSITE post-processing scripts used in MOVES input database development.

VisionEval – Staff will continue updating and refining the VE-RSPM model for the region, incorporating potential future uncertainties. Using the model results, staff will identify various interventions to achieve the goals outlined in the LRTP. Additionally, they will develop guidelines for future LRTP efforts based on insights derived from the VE model outcomes.



Freight Modeling System – Staff will work on revising and updating the InSITE freight modeling system. This system consists of a long-distance supply chain model, a local freight-touring model, and a goods and services commercial vehicle model. The freight modeling system long-distance supply chain was estimated using Freight Analysis Frame (FAF) work version 4 and several other federal data sets. Working with consultant support, the long-distance supply chain model will be revised using FAF version 5 and other updated administrative records. The local freight distribution and commercial vehicle touring model will be updated and calibrated/validated to 2019 observed classified traffic counts. The CUBE application manager InSITE control script will be reviewed and revised allowing users to select horizon year freight scenarios and other freight-dependent inputs. A process will be implemented to allow users to interpolate FAF 5 published horizon year data to InSITE needed horizon year.

Transportation Networks - BMC staff will continue to work with MDOT SHA to create a shared network management system in ArcGIS Pro with consultant assistance. The shared system will be able to store all network years in one geodatabase, edit networks, export year-specific networks and share network data between agencies.

InSITE Data Dictionary – Create a list of model data with source, responsible agency and frequency of updates. Initially this would be an in-house product but could become a shareable document to other agencies, locals and consultants.

Freight Model Update – Engage with a consultant to enhance the visual and tabular information from the current freight modeling system and update the system’s Freight Analysis Framework (FAF) data.

PRODUCTS/MILESTONES	SCHEDULE
InSITE/MOVES	Throughout FY 2026-2027
Transit Corridor Analysis	Throughout FY 2026-2027
Freight Modeling System	Throughout FY 2026-2027
pOPTICS Maintenance	Throughout FY 2026-2027
Transportation Networks	Throughout FY 2026-2027

**FY 2026 BUDGET:**               **\$380,000**

**FY 2027 EST. BUDGET:**       **\$380,000**

## **SIMULATION TOOLS: APPLICATIONS AND ANALYSIS**

**PURPOSE:** Apply aggregate and disaggregate demand and traffic simulation tools supporting the development of short- and long-range transportation plans, the forecast of project corridor demand, and scenario analyses.

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InSITE was used in the Conformity Determination of the current TIP (2025-2028) and current LRTP *Resilience 2050*. Next fiscal year, InSITE will be used for the development of the 2027 LRTP. The following activities were completed and will continue to be tested in the coming fiscal year:

**MOVES/HPMS** –The 2019 InSITE simulation was summarized and tabulated and then compared with MDOT SHAs 2019 highway performance monitoring system average annual vehicle miles of travel. The analysis calculates jurisdiction urban/rural facility type InSITE simulated volume adjustments. InSITE horizon-year transportation networks were prepared and combined with the Round 10 Cooperative Forecast estimating road section level travel. Post-processed (HPMS and seasonal) InSITE travel demand is combined with EPA MOVES vehicle fleet and regulatory input assumptions in estimating mobile source emissions. MOVES MySQL database is tabulated and summarized reporting jurisdiction source type VOC and NOx mobile source emissions. Prior to TIP adoption, horizon year mobile source emissions are compared to established State Implementation Plan budgets.

**External Station Review** – BMC acquired Teralytics data and conducted a review of InSITE’s external stations (roads that leave/enter the model area). The process of calculating the share of external trips at external stations was completely revised using Teralytics location-based service data.

**Key Bridge Traffic Analysis** – BMC used Teralytics data to conduct a review of Key Bridge traffic volumes in 2022 and traveler’s origins and destinations. The resulting maps helped to clearly show the number of Key Bridge users and where they come from and are going to.

In FY 2026 into 2027, staff will continue to use simulation tools for regional and corridor alternative analysis. Staff and consultant work for the coming fiscal year(s) include:

**Conformity** – Staff will conduct 2027 LRTP mobile source emission and environmental justice analysis. InSITE horizon year simulated link mobile source emissions will be post-processed and combined with EPA MOVES3.0 fleet and regulatory assumptions. EPA MOVES emissions will be queried to tabulate jurisdiction VOC and NOx source type emissions. Horizon-year VOC and NOx mobile source emissions will be compared to “Bump up” SIP budgets to determine federal transportation conformity. A disaggregate approach will be used in assessing 2027 LRTP Environmental Justice. PopGEN enhancements allow accessibility and mobility calculations using population: non-Hispanic, white alone, and other population races and households in poverty. The disaggregate approach uses all identified EJ populations within all TAZs while measuring preferred alternative changes.

**Data Gathering** – Working with state and local agencies, simulation tools and data analysis of public databases and/or purchased sensor data will be analyzed and applied in support of corridor market travel flow analysis, scenario planning, and horizon year demand and travel forecasts supporting

project planning. BMC staff has used various federal/state and purchased private sector databases, in support of planning studies including Teralytics. Census Bureau decennial and American Commuter Survey data sets provided person and household demographics and information on commuters used in developing/calibrating models and developing trends. Private sector datasets along with Maryland administrative records provide information on firms and worker characteristics used in employment estimates and commuter travel shed analysis. New emerging sensor data is providing unique cost effective opportunities to monitor travel movement with imputed characteristics on a frequent basis, allowing seasonal variation monitoring and analysis of travel behavior choices/trends. Staff, collaborating with MDOT SHA are working to identify and procure OD sensor data.

Scenario Analysis (VisionEval) – VisionEval (VE) is a strategic planning tools originally developed by the Oregon Department of Transportation (ODOT) and led by the Federal Highway Administration (FHWA) to support long-range transportation planning. This performance-based planning tool is designed to evaluate the effects of policies and future uncertainties related to land use, transportation, demographics, technologies, etc. on transportation and environment to help state, regional, and local agencies addressing pressing issues.

VE evaluates effects of alternative policies (i.e., scenarios) and select a “preferred scenario” based on performance indicators such as vehicle miles traveled (VMT), delay, emission, etc. Built as an open source modeling framework in R, VE comprises various packages and modules to calculate VMT, trips, travel time and costs, energy use, and land use patterns, etc. It is a disaggregated modeling tool that predicts travel demand impacts at the household level.

VE also includes additional packages to investigate the effects of emerging trends such as driverless vehicles and teleworking on the transportation system and environmental outcomes. BMC staff will utilize VE to conduct scenario planning exercise, aiming to identify, evaluate, and develop strategies for mitigating various potential risks and seizing opportunities to advance the region’s transportation vision and goals.

PRODUCTS/MILESTONES	SCHEDULE
Conformity of the TIP/LRTP	Throughout FY 2026 - 2027
Data Gathering	Throughout FY 2026 - 2027
Scenario Analysis	Throughout FY 2026

**FY 2026 BUDGET:**               **\$350,000**

**FY 2027 EST. BUDGET:**       **\$350,000**

## **SAFETY & SECURITY**

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## **SAFETY PLANNING AND ANALYSIS**

**PURPOSE:** Improve transportation-related safety through regional initiatives and by supporting State and local efforts to reduce crashes, injuries, and fatalities. Fully integrate Baltimore Regional Transportation Board (BRTB) safety activities with the Maryland Strategic Highway Safety Plan (SHSP) as well as local safety planning efforts.

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In Fiscal Year (FY) 2025, the Baltimore Metropolitan Council (BMC) continued to play an active role in the implementation of the state's five-year SHSP. The SHSP is a blueprint for eliminating serious injuries and fatalities across the state and the region. BMC continued to play an active role on each of the five SHSP Emphasis Area Teams (EAT), the Traffic Records Coordinating Committee (TRCC), and the SHSP Executive Council (renamed to Vision Zero Committee per legislation). Staff continued to participate on safety task forces in each jurisdiction led by local traffic safety partners. Staff worked with partners throughout the region and supported other safety efforts for the BRTB, including setting targets for traffic safety performance measures, facilitating the Baltimore Regional Safety Subcommittee (BRSS), and supporting the development of regional pedestrian safety campaigns. Staff is also working to apply a proactive, Safe System Approach (SSA) lens.

The BRSS met quarterly to work with safety stakeholders to identify regional safety issues and develop programs and resources to reduce the number of crashes, injuries, and fatalities in the region. The BRSS brings together federal, state, and local representatives from many disciplines including the 4 E's of traffic safety – Engineering, Education, Enforcement, and Emergency Medical Services. A focus of the subcommittee continued to be pedestrian safety as crash-related injury and fatality trends have not declined. Another focus of the subcommittee was fostering the development of local SHSPs throughout the region. The work of several partners has been identified as best practices for state-level meetings and workshops. Staff continue to support other jurisdictions in their planning efforts.

In FY 2026 and FY 2027, the BRSS will continue to play an advisory role to the BRTB. Staff will also continue to support MDOT, especially the MDOT Motor Vehicle Administration's Highway Safety Office (MHSEO), and local jurisdictions in developing and implementing programs and projects that would help reduce crashes, injuries, and fatalities. Compile and analyze regional crash data to produce updated road safety performance measures and coordinate with members to develop federally required regional roadway safety targets. Local SHSPs will continue to be a priority in the region: Anne Arundel, Baltimore, Carroll, Harford, and Howard Counties and Baltimore City will continue implementing safety plans and it is anticipated that Queen Anne's County will finalize plans and begin implementation in 2025. Several local plans will also be ending in the next two years and evaluations will be conducted. Continued implementation is a focus and subsequent evaluation is critical for success on the local level. Additionally, as Highway Safety Improvement Program (HSIP) funds continue to be available to local agencies and federal funding opportunities are opened from the Infrastructure Investment and Jobs Act (IIJA), support will be provided by BMC staff. Staff will maintain and enhance the transportation safety portion of the website to serve as a resource.

The BRSS will meet continue to meet quarterly under the direction of a new chairperson to highlight progress being made around the Vision Zero goal adopted by Maryland. Staff members will work with the chairperson to identify themes for each meeting relevant to timely safety concerns, crash trends, and countermeasures. Staff will also work collaboratively with MHSO and MDOT State Highway Administration to develop and monitor traffic safety performance targets for the Baltimore region as required by the IIJA. Updated targets were adopted by the BRTB in January 2025.

Staff will also continue to support the integration of the SSA at the regional and local levels. The SSA is a foundation for the National Roadway Safety Strategy and Bipartisan Infrastructure Law and the BRTB is a US Department of Transportation [Ally in Action](#).

BMC is an active member of the technical and executive committees of the TRCC, as well as the state Vision Zero committee. The mission of the TRCC is to coordinate all traffic records system components (crash, roadway, citation/adjudication, driver, vehicle, injury surveillance) using data quality performance measures (timeliness, completeness, accuracy, accessibility, integration, uniformity) in an effort to advance the Maryland traffic safety community. Staff will continue to provide logistical support to MHSO and its traffic records program manager. BMC will maintain online data dashboards using publicly-available crash data from the Maryland State Police and will share data summary reports with the various subcommittees on a regular/as-needed basis. Relevant information gleaned from the TRCC will also be shared with local SHSP teams to broaden communication channels.

BMC staff will continue to support outreach and educational projects including the Look Alive campaign funded by the MHSO and a hyper-local safety campaign funded through the UPWP. That outreach project began in 2024 to support local safety needs and utilize neighborhood and local resources. The Look Alive pedestrian and bicycle safety outreach campaign was launched in 2019 with consultant support. BMC is managing the consultant contract and supporting outreach efforts.

PRODUCTS/MILESTONES	SCHEDULE
Regional Safety Subcommittee Meetings	Quarterly
Track and prepare annual safety performance measures	2 <sup>nd</sup> Quarter
Collaborate with state and local agencies on safety	Ongoing

**FY 2026 BUDGET:**                **\$250,000**

**FY 2027 EST. BUDGET:**       **\$250,000**

## EMERGENCY PREPAREDNESS PLANNING

**PURPOSE:** To identify risks and conditions that impact the security of the transportation system and its users and to develop plans, programs, and projects that increase transportation security and emergency preparedness of system users and operators. This work supports the Baltimore Regional Transportation Board (BRTB) as well as the Baltimore Urban Area Homeland Security Work Group (UAWG).

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During Fiscal Year (FY) 2025, staff supported the ongoing activities of the Transportation & Public Works (T&PW) Committee, which provides input to both the BRTB as well as the UAWG. The T&PW Committee met quarterly with agenda topics including: preparing for seasonal weather (i.e., hurricanes, snow) and upcoming events; evacuation planning and coordination with regional evacuation planning efforts, particularly the Regional Catastrophic Preparedness Grant Program (RCPGP) Evacuation-focused project, supporting updates to the regional Stakeholder Preparedness Review; cybersecurity; resilience planning; and planning for connected and automated vehicles. Staff also continued to support the Disaster Debris Planning Task Force that had agenda items on FEMA procurement requirements; State debris contracts; handling debris from the Key Bridge collapse; and status of local and state debris plans and contracts. Staff continued to support emergency preparedness planning efforts of the State and local jurisdictions, attending meetings of the UAWG and its Evacuation Work Group and Emergency Management/Recovery/Training & Exercise Subcommittee.

In FY 2026 - 2027, staff efforts will continue to focus on supporting BMC/BRTB emergency preparedness committees and coordination with, and support of, emergency preparedness partners. This task also includes supporting regional and local resilience activities, particularly focused on actions that can be taken by departments of public works and transportation.

Supporting BMC/BRTB Emergency Preparedness Committees:

- Transportation & Public Works Committee – The T&PW Committee addresses daily operations and public works topics, as well as homeland security/emergency preparedness planning. (Refer to Systems Operations and Technology Planning Task for daily operations work). Staff will continue to support quarterly T&PW Committee meetings and projects. The Committee will continue to follow up on the evacuation issues identified in the ongoing RCPGP Evacuation project and in other regional evacuation discussions. This Committee submits project funding requests to the UAWG, if projects are identified. Staff will continue to take the lead in preparing the T&PW project proposal submissions to the UAWG if projects are identified. The Committee may also initiate projects that are funded through other sources or do not require funding. Committee projects will focus on evacuation planning and coordination as well as other aspects of emergency preparedness of public works/transportation departments. The T&PW Committee will also work to identify DPW/DOT issues and projects related to resilience.



- **Disaster Debris Planning Task Force** – The Disaster Debris Planning Task Force, which is a subcommittee of the T&PW Committee, meets quarterly to address coordination issues related to disaster debris planning, handling, and removal. In FY 2026 - 2027, staff will continue to work with the Task Force to address items identified in past exercises and training sessions, as well as support new issues that arise during discussions at quarterly meetings. BMC staff will continue to provide support to this group and act as project manager for its projects. If the UAWG allocates funds to the Task Force, staff will continue in the role of grant administrator.

Supporting resilience projects and activities: staff will continue to support local and state resilience planning, particularly focused on needs of public works and transportation departments.

Coordinating with and Supporting Emergency Preparedness Partners: Staff also supports other regional emergency preparedness planning efforts through membership in the UAWG and several of its subcommittees, including Evacuation Work Group and Emergency Management/Recovery/Training & Exercise. Staff regularly attends the UAWG and subcommittee meetings to provide a transportation perspective on emergency preparedness planning and stay informed about emergency preparedness planning in the region

PRODUCTS/MILESTONES	SCHEDULE
Support committee meetings, prepare agendas and minutes	Throughout Fiscal Year
Work on projects and issues identified by the T&PW Committee	Throughout Fiscal Year
Work on projects and issues identified by the Disaster Debris Planning Task Force	Throughout Fiscal Year
Identify and work on projects that support resilience and adaptation for DPWs and DOTs	Throughout Fiscal Year
Support the UAWG and its subcommittees as needed	Throughout Fiscal Year

**FY 2026 BUDGET:                \$200,000**

**FY 2027 EST. BUDGET:        \$200,000**

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## **MOBILITY, ACCESSIBILITY & CONNECTIVITY**

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## SYSTEMS OPERATIONS AND TECHNOLOGY PLANNING

**PURPOSE:** To improve the movement of people and goods and to increase the safety and efficiency of the transportation system through enhanced coordination of existing transportation systems and use of technologies. This work includes transportation systems management and operations (TSMO) activities.

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This task includes a variety of components that support safe and efficient operations of the transportation system, including TSMO which is defined as “an integrated program to optimize the performance of existing infrastructure through the implementation of systems, services, and projects designed to preserve capacity and improve security, safety, and reliability of the transportation system.” During Fiscal Year (FY) 2025, staff supported the ongoing activities of several TSMO-focused committees described below. Staff also continued to support TSMO efforts of local jurisdictions, the State, neighboring regions, and professional organizations such as the Intelligent Transportation Society of Maryland (ITSMD) and the Regional TSMO Committee of the Transportation Research Board. Work also continued to consider preparations for and impacts of connected and automated vehicles.

Supporting Regional Committees:

- **Traffic Signal Subcommittee:** This group meets periodically to discuss signal operations and ways to improve mobility and safety for all road users, including pedestrians, bicyclists, and motorcycle riders. MDOT SHA and local jurisdictions continue to deploy adaptive and other signal control systems to improve operations and safety. In FY 2025, the Signal Subcommittee organized the 11<sup>th</sup> regional Traffic Signal Forum jointly with the ITS Maryland Annual Meeting. The Subcommittee also provided input on the Traffic Signal Infrastructure Assessment consultant project that began in FY 2025. The Subcommittee met in mid FY 2025.
- **Traffic Incident Management for the Baltimore Region (TIMBR) Committee:** This group has continued to meet quarterly to improve communication, coordination, and cooperation needed for safe and efficient traffic incident management in the region. Staff continued to support activities of the Committee, such as conducting annual TIM Self-Assessments and working on action items from the self-assessments and updating the Funeral Procession Contact List each quarter. Over the last two years, the TIMBR Committee has had presentations and discussions about major incidents in the region as well as updates on agency TIM activities. Staff continued to work with MDOT SHA and Maryland State Police (MSP) representatives to schedule and promote the National TIM Training. Staff also worked with a small group from the committee to plan and hold a TIM Conference in April 2025. The one-day event covered a variety of topics including responder mental health, emergency vehicle lighting, responding to incidents involving electric vehicles, and updates on TIM activities in Maryland. This event was funded through the BRTB.
- **Transportation & Public Works Committee:** The Committee pursues daily transportation operations and public works topics as well as supports homeland security / emergency preparedness planning. (Refer to Emergency Preparedness Planning section for emergency

preparedness activities). In FY 2025, the T&PW Committee continued to discuss issues of concern to departments of public works and transportation, such as road closure tracking.

**Connected and Automated Vehicles:** Over the last several years, staff has continued to track advances in connected and automated vehicles (CAVs) and has been involved in CAV committees at the state and national levels, including Maryland CAV Working Group and its various subgroups such as the MDOT SHA CAV Work Group. In FY 2024, work was completed on a BRTB-funded consultant project, *CAV Integration for Local Jurisdictions*. Products from this project include CAV recommendations for the region and a User Guide for working through the recommendations. To continue the regional CAV conversation, staff held several stakeholder meetings, including in April 2024 and October 2024, to discuss the recommendations and status of CAV planning in the region, at the state, and in neighboring jurisdictions.

**Coordination with TSMO Partners:** In addition to supporting regional activities, committees, and initiatives, staff support local and state partners by participating in their operations and TSMO planning activities. Staff is a member of the State's Coordinated Highways Action Response Team (CHART) Board, Maryland CAV Work Group and several subgroups (Emergency Response, Freight, and Policy), MDOT SHA CAV Work Group, and District 4 Tri-Agency Committee. Staff also participates in state and local TSMO projects regularly.

In FY 2026 - 2027, staff will continue to focus on supporting regional committees; coordinating with operations and TSMO partners; and supporting committees and projects outside the region, as relevant. Staff will also support local jurisdictions in implementing recommendations from the regional CAV project.

**Supporting Regional TSMO Committees:**

- **Traffic Signal Subcommittee:** This group will meet on an as-needed basis to focus on regional signal needs, issues, signal timing, equipment, maintenance and operations, etc. Staff and committee members will also work with MDOT SHA to identify local signal needs. The Traffic Signal Subcommittee will host another regional Signal Forum in mid-FY 2026 in conjunction with the ITS Maryland Annual Meeting. The Subcommittee will also continue to provide input on the Traffic Signal Infrastructure Assessment consultant project that began in FY 2025 and will conclude in FY 2026.
- **Traffic Incident Management for the Baltimore Region Committee:** The TIMBR Committee will continue to improve communication, coordination, and cooperation needed for safe and efficient traffic incident management in the region and continue to meet quarterly. Staff will: continue to update and distribute the Funeral Procession Contact List quarterly; support MDOT SHA, as the lead organization, in scheduling National TIM Training sessions for responders; work on items identified in the annual TIM self-assessments; and advance priority initiatives identified by the TIMBR Committee. Since FY 2000, the TIMBR Committee has held numerous TIM conferences funded with regional, state, and federal funds. These events have been very well-received and successful in spreading the message of the importance of TIM to field staff and managers, with the most recent in FY 2025. If funds are identified for FY 2027 or later, the TIMBR Committee will hold another in-person TIM conference. Staff will also consider holding

additional virtual conferences. While virtual conferences provide a forum to share information with responders, the most effective approach is in person where responders can easily talk with their peers from other disciplines.

- **Transportation & Public Works Committee:** The Committee has identified snow plow operations as a topic for discussion at a regional information exchange forum, to be held in early/mid FY 2026. Additional forums will be held as additional topics are identified.

**Connected and Automated Vehicles:** Staff will continue to participate in state and national CAV committees and support local efforts as needed, including acting as a convener and champion. To this end, in FY 2026 – 2027, staff will continue to hold regional stakeholder meetings (about two per year).

**Coordination with Operations and TSMO Partners:** Staff will continue to support activities of various partners, such as local and state operations projects in the region, CAV projects in the region, and continued participation on the CHART Board and in ITS Maryland.

PRODUCTS/MILESTONES	SCHEDULE
Support subcommittee meetings and prepare agendas and minutes	Throughout Fiscal Year
Support stakeholder Operations/TSMO activities	Throughout Fiscal Year
Incident management conference (if funding is available in FY 2027)	TBD
T&PW forum(s) (as topics are identified)	TBD
Hold Traffic Signal Forum	2 <sup>ND</sup> Quarter FY 2026
Support local, regional, and state CAV efforts as needed	Throughout Fiscal Year

**FY 2026 BUDGET:**               **\$260,000**

**FY 2027 EST. BUDGET:**       **\$260,000**

## CONGESTION MANAGEMENT PROCESS

**PURPOSE:** A congestion management process (CMP) is a systematic and regionally-accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet State and local needs. A CMP is required in metropolitan areas with population exceeding 200,000. This work will identify congested locations on the transportation network, evaluate their impacts, and support the development of strategies to improve the movement of people and goods. This task also includes support for coordination across jurisdictional boundaries and close coordination with the System Performance: Monitoring and Adapting Task.

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The Congestion Management Process (CMP) Committee serves as an advisory committee to the Baltimore Regional Transportation Board. It was created in FY 2020 and has been meeting three times per year and focuses on identifying and addressing cross-jurisdictional congestion. It serves as a forum for CMP stakeholders from local, state, and federal agencies to identify and discuss congestion issues, learn about strategies to address congestion, learn about tools to support local planning efforts, provide input on staff-developed tools and projects, and develop and promote regional input for local priority letters. In FY 2022, the CMP Committee developed regional text that local jurisdictions could include in their local priority letters; many jurisdictions have been including this text each year. The CMP Committee has also provided input to the online CMP Tool and other congestion monitoring products. In Fiscal Year (FY) 2025, the CMP Committee met three times.

In FY 2026-2027, staff will continue to support the CMP Committee, which will maintain its focus on identifying and addressing cross-jurisdictional congestion through discussions, presentations on relevant projects (particularly operations projects and strategies), input on staff-developed tools and products, and coordinating with internal and external stakeholders on using archived operations data to support the regional CMP and measuring performance, as required by federal performance requirements. Staff will also continue close coordination between this task and the System Performance: Monitoring and Adaption Task, meeting regularly to ensure these two tasks are aligned to support the needs of stakeholders. At the state level, there have been efforts to revise the process used by local jurisdictions to submit priority projects and the process used by the state to select projects. Staff and the CMP Committee will follow developments on this work and incorporate new processes in discussions and products, such as the regional text for local priority letters.



PRODUCTS/MILESTONES	SCHEDULE
Support CMP Committee meetings and prepare agendas and minutes	Throughout Fiscal Year
Coordinate internally between this task and the System Performance: Monitoring and Adaption Task	Throughout Fiscal Year
Work on projects and tasks identified by the CMP Committee	Throughout Fiscal Year

**FY 2026 BUDGET:                \$100,000**

**FY 2027 EST. BUDGET:        \$100,000**

## FREIGHT MOBILITY PLANNING

**PURPOSE:** To incorporate freight movement into the regional transportation planning process by bringing together public and private sector freight stakeholders and providing data and analytical tools that help prioritize freight investments.

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The Freight Movement Task Force (FMTF) serves as an advisory committee to the Baltimore Regional Transportation Board (BRTB). Its function is to provide a voice for public and private freight transportation stakeholders in the metropolitan planning process. The Task Force includes representatives from: rail - CSX and Norfolk Southern, highway - Maryland Department of Transportation (MDOT), State Highway Administration (MDOT SHA), Maryland Transportation Authority (MDTA), water - Maryland Port Administration (MDOT MPA), trucking - Maryland Motor Truck Association (MMTA) as well as local economic development, traffic and planning representatives.

Recently, the FMTF met several times under the leadership of Tom Madrecki, VP Supply Chain, Consumer Brands Association (CBA), to discuss topics of regional, local and national significance. Topics included: Freight Cargo at BWI, Philly Freight Finder, Howard Street Tunnel, autonomous vehicles, Maryland Motor Carrier updates, American Association of Port Authorities, and others. The June 22, 2023 FMTF meeting featured a conversation with Tom Madrecki, Lori Ann LaRocco (CNBC News) and Houston Mason (Canam Steel Corp.) regarding the state of freight and the economy.

Moving forward, the FMTF will continue to meet quarterly to work on projects of local and regional significance and continue to develop partnerships with the private sector. Staff and the FMTF will focus on some of these topic areas over the next two Fiscal Years:

- Infrastructure Investment and Jobs Act Implementation – State Freight Plan Updates and National Highway Freight Program Funding
- Critical Urban Freight Corridors (CUFC) – work with MDOT SHA to ensure current segments are the proper segments and make adjustments if necessary
- Truck Parking – collaborate with state and local jurisdictions to study potential overnight truck parking needs/locations
- Develop regional freight locator tool – to include major freight generators, rail and roadway connections, bottlenecks, and other freight related data
- Develop regional freight profile of commodities and flows using Freight Analysis Framework (FAF) in collaboration with MDOT Statewide Freight Plan updates
- Scan of MPO freight committees/working groups to identify best practices
- Collaborate with MDOT CAV freight working group to develop regional policies/priorities
- Monitor air cargo flows at Baltimore Washington International Thurgood Marshall (BWI) Airport by participating in the Continuous Airport Systems Planning program
- Address federal requirements related to regional freight transportation planning, including PBPP measures and targets.

PRODUCTS/MILESTONES	SCHEDULE
Support Freight Movement Task Force Meetings	Quarterly
Collaborate with state and local agencies	Throughout Fiscal Year
Monitor/revise Critical Urban Freight Corridor's	Throughout Fiscal Year
Research freight programs and applications	Throughout Fiscal Year

**FY 2026 BUDGET:**                **\$200,000**

**FY 2027 EST. BUDGET:**        **\$200,000**

## BICYCLE AND PEDESTRIAN PLANNING

**PURPOSE:** To strategically develop and support implementation of regional and local plans which promote opportunities for an integrated multi-modal transportation system. Development of various plans should be related to regional goals in an effort to improve mobility and air quality as well as promote mode shift.

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During Fiscal Year (FY) 2025, the Baltimore Metropolitan Council (BMC) facilitated and supported a number of plans, projects and activities on a regional level to improve bicycle and pedestrian connectivity, mobility, air quality and mode shift.

In FY 2025, the Bicycle and Pedestrian Advisory Group (BPAG) heard presentations and held discussion on topics including information on trail asset management, the MDOT Complete Streets Policy and Model Complete Streets Initiative, safety campaign updates, and updates on the Patapsco Regional Greenway (PRG), and safety and active transportation project funding opportunities.

BPAG members contributed to BMC's update to the Regional Bicycle Facility Inventory. This work along with a previous effort to develop of a list of top regional active transportation priorities informed the effort to identify a regional bicycle network. The Bikeable Baltimore Region project launched in December 2023. Key project tasks include identification of the region's visions and goals and development of criteria/key characteristics to define the regional bicycle network along with an implementation plan including defining objectives and performance measures to track progress, cost estimates, benefits analysis, and an implementation timeline. The project has included extensive public outreach through two comment periods. The first comment period included nine public meetings and pop up community interviews with over 135 people. The second comment period included two public meetings, outreach events at recreation centers, universities, and other community locations, and presentations to committee and community organizations throughout the region. The project is anticipated to be completed in June 2025.

BMC continued to organize Bike to Work for the region. In FY 2025 Bike to Work drew approximately 1,450 registrants. Community members joined 21 in-person celebratory events throughout the region.

BMC continues to support planning services for the PRG. In FY 2025 BMC continued preliminary design of a 5.3-mile segment of the greenway connecting another segment of the greenway currently under design, the Guinness Open Gate Brewery, Southwest Area Park, and the Maryland Transit Administration Patapsco Light Rail Station. Work included stakeholder engagement with a Steering Committee including representatives from Baltimore County, Baltimore Gas and Electric, Maryland Park Service, MDOT SHA, and MDOT MTA. The project also included a local public advisory group and input from the interested public. Public outreach included two public meetings and comment periods, an interactive StoryMap, a project page where the public could leave comments, a survey and a recording of the virtual public meetings on the project page. Preliminary design will concluded in early 2025. BMC also managed the preliminary design of an approximately 4-mile segment of the PRG connecting Elkridge in Howard County to the BWI trail in Anne Arundel County. The project is

currently underway and is anticipated to be completed in early 2025. Steps associated with this task have mirrored the steps for the Guinness to Southwest Area Park segment.

BMC in partnership with local jurisdictions and the state, is working to develop comprehensive operations and maintenance guidelines for the PRG. The primary objectives of this project are to create operations and maintenance guidelines that define the necessary functions, frequency of tasks, quality standards, estimated unit costs, and staffing requirements for various facility types and surfaces. Additionally, the guidelines will identify the responsible jurisdiction or agency for each section of the greenway, both existing and planned. These guidelines will incorporate and align with the existing policies and procedures of PRG partner organizations.

BMC continues to manage the regional active transportation count program, which encourages local jurisdictions to count the volume of pedestrians, bicyclists, and scooter users on existing infrastructure, at locations under consideration for local permanent counter programs, and for assessment of volumes before and after infrastructure improvements. The program included conducting bicycle, pedestrian, and e-scooter counts on US 1 as a part of MDOT and Howard County's participation in the Smart Growth America Complete Streets Leadership Academy and associated quick-build demonstration project to study the effects of installing temporary bicycle and pedestrian infrastructure along the corridor.

In FY 2025, BMC supported MDOT's Annual Walktober program by promoting the event and hosting a walk near our Baltimore office.

In FY 2026 and 2027 BMC staff look forward to additional tasks and ongoing planning activities. BPAG and jurisdiction members will continue to support efforts such as periodic safety programs, emerging Complete Streets and Shared Mobility projects, Walktober and other active transportation opportunities. Continue presentations on emerging mobility technologies such as dockless bikesharing and electric scooters. BPAG will also support efforts surrounding the collection of and reporting on data related to alternative transportation options. BMC will continue to organize presentation and discussion on topics identified by BPAG members including Complete Streets, micromobility, safety and funding opportunities. Additionally, BMC will continue to organize Bike to Work Week in response to member jurisdiction interest in active transportation outreach and engagement to complement other initiatives in the region.

Tasks getting underway include preliminary design of a 1.7-mile segment of the PRG, which will connect to an MTA Light Rail Station, and another segment of the PRG through a planned MDOT MTA bicycle and pedestrian bridge, as well as the Gwynns Fall Trail. A task to develop branding, wayfinding, and signage for the PRG will also be getting underway. A bicycle and pedestrian scoring methodology project will also be getting underway and will develop a process for better integrating standalone bicycle and pedestrian projects into the Long-Range Transportation Plan (LRTP), including the creation of a comprehensive scoring system for these projects, along with policy recommendations on incorporating and funding standalone bicycle and pedestrian initiatives.

Along with the Safety Committee and local transit agencies, BPAG will continue to review current Complete Streets policies, rules and procedures to determine their impact on safety for all road users. Safe pedestrian facilities and transit stops are critical to comfortable, accessible travel

networks for those without access to single-occupancy vehicles.

PRODUCTS/MILESTONES	SCHEDULE
Staff Bicycle and Pedestrian Advisory Group	Bi-Monthly
Coordinate Active Transportation Programs/Events	Ongoing
Review Complete Streets Policies with various committees	Periodically
Continue a bike and pedestrian count program	Ongoing

**FY 2026 BUDGET:                \$280,000**

**FY 2027 EST. BUDGET:       \$280,000**

## TRANSIT AND HUMAN SERVICE TRANSPORTATION PLANNING

**PURPOSE:** Support planning activities on behalf of the Baltimore Regional Transportation Board (BRTB) related to transit access and mobility. The purpose is to improve transit service in the Baltimore region generally, with an emphasis on transit access to employment and services. This task will also seek to address transportation needs of the elderly and individuals with disabilities in conjunction with ongoing transit, paratransit, and community-based transportation planning activities.

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During Fiscal Year (FY) 2025 staff supported a range of activities. Staff participated in and presented at the regular Regional Transit Plan Implementation team meetings. Staff also participated routinely in a range of transit committees from APTA, TRB, TAM and non-profit advocacy groups. Support for training the LOTS continued with the BRTB funding over a dozen sessions, including the Transit Network Design session at the 2024 TAM Annual Conference that was attended by BMC staff. Other LOTS coordination efforts included gathering PTASP data for MDOT MTA and the LOTS to include in upcoming resolutions to support the development of regional targets for the next LRTP. Staff also participated in FRA's Long-Distance Study – Northeast Working Group. Staff also completed reviews of 5310 applications and made a set of recommendations to the BRTB, which were accepted. In addition, staff participated in the 5310 Grant Application subcommittee and reviewed and scored applications. During this time a new transit planner filled a long time vacancy.

For FY 2026, staff will initiate a Coordinated Human Services task to identify resources, routes and schedule coordination among 5310 grant recipients. This task will also involve developing resources about how to access 5310 and other transit services and understanding best practices for coordination activities (ex. developing a network of volunteer drivers). While the original, successful LOTS training will continue, staff will also pursue the technology interests that have been expressed. Staff will also work with the LOTS and MDOT MTA Office of Local Transit Support to participate in updates to the Transit Development Plan for Carroll and Queen Anne's Counties and attend relevant advisory committee meetings. Staff will continue to coordinate with staff at MDOT MTA on schedules for the next grant cycles (Senior Rides, MD JARC).

Staff will continue to document both transit-related performance measures for safety and asset management, including data collection, analysis of the performance measures, forecasting, and setting of targets.. Other transit-related metrics, including regional benchmarks and progress reporting on regional goals may be developed as part of a broader assessment of transportation in the region. Staff will also use data and GIS mapping of bus stops and routes to inform a study identifying opportunities for improved transit-providers coordination and regional partnerships.

While outside of the Transportation Planning team, this staff will coordinate with the staff of the recently launched Baltimore Regional Transit Commission (BRTC). Staff will monitor the BRTC's progress on implementing work group recommendations from the Transit Funding and Governance Study and understand the impact of proposed governance changes on LOTS and MTA operations. BRTC will be involved with the update to the RTP and BMC staff will continue to participate in MDOT MTA activities related to the development of the RTP including corridor confirmation and prioritization, service improvement planning, and development of the draft and final plan.

PRODUCTS/MILESTONES	SCHEDULE
Support update efforts for the MDOT MTA Regional Transit Plan	Throughout Fiscal Year
Review applications for funding for programs such as: 5310, MD JARC, and Senior Rides	As needed
Support planning initiatives at the locally-operated level (ex. TDP updates) and expand opportunities for inter-regional coordination.	Throughout Fiscal Year
Look to implement strategies in the Coordinated Human Services Transportation Plan	Throughout Fiscal Year

**FY 2026 BUDGET:                \$560,000**

**FY 2027 EST. BUDGET:       \$560,000**



## **PROTECTING CURRENT & FUTURE RESOURCES**

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## ENVIRONMENTAL PLANNING

**PURPOSE:** To coordinate and facilitate the continuing relationship between planning for mobile emissions and transportation planning in the Baltimore region. To coordinate with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation as part of the long-range transportation planning process.

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In FY 2024 and FY 2025, staff gathered and summarized information on air quality monitoring data and other emission reduction information in the Baltimore region, to share with staff and others as requested. Some information that was gathered was about new federal funding opportunities through the Infrastructure Investment and Jobs Act (IIJA). Staff also tracked information about proposed federal and state regulations. Staff also continued tracking information about the Carbon Reduction Program, and assisted jurisdictions in applying for CRP funds, allocated to the Baltimore Region by the state. Staff will continue to gather and summarize information on air quality monitoring data.

During FY 2026 and FY 2027, staff will chair the Interagency Consultation Group (ICG) meetings approximately six times per year and will address major steps in the air quality conformity process for the long-range transportation plan and Transportation Improvement Program (TIP). Staff will also assist with any discussion of the ICG or its working groups regarding changes in the motor vehicle emission budget (MVEB) in the state implementation plan (SIP). Staff will work with the ICG and additional appropriate staff to coordinate on the development of any future SIP budgets, in addition to updates to the emissions model, and inputs to conformity determination modeling. Staff will also prioritize efforts to transition to a clean energy and resilient future by encouraging the advancement of EV charging infrastructure.

Staff will continue to work with local jurisdictions to explore implementation potential for emission reduction projects. In FY 2024 and FY 2025, staff worked with local jurisdictions to gather information about local emission reduction projects, or other projects that would likely reduce emissions from transportation. This data was added to a Microsoft Excel file, and was reported in the Conformity Document appendices, along with information on state agency emission reducing projects. This work will continue in FY 2026 and 2027.

Staff will coordinate with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation, as part of the development of the long range plan. Staff will perform an assessment of submitted long range transportation plan projects to determine their impact on environmental and cultural resources.

Air Quality Outreach: Staff will continue to support the Clean Air Partners (CAP) Program, and the associated committees, including the education and finance committees. Staff will continue to support the work activities associated with Air Quality Awareness Week.

PRODUCTS/MILESTONES	SCHEDULE
Support ICG meetings	Approx. Bi-Monthly
Monitor new air quality initiatives, policies, and guidance. Research changes to environmental requirements.	Throughout Fiscal Year
Conduct air quality outreach for the metropolitan area.	Throughout Fiscal Year
Continue coordinating environmental and long range planning.	Throughout Fiscal Year
Update/educate committees and their members on significant changes to environmental requirements in transportation, or opportunities for funding environmentally-beneficial projects.	Throughout Fiscal Year

**FY 2026 BUDGET:                \$380,000**

**FY 2027 EST. BUDGET:        \$380,000**

## AIR QUALITY CONFORMITY ANALYSIS

**PURPOSE:** To conduct a technical and public policy analysis of emissions associated with the Transportation Improvement Program (TIP) and long-range transportation plan (LRTP). To work with state agencies, local jurisdictions, and private stakeholders to develop a coordinated program of emission reduction strategies as an effective means of meeting the National Ambient Air Quality Standards (NAAQS) and reducing traffic congestion.

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Transportation plans and programs are required by the federal Clean Air Act (CAA) to demonstrate that mobile source emissions generated in designated horizon years are less than or equal to the motor vehicle emission budgets established in the State Implementation Plan (SIP). These emission budgets are set for criteria air pollutants for which the region is designated “nonattainment” or “maintenance”. The Baltimore Regional Transportation Board (BRTB) is required to show that implementation of the LRTP or TIP will not delay timely attainment of the NAAQS in the Baltimore region.

During Fiscal Year (FY) 2024 and 2025, staff, in coordination with the Maryland Departments of Environment (MDE) and Transportation (MDOT), developed and evaluated horizon year emissions estimates using the U.S. Environmental Protection Agency (EPA) Motor Vehicle Emissions Simulator (MOVES) model. These emissions estimates were developed separately for both the Conformity Determination of the FY 2024-2027 TIP and *Resilience 2050* and the Conformity Determination of the 2025-2028 TIP and *Resilience 2050*. The 2025-2028 TIP, Long Range Plan and Conformity Determination were approved by the BRTB by Resolution #25-3 on July 23, 2024.

In FY 2025, the Baltimore Region was designated as a serious nonattainment area for Ozone by the EPA because it did not meet the moderate attainment goal on time. MDE staff began working on a new SIP with new conformity budgets in FY 2025, and are continuing the work now. MDE estimates the new SIP to be completed during FY 2026. The EPA also released the MOVES4 model, which staff were trained in.

In FY 2026, staff, in coordination with MDOT and MDE will continue to conduct the conformity determination of the 2026-2029 TIP and *Resilience2050*. Working through the Interagency Consultation Group (ICG) process and its members, staff will conduct this conformity determination using methodologies for 8-hour ozone which have been approved by EPA. In the last two quarters of FY 2025, staff will begin work on the conformity determination of the FY 2026-2029 TIP and Plan. In FY 2027, staff will work on the conformity determination of the FY 2027-2030 TIP and Plan.

Through the ICG Working Group, staff will continue to coordinate with MDE mobile source modeling staff and MDOT to share and verify model inputs and parameters, and to evaluate the interface between the region’s travel demand model and the EPA MOVES model to ensure conformity determinations can be conducted and verified by both Baltimore Metropolitan Council (BMC) and MDE staff. Staff will also continue to research and review strategies that provide congestion management and improve air quality throughout the region.

BALTIMORE REGION UPWP  
FY 2026-2027 UNIFIED PLANNING WORK PROGRAM

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PRODUCTS/MILESTONES	SCHEDULE
Complete conformity analysis of the 2025-2028 TIP and <i>Resilience2050</i>	1st Quarter FY 2025
Conduct conformity analysis of the 2026-2029 TIP and Plan	3 <sup>rd</sup> & 4 <sup>th</sup> Quarters FY 2025, 1 <sup>st</sup> Quarter FY 2026
Conduct conformity analysis of the 2027-2030 TIP and Plan	3 <sup>rd</sup> & 4 <sup>th</sup> Quarters FY 2026
Prepare memorandums on Plan and TIP amendments	Throughout Fiscal Year

**FY 2026 BUDGET:                \$160,000**

**FY 2027 EST. BUDGET:        \$160,000**

**APPENDIX A**  
**FY 2026-2027 BUDGET DETAILS**

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**FY 2026 UPWP BUDGET**

**SOURCES**

	FHWA	FTA	MDOT	LOCAL	TOTAL
FY 2026 Appropriations	\$4,775,765	\$1,742,474	\$1,033,500	\$1,129,500	\$8,681,239
FY 2025 Carryover	\$1,730,000	\$460,000			\$2,190,000
FY 2026 Funds Available	\$6,505,765	\$2,202,474	\$1,033,500	\$1,129,500	\$10,871,239

**USES**

BMC Staff	\$7,100,000
Consultants	\$3,235,000
<b>BMC Total</b>	<b>\$10,335,000</b>
City of Annapolis	\$60,000
Anne Arundel County	\$60,000
Baltimore City	\$60,000
Baltimore County	\$60,000
Carroll County	\$60,000
Harford County	\$60,000
Howard County	\$60,000
Queen Anne's County	\$60,000
<b>Local Total</b>	<b>\$480,000</b>
<b>TOTAL USES</b>	<b>\$10,815,000</b>

**FY 2026 WORK PROGRAM BY TASK & FUND SOURCE**  
**(\$)**

	FHWA	FTA	MDOT	LOCAL	TOTAL
UPWP Management	672,000	224,000	112,000	112,000	1,120,000
Professional Consultant Services	1,941,000	647,000	323,500	323,500	3,235,000
Support for State and Local Initiatives	402,000	134,000	19,000	115,000	670,000
Long-Range Transportation Planning	156,000	52,000	26,000	26,000	260,000
Transportation Improvement Program	156,000	52,000	26,000	26,000	260,000
Public Participation and Community Outreach	300,000	100,000	50,000	50,000	500,000
Title VI Planning	96,000	32,000	16,000	16,000	160,000
GIS Activities	258,000	86,000	43,000	43,000	430,000
Demographic and Socioeconomic Forecasting	168,000	56,000	28,000	28,000	280,000
Development Monitoring	180,000	60,000	30,000	30,000	300,000
System Performance: Monitoring & Adapting	288,000	96,000	48,000	48,000	480,000
Maintenance of Current Simulation Tools	228,000	76,000	38,000	38,000	380,000
Simulation Tools: Applications and Analysis	210,000	70,000	35,000	35,000	350,000
Safety Planning and Analysis	150,000	50,000	25,000	25,000	250,000
Emergency Preparedness Planning	120,000	40,000	20,000	20,000	200,000
Systems Operations & Technology Planning	156,000	52,000	26,000	26,000	260,000
Congestion Management Process	60,000	20,000	10,000	10,000	100,000
Freight Mobility Planning	120,000	40,000	20,000	20,000	200,000
Bicycle and Pedestrian Planning	168,000	56,000	28,000	28,000	280,000
Transit and Human Service Planning	336,000	112,000	56,000	56,000	560,000
Environmental Planning	228,000	76,000	38,000	38,000	380,000
Air Quality Conformity Analysis	96,000	32,000	16,000	16,000	160,000
<b>Total</b>	<b>6,489,000</b>	<b>2,163,000</b>	<b>1,033,500</b>	<b>1,129,500</b>	<b>10,815,000</b>

**BALTIMORE REGION UPWP**  
**FY 2026-2027 UNIFIED PLANNING WORK PROGRAM**

**FY 2026 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	1,120,000									\$1,120,000
Professional Consultant Services	3,235,000									\$3,235,000
Support for State and Local Initiatives	190,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	\$670,000
Long-Range Transportation Planning	260,000									\$260,000
Transportation Improvement Program	260,000									\$260,000
Public Participation & Community Outreach	500,000									\$500,000
Title VI Planning	160,000									\$160,000
GIS Activities	430,000									\$430,000
Demographic & Socioeconomic Forecasting	280,000									\$280,000
Development Monitoring	300,000									\$300,000
Systems Performance: Monitoring & Adapting	480,000									\$480,000
Maintenance of Current Simulation Tools	380,000									\$380,000
Simulation Tools: Applications and Analysis	350,000									\$350,000
Safety Planning and Analysis	250,000									\$250,000
Emergency Preparedness Planning	200,000									\$200,000
Systems Operations & Technology Planning	260,000									\$250,000
Congestion Management Process	100,000									\$100,000
Freight Mobility Planning	200,000									\$200,000
Bicycle and Pedestrian Planning	280,000									\$280,000
Transit and Human Service Planning	560,000									\$560,000
Environmental Planning	380,000									\$380,000
Air Quality Conformity Analysis	160,000									\$160,000
<b>TOTAL</b>	10,335,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	10,815,000

The total budget column reflects a combination of funds for BMC tasks as described throughout the main body of the document, as well as funds for local jurisdictions as described in Appendix B.

**FY 2026 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>
Crash Reduction/Speed Monitoring Software Review	\$105,840	\$34,160	\$17,500	\$17,500	\$ 175,000
Freight Model Updates	\$120,960	\$39,040	\$20,000	\$20,000	\$ 200,000
Household Travel Survey	\$181,440	\$58,560	\$30,000	\$30,000	\$ 300,000
LOTS Skills & Training Support	\$30,240	\$9,760	\$5,000	\$5,000	\$ 50,000
PRG: Henryton Road Bridge	\$151,200	\$48,800	\$25,000	\$25,000	\$ 250,000
Project Feasibility Studies	\$181,440	\$58,560	\$30,000	\$30,000	\$ 300,000
Regional Transit Partner Survey	\$120,960	\$39,040	\$20,000	\$20,000	\$ 200,000
State of the Region Benchmarking	\$90,720	\$29,280	\$15,000	\$15,000	\$ 150,000
Transportation & Land Use Connection Grants	\$181,440	\$58,560	\$30,000	\$30,000	\$ 300,000
Transportation Planning Institute	\$36,288	\$11,712	\$6,000	\$6,000	\$ 60,000
Transportation Project Management Training	\$120,960	\$39,040	\$20,000	\$20,000	\$ 200,000
Updating Local Bicycle/Pedestrian Plans per BBR	\$181,440	\$58,560	\$30,000	\$30,000	\$ 300,000
<b>FOCUS AREA TOTALS</b>	<b>\$1,502,928</b>	<b>\$485,072</b>	<b>\$248,500</b>	<b>\$248,500</b>	<b>\$2,485,000</b>

**FY 2027 UPWP BUDGET**

**SOURCES**

	FHWA	FTA	MDOT	LOCAL	TOTAL
FY 2027 Appropriations	\$4,775,765	\$1,742,474	\$765,000	\$861,000	\$8,144,239
FY 2026 Carryover					\$0
FY 2027 Funds Available	\$4,775,765	\$1,742,474	\$765,000	\$861,000	\$8,144,239

**USES**

BMC Staff	\$7,100,000
Consultants	\$550,000
<b>BMC Total</b>	<b>\$7,650,000</b>
City of Annapolis	\$60,000
Anne Arundel County	\$60,000
Baltimore City	\$60,000
Baltimore County	\$60,000
Carroll County	\$60,000
Harford County	\$60,000
Howard County	\$60,000
Queen Anne's County	\$60,000
Local Total	\$480,000
<b>TOTAL USES</b>	<b>\$8,130,000</b>

**BALTIMORE REGION UPWP**  
**FY 2026-2027 UNIFIED PLANNING WORK PROGRAM**

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**FY 2027 WORK PROGRAM BY TASK & FUND SOURCE**  
**(\$)**

	FHWA	FTA	MDOT	LOCAL	TOTAL
UPWP Management	657,440	238,560	112,000	112,000	1,120,000
Professional Consultant Services	322,850	117,150	55,000	55,000	550,000
Support for State and Local Initiatives	393,290	142,710	19,000	115,000	670,000
Long-Range Transportation Planning	152,620	55,380	26,000	26,000	260,000
Transportation Improvement Program	152,620	55,380	26,000	26,000	260,000
Public Participation and Community Outreach	293,500	106,500	50,000	50,000	500,000
Title VI Planning	93,920	34,080	16,000	16,000	160,000
GIS Activities	252,410	91,590	43,000	43,000	430,000
Demographic and Socioeconomic Forecasting	164,360	59,640	28,000	28,000	280,000
Development Monitoring	176,100	63,900	30,000	30,000	300,000
System Performance: Monitoring and Adapting	281,760	102,240	48,000	48,000	480,000
Maintenance of Current Simulation Tools	223,060	80,940	38,000	38,000	380,000
Simulation Tools: Applications and Analysis	205,450	74,550	35,000	35,000	350,000
Safety Planning and Analysis	146,750	53,250	25,000	25,000	250,000
Emergency Preparedness Planning	117,400	42,600	20,000	20,000	200,000
Systems Operations & Technology Planning	152,620	55,380	26,000	26,000	260,000
Congestion Management Process	58,700	21,300	10,000	10,000	100,000
Freight Mobility Planning	117,400	42,600	20,000	20,000	200,000
Bicycle and Pedestrian Planning	164,360	59,640	28,000	28,000	280,000
Transit and Human Service Planning	328,720	119,280	56,000	56,000	560,000
Environmental Planning	223,060	80,940	38,000	38,000	380,000
Air Quality Conformity Analysis	93,920	34,080	16,000	16,000	160,000
<b>Total</b>	<b>4,772,310</b>	<b>1,731,690</b>	<b>765,000</b>	<b>861,000</b>	<b>8,130,000</b>

**BALTIMORE REGION UPWP**  
**FY 2025-2026 UNIFIED PLANNING WORK PROGRAM**

**FY 2027 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	1,120,000									1,120,000
Professional Consultant Services	550,000									550,000
Support for State and Local Initiatives	190,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	670,000
Long-Range Transportation Planning	260,000									260,000
Transportation Improvement Program	260,000									260,000
Public Participation & Community Outreach	500,000									500,000
Title VI Planning	160,000									160,000
GIS Activities	430,000									430,000
Demographic & Socioeconomic Forecasting	280,000									280,000
Development Monitoring	300,000									300,000
Systems Performance: Monitoring & Adapting	480,000									480,000
Maintenance of Current Simulation Tools	380,000									380,000
Simulation Tools: Applications and Analysis	350,000									350,000
Safety Planning and Analysis	250,000									250,000
Emergency Preparedness Planning	200,000									200,000
Systems Operations & Technology Planning	260,000									260,000
Congestion Management Process	100,000									100,000
Freight Mobility Planning	200,000									200,000
Bicycle and Pedestrian Planning	280,000									280,000
Transit and Human Service Planning	560,000									560,000
Environmental Planning	380,000									380,000
Air Quality Conformity Analysis	160,000									160,000
<b>TOTAL</b>	<b>7,650,000</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>8,130,000</b>

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**APPENDIX B**  
**FOCUS AREAS**

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## CRASH DATA ANALYTICS/TELEMATICS REVIEW

**PURPOSE:** This task will include surveying member jurisdictions and documenting crash data analysis capabilities and anticipated use of telematics information.

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Speed is a contributing factor in close to one of every five fatalities on Maryland's roadways. It is also a significant factor in all fatal crashes throughout the Baltimore region and is an Emphasis Area in each of the jurisdictions' Strategic Highway Safety Plans. Speeding has a great impact on both non-motorist safety and survivability, as well as those within vehicles. In the Safe System Approach (SSA), one of the elements is safer speeds and one of the principles is that humans are vulnerable. A focus of the SSA is to reduce kinetic energy that the body is exposed to during crashes and the simplest way to do so is to lower travel speeds at impact.

Several companies have begun mining telematics data from cell phones for use in traffic safety analysis and program evaluation. This includes capturing when a driver's phone is on, when it is picked up and being held, any sharp braking, travel speed, sharp turns, etc. These data points can be obtained from any cell phone that has activated a location function. The location function could be a part of any application in the phone itself, so the vast majority of cellphone users have data collected in this way.

Some of those agencies have approached and been in discussion with several local agencies within the Baltimore region or are working with state and national associations. Some of these companies just use the data gathered from cell phones and others also use other information, such as annual average daily travel (AADT), vehicle miles traveled (VMT), etc. with the telematics data to give a broader picture.

Across the region, crash reports are the primary sources of information used to identify locations and conditions that contribute to serious injury and fatal crashes. Those reports are more available and in a timely fashion through the Maryland State Police. However, the travel speed of vehicles involved in crashes is not included in the crash report and is not calculated for all crashes, other than in-depth fatal investigations. The speed limit of the roadway is captured, but recent trends in speeding since the pandemic in 2020 have shown that vehicles are traveling at speeds significantly higher than the posted limit. Travel speed is critical to identify places for enforcement or other traffic calming and speed reduction strategies, through education or engineering. With travel speed as a key missing value from crash reports, using telematics data will be a significant advantage for safety planners. Not only will it provide a general overview of travel speeds on a longer and more consistent basis and in more locations than standard speed studies, it will also illustrate the extent of driving habits and behaviors on different roadways and in different conditions and times of day.

Great strides have been made at the local and regional levels to improve traffic safety and slow down vehicles on roadways. Those include engineering countermeasures such as those undertaken in the Town of Bel Air and Howard County as part of the Complete Streets Leadership Academy with Smart Growth America. Other efforts include planning for a Bikeable Baltimore

Region, undertaken by the BMC, and safety campaigns on the regional (Look Alive) and local levels. Unfortunately, speeds remain high on state and local roadways, as evidenced by the activity of automated enforcement and recent legislation to expand that program within work zones. As those projects continue, more information will be valuable to refine those approaches and develop new ideas.

This project will involve surveying member jurisdictions and documenting crash data analysis capabilities and anticipated use of telematics information. It will also include a review of vendors and associated analytical options, as well as processes for obtaining and using the data. Lastly, it will include a list of best practices or case examples of states, jurisdictions, or agencies that have successfully used telematics data for safety planning and evaluation. Those products will show how analyses involving telematics data, primarily travel speeds, have expanded the safety data landscape beyond traditional crash reporting only.

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

**FY 2026 BUDGET:** \$175,000

## FREIGHT MODEL UPDATES

**PURPOSE:** This project will update input data and result reporting of the existing freight modeling system.

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The Freight Modeling System (FMS) was developed by a consultant for BMC and the Maryland State Highway Administration (MDOT SHA) in 2014. The FMS combined a statewide supply chain freight model and an urban tour-based commercial vehicle model. These two components provide estimates of daily truck trip tours to the BMC travel demand model, InSITE. The FMS replaced the 2001 truck model.

The FMS was developed through the Federal Highway Administration's SHRP 2 C20 program and is the first version of its kind to be implemented by both agencies. In order to keep it relevant, the FMS is in need of an update to its [input data](#), especially the Freight Analysis Framework (FAF) data, and needs enhancements to how the results are [reported](#) to improve dissemination to local jurisdictions and other agencies.

This BRTB project will include hiring one or more teams of qualified consulting firms to update the FMS. Work tasks will include:

- Review of the FMS inputs and sources
- Review of how the code uses these sources
- Create a plan for updating the input data
- Review the input data update plan with BMC
- Update the agreed upon input data and model code
- Review the FMS output data
- Propose enhancements to how the output data is reported
- Review enhancements to output reporting with BMC
- Update the agreed upon output data and reporting

Work provided by the selected consultant will bring the Freight Modeling System up to date and enhance its usefulness to BMC staff, local jurisdictions and other agencies.

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

**FY 2026 BUDGET:** \$200,000

## **HOUSEHOLD TRAVEL SURVEY**

**PURPOSE:** This project includes updating the Regional and Statewide Household Travel Survey.

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Between April 2018 and May 2019, the Baltimore Metropolitan Council (BMC) conducted the latest Maryland Statewide Household Travel Survey (Maryland Travel Survey), asking randomly selected households across the state to tell us about trips they made for work, school, shopping, errands, and socializing with family and friends. The products of the surveys have been combined and compose a uniform dataset for the state of Maryland, which has been used for the development and refinement of Regional and Statewide Activity-Based Models.

This project includes matching funds to funds provided by the Maryland Department of Transportation (MDOT) to update the Regional and Statewide Household Travel Survey in coordination with the Federal Highway Administration National Household Travel Survey (NHTS). Conducted by the Federal Highway Administration, the NHTS is the authoritative source on the travel behavior of the American public. It is the only source of national data that allows one to analyze trends in personal and household travel. It includes daily non-commercial travel by all modes, including characteristics of the people traveling, their household, and their vehicles.

This funding will allow for the state and region to include an NHTS Add-on that refers to a state or MPO that purchases additional samples for their state or region. This allows for, at the discretion of the state/MPO, estimates to be computed at lower levels of geography, more precision for a general area, or the addition of a handful of additional questions to be asked that are not part of the entire national sample.

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

**FY 2026 BUDGET:** \$300,000

## **LOTS SKILLS AND TECHNOLOGY SUPPORT**

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

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

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

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

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

**PARTICIPANTS:** Baltimore region LOTS, MDOT MTA, Transportation Association of Maryland

**FY 2026 BUDGET:** \$50,000

## **PATAPSCO REGIONAL GREENWAY: HENRYTON ROAD BRIDGE**

**PURPOSE:** To advance planning through thirty percent design for the Patapsco Regional Greenway Henryton Road bridge.

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In 2017, the BRTB endorsed The Patapsco Regional Greenway (PRG) Concept Plan. The PRG 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 provided 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 21 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 2026 BUDGET:** \$250,000



## PROJECT FEASIBILITY STUDIES

**PURPOSE:** This project will assist local BRTB jurisdictions in preparing applications for the MDOT Prioritization Process

---

The Maryland Department of Transportation (MDOT) is developing a process for evaluating surface transportation capacity enhancing projects that jurisdictions need to consider when requesting funding in the Consolidated Transportation Program (CTP). The MDOT approach considers a performance-based project evaluation that maximizes the value of Maryland's transportation investments.

The CTP evaluation includes measures developed with support from a workgroup of representatives from the State Highway Administration (SHA), Maryland Transit Administration (MTA), and the Secretary's Office (TSO). The scoring process uses a combination of project data provided by the applicant, modeling/forecasting, and GIS analysis to produce a ranked list of all submitted projects.

After scoring, the project rankings and a list of projects selected for the CTP are published for public review and input during the fall CTP tour. After the CTP tour, the MDOT Secretary may make changes based on factors such as public input or geographic distribution prior to proposing a final list to a public commission for review and further discussion.

This BRTB task will include hiring one or more teams of qualified consulting firms to prepare a feasibility study to aid local jurisdictions in the development of applications for this process. It is envisioned that local jurisdictions will request assistance under these on-call contracts with assistance being approved by the Technical Committee.

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

**FY 2026 BUDGET:** \$300,000

## REGIONAL TRANSIT PARTNER STRATEGY

**PURPOSE:** To identify areas with overlapping transit service from multiple providers and develop a strategy to deploy resources more efficiently.

---

Residents of the Baltimore region have many options when it comes to transit. They can board a bus, rail car, or train from the Maryland Transit Administration, get on a bus operated by their local transit agency, or, for eligible riders, catch a ride on a shuttle operated by a non-profit organization or private employer. While each of these services is tailored to a specific trip or rider, many operate in the same corridors and often along the same route.

With transit agencies across the country facing a looming fiscal cliff there is a need to both “do more with less” and identify new revenue sources to avoid detrimental cuts to transit service. Maintaining consistent transit service in the region will depend on greater coordination between regional providers and making better use of limited resources by streamlining service and optimizing connections. Similarly, providing seamless transportation to riders with disabilities involves coordination between regional providers, in particular when trips (such as medical appointments) are made across jurisdictional boundaries and provider service areas.

This task will support transit in the Baltimore region by fostering greater collaboration among regional transportation providers to meet travel and accessibility needs in the region. Additionally, non-profits and private employers could be considered potential partners to address long-term funding shortfalls and support transit agencies where public transit exists within their current service area.

Potential deliverables for this task may include:

- A map of regional fixed-route transit operated by public, private, and non-profit operators.
- Analysis of areas with transit service from multiple providers and selection of priority corridors or zones for further study.
- Stakeholder meetings with MTA & locally operated transit operators that develop a framework for coordination of service networks and policies, such as ADA eligibility standards.
- Stakeholder interviews with non-profit and employee transportation providers to understand their needs, priorities, and future goals.
- Identification of successful partnerships between transit agencies and major employers (ex. universities, government agencies) that promote use of public transit, including strategies to supplement funding for public transit agencies.
- Development of recommendations to improve inter-agency network and service coordination within priority areas.
- Development of a universal ADA qualification system and requirements that apply to and are valid on service provided by all transit providers.

**BALTIMORE REGION UPWP**  
**FY 2026-2027 UNIFIED PLANNING WORK PROGRAM**

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**PARTICIPANTS:** BMC, local jurisdictions, MDOT MTA, non-profit and employer shuttle operators, consultant

**FY 2026 BUDGET:** \$200,000

## STATE OF THE REGION BENCHMARKING

**PURPOSE:** This project includes updating the *State of the Region* report previously published by the Baltimore Metropolitan Council.

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In previous years, the Baltimore Metropolitan Council published the *State of the Region Report* with the most recent report [published in 2018](#). This report documented key statistics in several key areas for the Baltimore region compared to 19 other similar regions including:

- Demographics
- Economy
- Business
- Employment
- Education & Workforce
- Transportation
- Quality of Life

This UPWP project includes updating the State of the Region report, including addressing access to opportunity. As stated in previous reports, there is a need to measure whether the economy, transportation, education, etc. is working for everyone. The 2018 Report highlighted it this way, “As the region advances, it will be crucial to track whether the increased personal wealth and educational attainment benefit everyone in this increasingly diverse region and what impact the rising cost of living has on those who struggle to meet the needs of a modern labor market that requires education and advanced skills.” New in FY 2026, the report will include expanded reviews of transit, bicycle and pedestrian statistics on items such as annual spending, bus only lane miles, shared-use path and bike lane miles and other statistics to benchmark our region’s commitments to multi-modalism compared to other similar regions. It is intended that the bicycle portion of the benchmarking will align with recommendations coming out of the Bikeable Baltimore Region project.

The consultant will then compile the updated *State of the Region* Report utilizing clear, compelling and easy to understand graphics and tables following the BMC style guide.

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

**FY 2026 BUDGET:** \$150,000

## 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.
- 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
- 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 2026 BUDGET:** \$300,000

## **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.

---

The Baltimore Regional Transportation 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 American Association of Metropolitan Planning Organization's Research Foundation and online training program. This provides virtual access to courses such as MPO 101 and Federal Funding Basics. New courses are scheduled to come online in FY 2026.

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

**FY 2026 BUDGET:** \$60,000

## **TRANSPORTATION PROJECT MANAGEMENT TRAINING**

**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 successfully using federal funds on projects.

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The Baltimore Regional Transportation and its subcommittees are comprised of federal, state and local jurisdictional staff whose primary jobs span many different transportation, planning, and public works agencies. This task aims to broaden the knowledge base of these BRTB members in the areas of managing federal grants.

The BIL/IIJA, which became law in November 2021, included about 30% more federal funding for transportation projects. With more federally funded projects being awarded, particularly at the local level, this training is critical to provide staff with the capacity to meet all requirements. Further, these skills may reduce the time it takes to move through the process without needing to redo tasks or pay for items out of scope. This task will provide the necessary background to successfully complete each phase of a project.

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

**FY 2026 BUDGET:** \$200,000

## **UPDATING LOCAL BICYCLE PLANS PER THE BIKEABLE BALTIMORE REGION PROJECT**

**PURPOSE:** This project includes updating the State of the Region report previously published by the Baltimore Metropolitan Council.

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BMC is collaborating with local jurisdictions, MDOT, and other stakeholders on the Bikeable Baltimore Region (BBR) project, which will identify a regional bike network of existing and planned bike facilities that are safe and comfortable for people of all ages and abilities. This regional bike network will benefit everyone by connecting local communities and providing safe and equitable access to places people need to go, such as public transit, schools, work, and parks. Identifying a comfortable, continuous, and safe bike network made of prioritized bike facilities will ensure that funds are used where they will have the greatest impact and help cities and counties pursue federal and state funding to design and build the network more quickly.

The BBR Project is scheduled to produce a Regional Bike Network and a Network Implementation Strategy that includes cost estimates, policy recommendations, and a benefits analysis with a final report in summer 2025.

This project envisions grants to update local jurisdictional plans per the recommendations of the BBR project such as addressing gaps and high stress bikeways identified in the BBR. Grants could also be used to update plans in response to other recent bicycle planning efforts such as the 2050 Maryland Statewide Bicycle and Pedestrian Master Plan and the MDOT Complete Streets Initiative, as well as the Maryland State Transportation Trails Strategic Plan currently under development.

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

**FY 2026 BUDGET:** \$300,000



**APPENDIX C**  
**PUBLIC REVIEW PROCESS**

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**RELEASE: BRTB shares draft Work Program and Budget for public comment**

**BALTIMORE, MD (Wednesday, February 5, 2025)** – The Baltimore Regional Transportation Board (BRTB) is drafting a transportation planning budget for the upcoming two years (July 1, 2025 – June 30, 2027), proposing \$10.8 million for a range of studies, plans and projects.

Staffed and supported by the Baltimore Metropolitan Council (BMC), the BRTB is the region's federally designated metropolitan planning organization. Most of the anticipated funding for the upcoming budget, 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.

"This new work program and budget prioritizes the critical needs of our region's transportation network," said Todd Lang, BMC's Director of Transportation. "This includes efforts to address the unacceptable fatalities and injuries we see on our transportation system and methods to better facilitate safe and efficient movement for all transportation users."

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 include:

- Continuing the Transportation and Land Use Connection Grant Program, which quickly unlocks resources to help local jurisdictions improve multi-modal facilities, access to transit, transit oriented development, or climate change adaptation strategies;
- Planning for the Henryton Road Bridge, advancing another piece of the Patapsco Regional Greenway;
- Drafting the region's next short-range transportation program (with a five-year horizon) and laying the groundwork for the next long-range plan (with a twenty-year horizon);
- Funding for local jurisdictions to update local bicycle plans based on the Bikeable Baltimore Region project;
- Assisting local jurisdictions in preparing applications for the newly updated MDOT prioritization process.

These are a few of the items included in the draft budget. If the BRTB and federal regulators approve the transportation work program and budget, BMC's planning staff will start this work on July 1, 2025. Proposed new tasks are described in detail in the [draft document](#).

Members of the public can comment on the draft transportation work program and budget by Sunday, March 9. After collaborating with BRTB members to review all comments and respond to questions, the BRTB will consider approval of the transportation planning budget on Friday, April 25.

“We often ask for feedback from community members on specific plans and projects,” Lang said. “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.”

Ways to comment include:

- Online via a short survey at [publicinput.com/BRTBbudget](https://publicinput.com/BRTBbudget)
- Sending an email to [FY26BRTBbudget@publicinput.com](mailto:FY26BRTBbudget@publicinput.com)
- Texting keyword ‘FY26BRTBbudget’ to 855-925-2801
- Leaving a voicemail toll-free via 855-925-2801x11078
- Finding us on [Facebook](#), [Instagram](#), [X](#) or [LinkedIn](#) (comments on social media posts are reviewed, but are not included in the official public record)

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*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.*

## Project Website And Survey

[publicinput.com/BRTBbudget](http://publicinput.com/BRTBbudget)

## Social Media Outreach



**Transportation Planning Budget**

7/1/25 - 6/30/27

Our Public Comment Period is now Open!

Learn more and weigh in by March 9 at [publicinput.com/BRTBbudget](http://publicinput.com/BRTBbudget)

**BRTB**  
Baltimore Regional Transportation Board



**Transportation Planning Budget**

7/1/25 - 6/30/27

Make your voice heard! Help us plan Baltimore Region's Future!

Learn more and weigh in by March 9 at [publicinput.com/BRTBbudget](http://publicinput.com/BRTBbudget)

**BRTB**  
Baltimore Regional Transportation Board



**Transportation Planning Budget**

7/1/25 - 6/30/27

**Household Travel Survey**

- Between April 2018 and May 2019, the Baltimore Metropolitan Council (BMC) conducted the latest Maryland Statewide Household Travel Survey asking randomly selected households across the state to talk about the trips they made during that period. The data from these surveys has been used for the development and refinement of assessing regional and statewide travel behavior.
- The project includes matching funds to funds provided by the Maryland Department of Transportation (MDOT) to update the survey in coordination with the Federal Highway Administration National Household Travel Survey

Learn more and weigh in by March 9 at [publicinput.com/BRTBbudget](http://publicinput.com/BRTBbudget)

**BRTB**  
Baltimore Regional Transportation Board



**Transportation Planning Budget**

7/1/25 - 6/30/27

**Adapting to the new MDOT Prioritization Program**

- Data-driven, performance-based project evaluation that maximized the value of Maryland's transportation investments
- Uses a combination of project data provided by the applicant, modeling/forecasting, and GIS analysis to produce a ranked list of all submitted projects
- Project rankings and a list of projects selected for the Consolidated Transportation Program (CTP) will be published for public review and input.

Learn more and weigh in by March 9 at [publicinput.com/BRTBbudget](http://publicinput.com/BRTBbudget)

**BRTB**  
Baltimore Regional Transportation Board



**Transportation Planning Budget**

7/1/25 - 6/30/27

**Patapsco Regional Greenway: Henryton Road Bridge**

- Advancing the planning and development of the 40-mile corridor that connects trail systems across the Patapsco Valley from Sykesville in Carroll County to the Inner Harbor in Baltimore City.
- Since FY 21, a total of 21 miles of trail has moved forward to preliminary design.

Learn more and weigh in by March 9 at [Publicinput.com/BRTBbudget](http://Publicinput.com/BRTBbudget)

**BRTB**  
Baltimore Regional Transportation Board



**Transportation Planning Budget**

7/1/25 - 6/30/27

**Bikeable Baltimore Region Project Update**

- Identifies a regional bike network of existing and planned bike facilities that are safe and comfortable for people of all ages and abilities.
- BBR is scheduled to produce a Regional Bike Network and a Network Implementation Strategy that includes cost estimates, policy recommendations, and a benefits analysis with a final report in summer 2025.

Learn more and weigh in by March 9 at [Publicinput.com/BRTBbudget](http://Publicinput.com/BRTBbudget)

**BRTB**  
Baltimore Regional Transportation Board



**Transportation Planning Budget**

7/1/25 - 6/30/27

**State of the Region Benchmarking**

- The report documents key statistics in several key areas for the Baltimore Region, including: Demographics, Economy, Business, Employment, Education & Workforce, Transportation, Quality of Life.
- Includes expanded reviews of transit, bicycle and pedestrian statistics on items such as annual spending, bus-only lane miles, shared use path and bike lane miles and other statistics to benchmark our region's commitments to multimodalism compared to similar regions.

Learn more and weigh in by March 9 at [Publicinput.com/BRTBbudget](http://Publicinput.com/BRTBbudget)

**BRTB**  
Baltimore Regional Transportation Board



**Transportation Planning Budget**

7/1/25 - 6/30/27

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Learn more and weigh in by March 9 at [publicinput.com/BRTBbudget](http://publicinput.com/BRTBbudget)

**BRTB**  
Baltimore Regional Transportation Board

Flyer

7/1/25 - 6/30/27

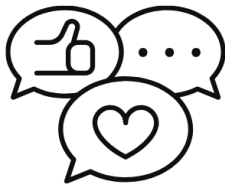


# Transportation Planning Budget

Did you know you can weigh in on our annual budget? We want to hear from you!

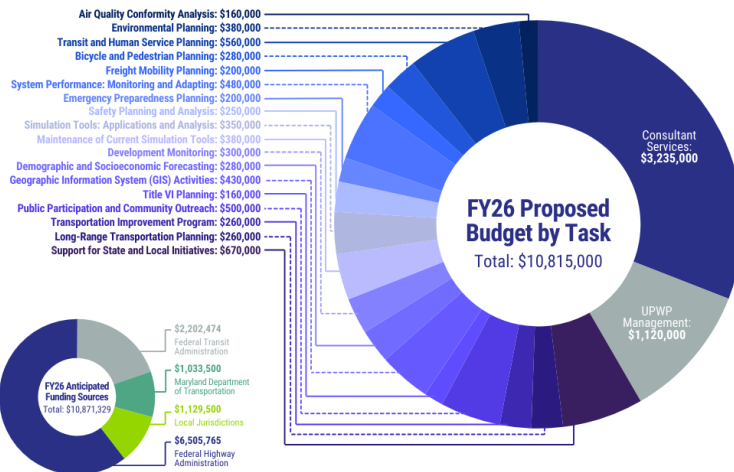
Did you know the BRTB receives millions in federal funding each year to plan the future of transportation? We create a budget that outlines our priorities—where we invest in studies, data collection, public engagement, and planning projects.

***Your voice matters! Our plans are shaped by local leaders and community members like you.***



Check out our website to see what's next!

Then, share your thoughts on our transportation planning budget!



Learn more and weigh in by March 9 at  
**[publicinput.com/BRTBbudget](https://publicinput.com/BRTBbudget)**



## OUTREACH

In-Person Outreach - Community outreach was conducted at 4 events.

### Email Outreach

Twelve email campaigns were sent out to 1,841 recipients. Average Open Rate: 44.73%; Average Click Rate: 5.15%

[Reminder: We've got big plans. Let us know by March 9 what you think about our budget!](#)

Reminder Email to Community organizations

[We've got big plans. Check out our budget and let us know what you think!](#)

Launch Email (Past participants, Community organizations)

BRTB Releases Draft Transportation Planning Budget - What do you think?

Launch Email (Custom emails to BRTB committees)

## COMMENTS AND RESPONSES

Twenty-eight (28) people shared comments with the BRTB. [View Summary and BRTB Response](#) or see below.





## Public Comments and Responses FY 2026-2027 Unified Planning Work Program (Transportation Planning Budget)

### UPWP Survey question #1: Are there parts of the budget that should get more funding? Less funding?

**Public Comment:** Mark W Gregory - I am a little Bias here, but Vision Zero/ Safety is basically 2% of budget. I get it, and I don't have a solution...all areas probably need twice the funding. I would like to see may more public volunteers for able so public out reach is for disabled.

**BRTB Response:** Thank you for your interest and comments. While safety may seem to be a small portion of the planning budget, it is part of all of the work we do for the BRTB. The safety funds support a staff member that focuses on supporting the regional and local partners in their efforts. That planner works closely with federal and state partners as well to bring resources to the region. It may not be a number in the budget, but a lot of safety work is done through partnerships. One example is the Look Alive with Signal Woman pedestrian and bicycle safety outreach campaign that is funded by the Maryland Department of Transportation Motor Vehicle Administration's Highway Safety Office. It is a program for the Baltimore region, but funded by our state partner and managed by BMC.

Other examples include: enhanced safety project scoring for the long-range transportation plan, supporting the implementation of Complete Streets Policies at the state and local levels, directly supporting the implementation of Local Strategic Highway Safety Plans in each of the member jurisdictions, encouraging and supporting proposals for federal funding (Safe Streets and Roads for All), working closely with local Pedestrian/Bicycle Coordinators, developing a hyper-local safety campaign to share messaging in focused print and digital outlets, supporting the implementation of the Safe System Approach project principles and elements in planning, and expanding public engagement for safety.

Additionally, we will work to include more outreach for disabled persons in our programs.

**Public Comment:** Pamela K. Shaw - If number 1 is bicycles, where is sidewalks, ADA safe intersection crossings, pedestrian deaths.

**BRTB Response:** Thank you for your interest and comments. Bicycle/Pedestrian and Safety planning are a key priority and following federal guidance we have a multi-modal focus, including roadways, transit facilities, as well as walking and biking.

**Public Comment:** Anonymous - Please expand bicycle and pedestrian planning as well as modernize the TIP process to be more inclusive of nonvehicular modes.

**BRTB Response:** Thank you for your interest and comments. We agree that active transportation is critical to the Baltimore region's transportation system. Active transportation planning includes human-powered means of travel like bicycling, walking, using mobility aids, and other low-powered micromobility such as electric scooters (e-scooters) and electric bicycles (e-bikes). The TIP documents federal transportation funding and many bicycle and pedestrian facilities are funded through state or local funding. So the TIP does not provide a complete picture of all funding for these facilities.

**Public Comment:** Anonymous - Less funding for cycling bullies and audit all federal government funds

**BRTB Response:** Thank you for your interest and comments. There are good and poor drivers, good and poor cyclists and pedestrians. We strongly encourage everyone to use the transportation network in a sensible and predictable manner to get people and goods where they need to go safely.

Federal funds utilized by the Baltimore Regional Transportation Board, have and continue to undergo, an annual audit. As in the past, the most recent audit was clean and had no findings or issues cited. The BRTB works within the parameters of federal regulations to provide the region with the quality products and services.

**Public Comment:** Anonymous - More funding for biking and pedestrian infrastructure in built-up areas. Concerned about 30% of the budget going to consultant services.

**BRTB Response:** Thank you for your interest and comments. The TIP documents federal transportation funding and many bicycle and pedestrian facilities are funded through state or local funding. So the TIP does not provide a complete picture of all funding for these facilities.

Funding that is identified for consultant services varies from year to year and generally supports areas of expertise that staff are not suitably experienced to undertake. Additionally, this allows the BRTB to maintain a lean full time staff, using consultants when tasks and budget allow.

**Public Comment:** Robert Reuter - ADA is more than corners, you have to be able to go the entire block which is often blocked by poles, flower pots and dumped scooters etc.

**BRTB Response:** Thank you for your interest and comments. We support the efforts of local jurisdictions in the region as they develop and implement ADA transition plans. We agree it is critical that pedestrian infrastructure meet the requirements of the Americans with Disabilities Act standards for Accessible Design, not only to address a requirement, but to enable all individuals to comfortably and safely navigate areas designated for them.

**Public Comment:** Robert Reuter - Highways get far too much and public transit far too little a legacy of the Highway lobby.

too much is spent on segregating groups and far too little on maximizing group transport, Charles street in Baltimore of all the different separate transport, everybody it seems has their own private bus or van, far less expensive and useful to have one system of FULLY EASILY ACCESSIBLE vehicles running frequently for everyone but everyone wants their own private fiefdom for people they relate to.

**BRTB Response:** Thank you for your interest and comments. Regarding your perspective on public transit and group transport, the proposed Work Program includes funding for a task, Regional Transit Partnership Strategy, to look at opportunities for collaboration between public and private providers in the Baltimore region. Work will be completed during 2025-2026 and updates will be provided through the Baltimore Regional Transportation Board and the BMC website.



**Public Comment:** Henry Cook –

**C1** "Title VI Planning" is funded at \$160k in FY 2026 and FY 2027. This is unchanged from the prior UPWP and thus represents an inflation-adjusted cut in funding to ensuring an equitable transportation system. Funding should be increased here.

**C2** "Bike and Pedestrian Planning" does see a solid increase over 2024-2025 UPWP; however, given the goal of BRTB to "Reduce the number of crashes, injuries and fatalities experienced by all users of the transportation system" and the disproportionate number of fatalities experienced by pedestrian, this funding should be increased. One could also point to the BRTB goal to "Implement Environmentally Responsible Transportation Solutions".

**C3** If necessary, reduce funding to modeling and simulation activities. The plan discusses model validation for the InSITE tool: "An InSITE validation document was produced comparing simulation and observed travel behavior and choices." - However the only publicly available validation report is dated 2017 and marked "draft". There is no documented history of validating trip generation model scenarios against observed results after a highway capacity project. Yet the modeling activities receive modest budget increases while Title VI Planning is stagnant.

**BRTB Response:** Thank you for your interest and comments.

**R1** Much of the work to support Title VI planning efforts is integrated throughout a range of tasks. However, in view of your concern, the budget was slightly increased for this task.

**R2** There is a significant number of pedestrian injuries and fatalities in the region and all programs through the BRTB have a focus in safety. It may not be reflected as a funding amount in the planning budget, but pedestrian safety is a focus of our federal, state, regional, and local partners and is addressed through those plans and programs. One example is the Look Alive with Signal Woman pedestrian and bicycle safety outreach campaign that is funded by the Maryland Department of Transportation Motor Vehicle Administration's Highway Safety Office. It is a program for the Baltimore region, but funded by our state partner managed through BMC.

**R3** The BMC website has been updated to include documentation of a validation update completed last summer. Regarding support for modeling activities, a transportation plan (20 years), a Transportation Improvement Program (4 years) or individual highway/transit projects, all require valid forecasts of future demand for transportation services. These forecasts are frequently made using travel demand models, which allocate estimates of regional population, employment and land use to person-trips and vehicle-trips by travel mode, route, and time period. The outputs of travel demand models are used to estimate regional vehicle activity for use in motor vehicle emissions models for transportation conformity determinations in non-attainment and maintenance areas, and to evaluate the impacts of alternative transportation investments being considered in the transportation plan. A travel demand model is essential for an MPO the size of this region to produce the required analysis and results. In addition to being used to support BRTB activities, consultants working on individual state or local projects also use the approved regional travel demand model.

**Public Comment:** Andrew Whitehead - Please consider a plan to eventually provide MARC service to/from Frederick & Baltimore.

**BRTB Response:** Thank you for your interest and comments. Thank you for your comment related to MARC access. While not part of our proposed Work Program, BRTB supports the need for interregional travel through coordination with the Maryland Transit Administration (MTA), the provider of MARC service. MTA is currently preparing the [MARC Growth and Transformation Plan](#) that addresses service improvements to the Brunswick (Frederick) and Penn/Camden (Baltimore) lines including creating better connections through Washington DC.

**Public Comment:** Patrice Kingsley - More funding: transit centered development. Less Funding: highways

**BRTB Response:** Thank you for your interest and comments. The BRTB is tasked by federal guidance to support a multi-modal system, so you will see a variety of tasks in our work program. Of note, staff at BMC is working with the Maryland Transit Administration to review proposals from consultants to create a Transit Oriented Development (TOD) Implementation Plan for the West Baltimore Red Line Station. The station is planned to become a critical regional hub with the addition of the planned Red Line Station to the existing MARC station and local bus lines.

**Public Comment:** Michael Shaw - More funding is needed for mass transit, protected bike lanes and pedestrian sidewalks.

**BRTB Response:** Thank you for your interest and comments. There are numerous tasks to support transit, biking and walking. Having said that, more can be done and new opportunities will be considered.

**Public Comment:** David Sebastiao - Should prioritize public transit projects, including advocacy for the Red Line. This needs to be highlighted more thoroughly in the goals.

**BRTB Response:** Thank you for your interest and comments. We appreciate that you highlighted the need to support transit projects such as the Red Line. The region's transportation goals as adopted for Resilience 2050 include support for multimodal options and implementing environmentally responsible transportation solutions such as investments in public transit. The goals of the long range transportation plan will be revised in next update that will be finalized in 2027, however we note that the goals do not name specific projects.

**Public Comment:** Anonymous - Fix the roads!!! Don't waste more money public transportation that never meets its revenue quotas.

Stop pushing electric vehicles - when they are ready the market will take care of adoption rates.

**BRTB Response:** Thank you for taking the time to consider the planning budget.

**Public Comment:** Anonymous - Less for public transportation and electric vehicles. More for roads!!!!!!

**BRTB Response:** Thank you for your interest and comments. The BRTB supports a multi-modal transportation system and is committed to funds for preserving and operating the system before looking at expansion (as needed) for a variety of modes.

**UPWP Survey question #2: Do you have any ideas for future planning activities?**

**Public Comment:** Pamela K. Shaw - Plan for the current needs that go unmet and stop looking forward.

**BRTB Response:** Thank you for your interest and comment. Actually, planning is what a Metropolitan Planning Organization such as the BRTB was created to do. The BRTB is a Board in name only and does not own or operate facilities. The BRTB is the table where state and local partners sit together and plan for the best uses of federal transportation dollars. Planning ahead is critical, imagine building a house without a blueprint, it would not work. While the BRTB is charged with planning, the state and local members have ongoing maintenance and operations programs to support the system.

**Public Comment:** Robert Reuter - STOP planning and start building. Maryland the state that plans.

**BRTB Response:** Thank you for your interest and comment. Actually, planning is what a Metropolitan Planning Organization such as the BRTB was created to do. The BRTB is a Board in name only and does not own or operate facilities. The BRTB is the table where state and local partners sit together and plan for the best uses of federal transportation dollars. Planning ahead is critical, imagine building a house without a blueprint, it would not work. While the BRTB is charged with planning, the state and local members have ongoing maintenance and operations programs to support the system.

**Public Comment:** Michael Scepaniak

**C1** The "Transportation Needs Assessment" project contained the following item:  
"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.;"

**C2** 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.

**C3** I don't believe this issue was addressed by the "Transportation Needs Assessment" project. Please address this inequitable metric as part of a planning activity.

**BRTB Response:** Thank you for your interest and comments.

**R1** The Transportation Needs Assessment project is still ongoing, with most deliverables in development. A StoryMap is nearly complete that summarizes how the current transportation network is performing in relation to the existing LRTP goals. This StoryMap includes a map and discussion of job access by transit and auto, using a travel time of 30 minutes for each, among other data points. We anticipate publishing the StoryMap in the next few months. The StoryMap will be supplemented with a survey (closing 4/13) and focus groups (May 2025) focused on transportation needs, challenges, and investment priorities in the context of LRTP goals. These tasks will inform the development of the 2027 LRTP as well as identification of performance metrics the BRTB should track, as you noted. While these have not yet been determined, they are anticipated to include access to opportunity metrics.

**R2** The selected travel times for accessibility for auto and transit in the previous LRTP reflect current mean travel times for these modes in the 2023 5-year ACS (28 minutes for "drive alone" and 55 minutes for public transportation). This is a common practice among MPOs and it does reflect current data. The BRTB will consider the suggested change based on the

usefulness of the data reported for the Needs Assessment. Another option would be to report access for both 30 minutes and 60 minutes for both auto and transit.

**R3** As stated we will consider moving both forward, although we do not consider the metric inequitable, it is in fact based on ACS data.

**Public Comment:** Henry Cook - Bicycle and Pedestrian Planning should be expanded to include planning for other wheeled mobility (e.g. powered wheelchair) and active transportation/micro-mobility (e.g. electric scooters). These additional modes are related and often share or use the same infrastructure and are critical transportation links for many Marylanders. Note that this expansion should include additional budget.

**BRTB Response:** Thank you for your interest and comments. We agree that other wheeled options are critical to the Baltimore region's transportation system. We have transitioned from bike and pedestrian planning to active transportation planning which does include human-powered means of travel like bicycling, walking, using mobility aids, and other low-powered micromobility such as electric scooters (e-scooters) and electric bicycles (e-bikes).

**Public Comment:** Henry Cook - To aid those reviewing UPWP budgets, please ensure documents contain not just the planned budgets, but the prior budgeted work for each element to provide the reader perspective without needing to search through the prior PDF.

**BRTB Response:** Thank you for your interest and comments. That is a great suggestion and one that will be included in upcoming documents.

**Public Comment:** Henry Cook - Within "Long Range Transportation Planning" - please provide maximum transparency and public understanding of projects under consideration for the 2027 LRTP and scoring methodology that will be applied to these projects. In the 2023 LRTP the scoring methodology was published but the projects evaluated were not provided to the public until the draft plan; instead they were presented fait accompli. The public should understand the projects proposed by jurisdictions before the draft plan is published to allow us to advocate at our local jurisdiction level for projects not included (or to have projects reprioritized).

**BRTB Response:** Thank you for your interest and comments. While the schedule has not been finalized, the Technical Committee and BRTB will consider a resolution regarding the project scoring methodology in fall 2025 or winter 2025/2026, this is approved prior to project submission. Regarding comments on submitted projects, we will explore methods to provide earlier public review and feedback. Meanwhile we continue to work with MDOT on the County [Priority Letter process](#) that outline local priorities.

**Public Comment:** Andrew Whitehead - Can some consideration be given to creating MARC access to/from Frederick & Baltimore?

**BRTB Response:** Thank you for your interest and comments. Thank you for your comment related to MARC access. While not part of our proposed Work Program, BRTB supports the need for interregional travel through coordination with the Maryland Transit Administration (MTA), the provider of MARC service. MTA is currently preparing the [MARC Growth and Transformation Plan](#) that addresses service improvements to the Brunswick (Frederick) and Penn/Camden (Baltimore) lines including creating better connections through Washington DC.

**Public Comment:** Chris Schulze - Spend a lower percentage of your budget on consultants and partner more with non-profits and local communities to address portions of that work.

**BRTB Response:** Thank you for your interest and comments. Funding that is identified for consultant services varies from year to year and generally supports areas of expertise that staff are not suitably experienced to undertake. Additionally, this allows the BRTB to maintain a lean full time staff, using consultants when tasks and budget allow.

When staff does need this specialized support, a Request for Proposals is written that spells out the needed services and asks for a competitive price quote. Typically non-profit organizations or local communities do not have the expertise to handle the tasks requested, we do however invite a number of organizations and communities to participate on Advisory Committees to provide their input on a range of activities.

**Public Comment:** Michael Shaw - I would actually like less planning and more doing. I would rather something needs to be fixed, then nothing gets worked on.

**BRTB Response:** Thank you for your interest and comments. Actually, planning is what a Metropolitan Planning Organization such as the BRTB was created to do. The BRTB is a Board in name and does not own or operate facilities. The BRTB is the table where state and local partners sit together and plan for the best uses of federal transportation dollars. Planning ahead is critical, imagine building a house without a blueprint, it would not work. While the BRTB is charged with planning, the state and local members are out dealing with current needs to maintain and operate the system.

**Public Comment:** Anonymous - Fix the roads!!!!!!

**BRTB Response:** Thank you for your interest and comments. While you commented on this document, the Transportation Planning Budget, your comment really applies to the Transportation Improvement Program (TIP) which is a document that identifies specific projects, what type of work, and how much is proposed to be spent. The draft TIP, being released around May 14, will have projects proposed by the State Highway Administration, the Maryland Transit Administration and our local jurisdiction members. In last year's TIP, 37.4% of all funds went to system preservation - or fixing roads. Another 49.2% went to operating the system, so your concern is being heard and the budgets reflect a commitment to system preservation and system operations.

**Letter submitted** by BaltPOP - Baltimoreans for People-Oriented Places with fourteen comments

Michael Scepaniak, Co-President, Cockeysville, Baltimore County // Mark Braun MD, Federal Hill, Baltimore // Melanie Scheirer, Mount Clare, Baltimore // James Pizzurro, Towson, Baltimore County // Rob Bennett, Federal Hill, Baltimore // Phil Scherer, Elkridge, Howard County // Paul Dongarra, PMP, Baltimore County // Troy Gharibani, Timonium, Baltimore County // Ann Greenbaum, Baltimore County

Jay Louis, Barclay, Baltimore

**Comment 1: Vision Zero**

We have long been frustrated with the role the BRTB has played in the Baltimore region's lack of progress on Vision Zero. BRTB resolution #25-19 includes the most recently updated highway safety performance targets for the Baltimore region, specifically the "Number of Non-motorized Fatalities & Serious Injuries" (Number of NMFSI). [1] Obviously, the numbers aren't good and the upward trend is awful.

As the resolution states, both the BRTB and MDOT "maintain their long-term commitment to achieve zero deaths on the state's and the region's roadways". We've gotten used to (and numb to) seeing this statement. This one-liner feels like a hollow "thoughts and prayers" statement. Absent a more substantive response, this most recent resolution feels like the continuation of an annual goalposts-moving exercise to avoid committing to adequate needle-moving measures that will reverse the upward trend of those deaths and injuries, much less get us to zero.

The current numbers are stark. The 2030 goal is to average four fatalities and serious injuries above the number from 20 years prior. That's not progress, that's standing still.

It has been stated that the executives of all of the modes in MDOT and other state leaders determined that they want realistic interim targets and goals, even though the Maryland code calls for achieving Vision Zero by 2030. [2] We don't agree with that determination.

Regardless, putting that aside, what constraining factor does a decision made by state leaders impose on the BRTB? We would like to see a planning activity added to the TPB that analyzes what effort and/or steps would be required for the BRTB to set and commit to aspirational targets for the number of NMFSI in the Baltimore region.

Consider that the National Capital Region Transportation Planning Board (NCRTPB) has modified their target setting process such that they have capped their targets, including for number of NMFSI. Essentially, they've made a policy decision to no longer move the goalposts. We urge the BRTB to demonstrate a commitment similar to (if not the same as) that of the NCRTPB's.

From a citizen's perspective, there appears to be a lack of data available to drive evidence-based decision-making here. We would like to see a planning activity added to the Transportation Planning Budget that would have the BRTB and/or MDOT commission an analysis of what measures we would need to take to actually hit an aspirational target (ideally zero) for the number of NMFSI. This might be something that warrants the creation of a new committee or subcommittee of the BRTB. Regardless, we don't believe such an analysis has ever been done. Just knowing what the solution looks like (a mix of policy changes and capital investment, we imagine) would be immensely useful.

**BRTB Response:** Thank you for your comments and time. We agree that the number of traffic crash fatalities and serious injuries is unacceptable and recent upward trends are of concern. The BRTB does take safety seriously, yet the task you are calling for is beyond the scope of the BRTB in areas of control and budget. We will urge organizations such as the National Highway Traffic Safety Administration, the Governors Highway Safety Association and the National Academies Transportation Research Board to partner with other organizations (with



the purview of control over law enforcement, educational programs, the judiciary or human behavior generally) to take a holistic approach to identifying solutions.

There are many factors that might affect those patterns including, but not limited to, social events (e.g. COVID-19 pandemic), environmental situations (e.g. clear vs. hazardous weather conditions), and unforeseen occurrences. While unpredictable, the effects are seen in the increase in traffic deaths and serious injuries. The goal remains zero and the BRTB plans and programs to reach that goal, but some real-world changes will affect that. The BRTB tries to be responsive with programs that include: Look Alive with Signal Woman, enhanced safety project scoring for the long-range transportation plan, Complete Streets Policies at the state and local levels, the implementation of Local Strategic Highway Safety Plans in each member jurisdiction, encouraging and supporting proposals for federal funding (Safe Streets and Roads for All), working closely with local Pedestrian/Bicycle Coordinators, a hyper-local safety campaign to share messaging in focused print and digital outlets, implementation of the Safe System Approach project principles and elements in planning, and expanded public engagement for safety.

There is no constraint on the BRTB from MDOT; however, the Board chooses to be aligned with the state's Vision Zero goals and target-setting methodology to 'be on the same page and speak the same language' when regional and local partners are working with the state agencies. Please keep in mind that we are a planning agency and we work collaboratively with our state partners.

The NC RTPB covers three distinct areas (Maryland, Virginia, and District of Columbia) and combines those three sets of targets into one regional estimate. Doing so incorporates separate statistical methodologies for a single figure, which may lead to complexity. The capping of their targets is only in the case of a projected increased target; in those cases, the BRTB does not cap the target, but applies a two percent annual reduction. Doing so is more aspirational than capping at the previous year's target and strives for improvement instead of maintenance.

With the BRTB covering jurisdictions within Maryland and no other states, it makes it easier to compile data from single sources (e.g. police crash reports). Traffic safety performance measures rely on those crash data and vehicle miles traveled estimates from MDOT SHA, but there may be other data sources that would be useful. We are open to the suggested planning activity to identify data sources and develop plans and measures/targets for safety. Those would be in addition to any federally-required performance measures, which are those in the noted Resolution.

#### **Comment 2: Alternative Levels of Service**

Traffic engineers have a long-established concept of Level of Service (LOS). According to the BRTB's Glossary of Transportation Planning Acronyms and Terms, LOS is a "Report card that rates traffic flow from A (excellent) through F (failing), and compares actual or projected traffic volume with the maximum capacity of an intersection or road in question." [3] It would appear that LOS is a standard part of the BRTB's discourse.

With that established, where in that discourse are the non-automotive variants of or equivalents to LOS - Bicycle Level of Service (BLOS), Pedestrian Level of Service (PLOS), and Transit Level of Service (TLOS)? Instead of focusing only on optimizing for automobile throughput at intersections and on roadways, we'd like to see BLOS, PLOS, and TLOS studied and elevated.

Optimizing the LOS for intersections and roadways comes at the direct expense of non-automobile traffic, as that optimization frequently takes the form of people-hostile design, including slip lanes, traffic signals that won't detect cyclists, the omission of crosswalk segments, etc. The Capital District Transportation Committee (Albany's Metropolitan

Planning Organization) has made BLOS a part of their discourse since 2019. [4] The same measures taken to improve LOS for automobile traffic are frequently different from the measures taken for TLOS (depending on the form that transit takes). Evaluating TLOS can inform where separated right-of-way is needed.

We would like to see a planning activity added to the Transportation Planning Budget that would analyze the feasibility of- and steps needed for institutionalizing BLOS, PLOS, and TLOS at the BRTB.

**BRTB Response:** The industry is changing by moving away from only considering vehicle throughput in analysis. Several years ago the BRTB commissioned a study to look at how members could better understand the impact of various land uses on a variety of modes, not simply vehicles. The BMC published, not a not Traffic Impact Report, but a [Transportation Impact Guidelines Report](#) to acknowledge all modes. This study has been used by BRTB jurisdictions to include multi-modal considerations on top of traditional LOS analysis. Additionally, MDOT Complete Streets Annual Performance Metrics include percentage of state roads that are LTS 1 or 2. MDOT used to use BLOS as a way to measure [BLOC](#).

### **Comment 3: Crash Analyses**

As directed by the Vision Zero Implementation Act of 2022, MDOT SHA now performs an infrastructure review of any pedestrian or bicyclist fatality on a state-owned roadway. [5] Unfortunately, the early set of reviews proved to be lacking [6]. However, that doesn't diminish the promise this practice holds.

We would like to see MDOT double down on this effort, fully emulating the Crash Analysis Studio model that Strong Towns has been developing, demonstrating, and advocating for over the course of the past year or two. [7] They recently issued a report - "Beyond Blame: How Cities Can Learn from Crashes to Create Safer Streets Today." [8] The report identifies several key factors contributing to traffic accidents and highlights the lack of institutional mechanisms for making the necessary changes that could save lives.

The head of the Maryland Vision Zero Commission recently stated their desire to elevate their review and analysis practice to the level/standard set by Strong Towns and their Crash Analysis Studio. [9] We would like to see a planning activity added to the Transportation Planning Budget that helps facilitate the maturation of the SHA's infrastructure reviews and the adoption of a crash analysis practice by other regional transportation departments.

**BRTB Response:** Thank you for this comment, it is of interest to the BRTB. We agree that there is value in conducting a multi-disciplinary review of each fatal crash incident to better understand what occurred and to identify countermeasures to prevent another crash. We work closely with MDOT and MDOT SHA; however, the BRTB is not able to inform their processes directly. The BMC safety planner will continue to work with the review teams and support local crash review teams (there is a similar law in Howard County).

BMC also works closely with the Maryland Vision Zero Commission and the Maryland Department of Transportation Motor Vehicle Administration's Highway Safety Office (MHSO). As a planning agency, we are not responsible for the approaches taken by state agencies. This comment and recommendation will be shared with those managing the Commission and conducting the infrastructure reviews.

### **Comment 4: VMT Targets**

In the BRTB's response to comments on LRTP Resilience 2050, the BRTB stated that "neither the BRTB nor MDOT have a stated VMT goal." [10] According to the Governor's Attainment Report Advisory Committee Summary Report of 2023, for the first time, MDOT recently set targets for Vehicle Miles Traveled (VMT) - a decrease of VMT per capita of 10% by 2030 and 20% by 2050. [11] In light of this, we urge the BRTB to follow suit and establish one or more



VMT reduction targets. We imagine that this may require some planning and analysis. As such, we would like to see a planning activity added to the Transportation Planning Budget that would result in the BRTB setting such VMT reduction targets for the Baltimore region.

**BRTB Response:** We will review the state targets for VMT reductions and bring this topic to our committees to discuss as we move forward.

**Comment 5: Long-range Transportation Planning**

We're very excited about the scoring methodology for bicycle and pedestrian projects that is due to be used in the upcoming LRTP - and the process for better integrating standalone bicycle and pedestrian projects into the LRTP. Beyond that, we have several thoughts regarding the identified Long-range Transportation Planning activities slated to get started in FY 2026. Many of them extend from comments we made on LRTP Resilience 2050.

**BRTB Response:** Thank you for your comment. This RFP was delayed due to recent fiscal uncertainty, but we anticipate releasing it soon and hope it will be completed in time for the upcoming LRTP.

**Comment 6: LRTP – Socioeconomic Forecasts**

In our comment on LRTP Resilience 2050, we called on the BRTB to rework the socioeconomic forecasting section of the plan document to acknowledge that such changes are shaped and induced by the BRTB. The BRTB's response was as follows:

*The socioeconomic forecasts are based upon locally adopted Comprehensive Plans and zoning regulations that are governed under the State of Maryland Land Use Article, as well as socioeconomic and development trends, market conditions and other local growth-related policies. The BRTB adopted Resolution #23-1 in June 2022 that guides the transportation investments in Resilience 2050.*

The same elected officials who are responsible for the referenced "Comprehensive Plans and zoning regulations" serve on the BRTB. The members of the BRTB have control over the first elements you list as being what the forecasts are based on. Zoning and comprehensive planning play a huge role in affecting the Population, Household, and Total Employment forecasts found in the referenced Resolution #23-1. [12]

In short, there appears to be a good amount of unnecessary arrow-drawing in your response. We would like to see a planning activity added to the Transportation Planning Budget that would result in the BRTB acknowledging and explaining how any socioeconomic forecasts referenced by and included in the upcoming LRTP are shaped and induced by the BRTB. To quote our comment on LRTP Resilience 2050: *If migrants choose to embrace the "sprawling residential pattern" and if WFH increases sprawl, it will be because that is the pattern powerful governmental forces (which are in control of transportation and land use policies) have been enabling and favoring since the end of World War II. If the Baltimore region continues to age in lock step with the nation, it will be partly because housing is unaffordable to younger residents, which is largely due to land use policies that dictate exclusionary zoning and expensive accommodations for automobiles.*

Based on your response to our comment, it sounds like a dedicated planning activity needs to be funded to give the BRTB the time to introspect on how they can address what may actually be a blind spot.

**BRTB Response:** Thank you for your thoughtful comments regarding the socioeconomic forecasts referenced in the Long-Range Transportation Plan (LRTP). We appreciate your engagement and the opportunity to clarify how these forecasts are developed and their relationship to regional transportation planning. Your idea for a planning activity is a valuable suggestion, and we will explore potential ways to integrate such an analysis into future LRTP updates. Meanwhile, we are currently conducting a Scenario Planning process that provides

insight into the relationship between growth and transportation utilizing policy levers such as increasing housing in varying locations. In addition, the BRTB recently completed a study on affordable housing and transportation.

Your comment also requests an expanded description of BRTB's role in relation to socioeconomic forecasts included in the LRTP and to "acknowledge that such changes are shaped and induced by the BRTB." We hope that the following information will provide a greater understanding of the BRTB's role in these forecasts and their overall application.

The forecasts included in the LRTP are produced through the Cooperative Forecasting Group (CFG), a subcommittee of the BRTB, to develop a set of population, household, and employment control totals and small area forecasts for transportation planning purposes. The data set is utilized internally as an input to the travel demand model and for air quality conformity testing, and is available to federal, state, and local government agencies, and to the general public.

The forecasts developed by the local jurisdictions are submitted to BMC staff for review, quality control, and consistency. While BMC staff may provide comments and offer suggestions to CFG members, it is the ultimate responsibility of individual members to develop forecasts for their jurisdictions. Once any agreed upon adjustments are incorporated into the data set, the forecasts are then forwarded to the Technical Committee for their recommendation for endorsement by the BRTB, and finally to the BRTB for their endorsement as the official regional forecasts.

In your comment on LRTP Resilience 2050, your observation about the role of migration highlights the importance of availability and sustainability play in migration decisions. Recent publications have discussed how migration and housing affordability influence regional growth. These reports reveal that even though urban population decline was trending up prior to the onset of the COVID-19 pandemic, out-migration from urban cores increased considerably in 2020-2021, which as you mention in your comment was, to some degree, enabled by remote work technologies and the immediacy of adoption brought on by the pandemic. However, the most recent estimates released by the U.S. Census Bureau indicates that metro areas, including Baltimore City and the greater region, experienced net positive population growth largely due to international migration. Factors like these are examined closely throughout the production and revision of forecasts produced by the CFG, as well as factors that impact housing choice and employment.

The attention of BaltPOP's members to these important trends is appreciated and we hope that the information included here has provided a more thorough understanding of the forecasts included in the LRTP and the overall role of the BRTB in their development.

#### **Comment 7: LRTP – Bicycle Infrastructure Specifics**

In our comment on LRTP Resilience 2050, we requested that, for roadway projects that call for bicycle accommodations, that their project descriptions commit to separated or protected facilities (where such commitment exists). The BRTB's response was as follows:

*Many of these projects are envisioned to be planned, engineered and constructed 10 or 20 years from now and have not progressed through required National Environmental Policy Act (NEPA) planning efforts that will determine details on the projects. We strive to provide enough detail for public vetting, recognizing that project details are not finalized until the completion of NEPA. Projects being identified in a regional long-range transportation plan does allow for projects to progress through NEPA.*

We find this response lacking. We don't consider separated vs. non-separated bicycle accommodations to be a "detail". We also understand that project details are not finalized until the completion of NEPA. We have to wonder why a roadway project included in the LRTP

can specify the number of anticipated automobile travel lanes, but a bicycle infrastructure project cannot specify separated vs. non-separated or protected vs. unprotected.

Obviously, we do not have the answer to that question and it would appear that neither does the BRTB. As such, we would like to see a planning activity added to the Transportation Planning Budget that analyzes the reasons behind being able to make pre-NEPA specifications for roadway projects, but not for bicycle and active transportation projects. The planning activity should also result in recommended changes to allow for the latter going forward.

**BRTB Response:** We provide as much detail as available at the time of project submission. The project submittal form requests details on the type of bicycle facilities associated with each project, but this information is not always available as previously noted. The number and length of anticipated auto travel lanes is also an estimate and can change as a project moves forward in the planning and design process. It is worth noting that our air quality analysis requires us to include the anticipated number and length of auto travel lanes for roadway expansion projects due to the impact of these kinds of projects on transportation-related emissions. More accurate details on limits, length, and the type of bicycle facilities are integrated into the project description as it moves forward from the LRTP to the TIP.

We agree that it would be ideal to include specific information on the type of bicycle accommodations associated with roadway projects in the LRTP. We have not yet released the RFP for the LRTP Bicycle and Pedestrian Scoring Criteria task from the FY 2025 UPWP due to delays related to recent fiscal uncertainty.

We will incorporate this task into the peer review component of this project, including an exploration of how other MPOs detail bicycle accommodations in their LRTP and best practices for addressing discrepancies in the level of detail available for projects of varying types. This task also includes an exploration of policy questions with the BRTB, and we will include this suggestion in that discussion.

#### **Comment 8: LRTP – Induced Demand**

In our comment on LRTP Resilience 2050, we requested an explanation as to how the preferred alternative will not induce additional demand for future roadway expansions. Many other commenters called on the plan to take induced demand into consideration. The BRTB's responses to all of these comments were along the following lines:

*Current regional scale travel forecasting models are able to simulate some, but not all, elements of induced demand. Our model does recognize that when a roadway is improved, speeds will increase. ... Increased travel time reliability that induces additional household trip making is not captured in travel models. ... Our modeling team continues to review national best practices and will try to include any modeling advancements that may improve our model in these areas.*

We understand that the BRTB are not yet able to fully model induced demand. However, that does not mean the reality of induced demand should be completely ignored when doing transportation planning. It does not mean that the BRTB can dismiss it as a very real repercussion of the choices they make. To quote our comment on LRTP Resilience 2050:

*When applied to transportation, "induced demand" refers to the idea that increasing roadway capacity encourages more people to drive, thus failing (over the long run) to reduce congestion. Given that so much of the preferred alternative is focused on roadway expansion, and that the phenomenon of induced demand is (we believe) well-known and well-proven, it seems to us that this disconnect needs to be addressed. ... Is the BRTB membership somehow of the opinion that induced demand is a discredited and meritless concept?*

The pharmaceutical industry is not able to model the placebo effect, yet it fully acknowledges that it exists and factors it prominently into study results and trial designs. We would like to

see a planning activity added to the Transportation Planning Budget that analyzes and outlines how the reality of induced demand, though not yet modelable, should be intrinsically incorporated into the upcoming LRTP (and all of the BRTB's transportation planning activities).

**BRTB Response:** Thank you for your comment. The Maryland General Assembly's 2025 legislative session had considered HB0084, an act concerning Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2025). This bill would have require MDOT to perform an impact assessment of certain highway capacity expansion projects, including consideration of "induced demand impacts of major capital projects on Vehicle Miles Traveled per capita and greenhouse gas emissions." The bill notes potential tools for estimating induced demand, including the National Center for Sustainable Transportation's Induced Travel Calculator and the State Highway Induced Frequency of Travel Calculator. Although this legislation did not pass, we have begun and internal review of these suggested methodologies and will see if MDOT tests the tools to determine their usefulness.

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**Comment 9: LRTP - Equivalent Automobile and Transit Accessibility**

In our comment on LRTP Resilience 2050, we requested that the baseline time frames for accessibility by both automobile and transit to be the same - 30 minutes. The BRTB's response was as follows:

*Reporting metrics by differing travel times for highway versus transit is a common practice in regional transportation planning across the nation. ... Setting the transit bar too low may not paint an accurate picture of normal travel times. We can explore reducing the transit travel time in future updates to the long range transportation plan.*

We find this response to be very frustrating. Just because a practice is common does not mean it is proper, fair, or good. Furthermore, to express concern that setting equivalent baseline time frames "may not paint an accurate picture" makes no sense to us. It's more spot-on to say that doing so will paint a very accurate (and depressing) picture - a picture that is, in fact, embarrassingly accurate.

In the BRTB's response, the BRTB indicated that they "can explore reducing the transit travel time in future updates". We don't believe this issue is (being) addressed by the Transportation Needs Assessment project. As such, we would like to see a planning activity added to the Transportation Planning Budget that addresses the inequitable automobile and transit accessibility metrics in the upcoming LRTP.

**BRTB Response:** Thank you for your interest and comments. As stated in an earlier response to a comment from Mr. Scepaniak individually, the Transportation Needs Assessment project is still ongoing, with most deliverables not yet complete. One product, a StoryMap, will include a map and discussion of job access by transit and auto, using a travel time of 30 minutes for each, among other data points. This task will inform the development of the 2027 LRTP as well as identification of performance metrics the BRTB should track, as you noted. While these have not yet been determined, they are anticipated to include access to opportunity metrics.

The selected travel times for accessibility for auto and transit in the previous LRTP reflect current mean travel times for these modes in the 2023 5-year ACS (28 minutes for "drive alone" and 55 minutes for public transportation). This is a common practice among MPOs and it does reflect current data. The BRTB will consider the suggested change based on the usefulness of the data reported for the Needs Assessment. Another option would be to report access for both 30 minutes and 60 minutes for both auto and transit.

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**Comment 10: LRTP - Public Comments on Project Submissions**

Many of the comments made on LRTP Resilience 2050 called for public comment opportunities much earlier in the process, especially at the point of project submission. To quote some comments on LRTP Resilience 2050:

*In the future, BRTB must operate in a more open and transparent manner during the development of the LRTP, including pre-release public comment on the projects to be included as well as local jurisdiction "policy priorities" if those are to be weighted so heavily in scoring. By keeping the actual projects, their projected costs, their projected VMT/emissions impact and their policy priority a secret until the final moment, BRTB actively hampers civic engagement in the planning process.*

...

*Right now, there's no open, transparent way for the public to even know what their jurisdiction is submitting for consideration until it's already happened. In the D.C. region, their MPO has started getting public feedback earlier in the process by getting comments on an initial project list submitted by jurisdictions. That way, jurisdictions can gauge public support for individual projects BEFORE they submit them for scoring and inclusion in the draft plan. BRTB should*

*follow DC's lead and include an earlier public involvement period for the next long-range plan update.*

...

*BRTB choose (sic) to develop and publish a long and complex LRTP as final document, with no opportunity to comment on the constituent elements.*

...

*...rather than subject elements to individual review with appropriate comment incorporation periods, BRTB published the whole, final document with 34 calendar days to comment...*

...

*The public needs to be involved much earlier in the process; we don't know what projects our jurisdictions are submitting to the BRTB for consideration until it's obviously too late...*

Looking at the table of FY 2026 Products/Milestones for the upcoming LRTP in the TPB, we see that the BRTB plans to hold a call for projects for the 2027 LRTP and review project submissions in the second half of 2026.

We would like to see this planning activity in the Transportation Planning Budget modified in a way such that these milestones (and schedule) are revamped to allow for the public to comment on the project submissions and for the submitting jurisdictions to meaningfully weigh those comments (such that they have time to reconsider and alter their submissions).

We understand that these project submissions are generally assumed to be the result of public comment opportunities BRTB member jurisdictions provide as part of putting together their Capital Improvement Programs (CIPs). Given the current process, it would appear that the BRTB feels that this opportunity is very sufficient. However, given the comments on LRTP Resilience 2050, it would appear that the public feels that this opportunity is woefully insufficient.

The manner in which the CIP public comment opportunities are conducted vary widely among the BRTB member jurisdictions. Consider the following instructions provided by Baltimore City:

*In January, agencies present their capital budget priorities to the Planning Commission. Presentations last about an hour, including questions and answers. The Commission Chair allows for public comments if time permits. If there is no time for public comments at agency briefings, comments can be made during the Planning Commission voting session on March 13, 2025 or in writing before the voting session care of the Director of Planning (see instructions above). [13]*

Contrast this with Baltimore County, which does not allow public comments at their CIP meetings. Instead, they provide a once-a-year Citizen Input Meeting (CIM) before the Planning Board, which is typically scheduled several months before their CIP meetings. This is very insufficient, because the CIM is meant to cover the entire capital budget, not just the transportation-related portion and b) it is conducted before the county reveals their proposed transportation projects.

Asserting that these comment opportunities (which are provided only at the earliest points in "the process" and not associated in any clear or explicit way with the draft LRTP) are sufficient is akin to a parent leaving a child home alone for a week without telling them - and saying it's OK because they asked the child if they were "good" before heading out.

A robust comment opportunity must be provided when the BRTB member jurisdictions submit their projects, in such a way that those comments may be meaningfully factored into the finalized submissions. This should take the form of a draft project submission list, followed by a sufficiently long public comment opportunity, followed by a block of time that is long enough for the BRTB member jurisdictions to review those comments and make (possibly



substantial) changes to their project submissions. Regardless of whether or not the member jurisdictions decide to actually heed the comments submitted, this step should exist.

It's important to note that a number of the highway-expansion projects only made the cut in LRTP Resilience 2050 because the submitting county executive (or other submitter) awarded it a high priority score (the max is 30). Essentially, the county executives pushed through a number of projects that scored poorly (in terms of technical criteria). As such, the draft project submission list that would be published for public comment should include, at a minimum, the priority scores.

**BRTB Response:** Thank you for your interest and comments. Regarding comments on submitted projects, BRTB members are considering possibilities for additional public comment on the draft project list earlier in the LRTP development process. While the process hasn't been determined since we're in the early stages of LRTP development. We agree that the public comment period should allow for enough time for the BRTB to fully consider public comment. While the timeline for the draft LRTP is often tight due to the time required for technical scoring and evaluation of the preferred alternative, we will evaluate the schedule and build in as much time as possible for public comment and review.

**Comment 11: LRTP - Meaningfully Incorporating Public Feedback**

As part of the BRTB's 2024 Federal Certification Review, we submitted a public comment which spoke to the BRTB's continuing failure to meaningfully incorporate public feedback into the finalized versions of the draft plans on which the public is commenting. LRTP Resilience 2050 is the prime example of this.

It's our understanding that no substantive changes were made to the LRTP Resilience 2050 document after all of the public comments were received (aside from adding an appendix). As such, we don't see how anyone can say/feel that their "input helped shape the final plan". To quote some comments on LRTP Resilience 2050:

*We took time to provide input, and technically every comment was replied to, but all replies were in defense of the plan as written, as if BRTB replies are regularly written with a conclusion already in mind: that there is no need to modify plans based on public input. The words thanking us for participating ring hollow when our input, such as overwhelmingly advising a drawdown of highway widening, results in no material change to the plan. It is essential to solicit public input only when it is truly wanted, otherwise agencies risk losing the public's trust.*

...

*...with a short comment period followed by a very short revision period the LRTP was rubber-stamped the board (sic). Members of BRTB justified rushing through approval despite actionable and specific comments by indicating that it was too late in the process...*

...

*...BRTB published the whole, final document with 34 calendar days to comment and then approved a substantially un-altered LRTP on the justification of expediency.*

...

*...I think it is clear that BRTB did not incorporate feedback and does not value the time people such as myself spent reviewing the long and complex documents.*

...

*I understand it can take a while to turn a big ship, but pushing forward with a plan so deleterious to Baltimore despite significant public objection simply because you want the plan done and don't want to wait any longer to get it out is nothing short of irresponsible.*

...

*...when we speak out overwhelmingly for or against the types of projects we want to see, we're effectively told our feedback can't be folded into the plan and instead are offered*

*unaccountable promises that BRTB and its member jurisdictions will strive to do better next time. This is not acceptable.*

*By the time the draft plan is released for public comment, it seems that it's already too late. Member jurisdictions have already chosen what projects they want to submit, scoring has happened, and there is zero appetite from members to re-visit (sic) those decisions so late in the process.*

By all indications, the process used by the BRTB is not built for meaningfully incorporating public input into whatever plan is currently up for comment. At best, it is built to allow some influence over the next plan.

At the July 2023 meeting where LRTP Resilience 2050 was adopted by the BRTB, several members of the public urged the BRTB to vote against adopting it. Consider the comments made by board members during their vote to adopt [14]:

*But, you know, this is a big plan. I think the comments this time are not in vain. They help set us up for continued discussions...*

...

*I know this is a long range plan. I know this is supposed to be the bellwether and the benchmark. But these things take time to change...*

...

*There is a lot of time that it takes to develop everything from ped projects, complete streets, transit projects. It takes time*

The implicit messaging being sent to the public was that their comments had no hope of actually being meaningfully incorporated into the plan on which they were commenting. This is very much in contrast to the explicit messaging sent by the BRTB when soliciting the public for their comments.

We all understand that the actual building takes a long time. But, the plan for all of that building takes much less. The creation of the plan, itself, can and should be more iterative.

Looking at the table of Anticipated FY 2027 Products/Milestones for the upcoming LRTP in the TPB, we see that the BRTB plans for a public review and comment period in the second half of 2027. Those comments are to then be given "consideration... during preparation of the final plan".

We would like to see this planning activity in the Transportation Planning Budget modified in such a way that these milestones (and schedule) are revamped to allow for the BRTB to meaningfully incorporate the public comments received. This should manifest as a block of time that is long enough for the BRTB member jurisdictions to review those comments and make (possibly substantial) changes to the draft LRTP before it is finalized. Regardless of whether or not the member jurisdictions decide to actually heed the comments submitted, this block of time should exist.

**BRTB Response:** Thank you for your interest and comments. We agree that the public comment period should allow for enough time for the BRTB to fully consider public comment. While the timeline for the draft LRTP is often tight due to the time required for technical scoring and evaluation of the preferred alternative, we will evaluate the schedule and build in as much time as possible for public comment and review.

#### **Comment 12: LRTP - No Mobility Points for Highway Expansions**

In response to our comment on LRTP Resilience 2050, the BRTB released an Appendix B that provides a breakdown for each project score. This was very appreciated. Looking through it, a number of the highway-expansion projects earned points for "Mobility". The project scoring whitepaper includes the following to define mobility:



*Projects on highways that cause more hours of delay (more congested) will be prioritized over projects on highways that cause less hours of delay (less congested), and thus will receive more points. This incentivizes the implementation of projects anticipated to improve congestion on roadways that are the most congested. [15]*

Given induced demand (which we covered earlier in this comment), we don't see how many/any highway projects cause less hours of delay (beyond the first few months or years beyond completion of the project).

We would like to see a planning activity added to the Transportation Planning Budget that would result in the project scoring criteria to be modified such that highway expansion projects aren't eligible for any points for mobility (the current max is 10).

**BRTB Response:** Thank you for your interest and comments. We will review the mobility scoring criteria for highway projects in the next plan process and as we have done previously anticipate that the new scoring process will be adopted by a formal resolution of the BRTB. While the schedule has not been finalized, the Technical Committee and BRTB will consider a resolution regarding the project scoring methodology for the 2027 LRTP in fall 2025 or winter 2025/2026.

**Comment 13: LRTP - Project Scoring Points Adjustments**

It could be argued that one of the weaknesses of the BRTB, as currently constituted, is that voting power is not commensurate with population. Queen Anne's has the same voting power as Baltimore County, despite their large differences in population. One way to counterbalance this a bit would be to award extra points to those projects submitted by higher-population jurisdictions.

This imbalance is further exacerbated by the fact that projects are subject to receiving a 10 point bump if they have received a commitment of financial support from MDOT. Reducing the possible points for this criterion should be considered, so that MDOT ceases to hold so much sway and dilutive power over the LRTP.

We would like to see a planning activity added to the Transportation Planning Budget that would possibly result in the project scoring points being adjusted to account for population differences and lessen MDOT's influence.

**BRTB Response:** Perhaps your group considers the current voting power as a weakness, however the BRTB members have discuss the issue of member votes several times and together have agreed that forming consensus is more important. We have seen that jurisdictions with larger populations do tend to submit more projects, and conversely, jurisdictions with smaller populations submit fewer projects.

The value of the 10 point bump from MDOT for any project increases the likelihood that it will move forward in the process, and therefore that the LRTP is not a wish list of projects.

BaltPOP also included a closing summary and footnotes. Please see the full letter below.



Baltimoreans for People-Oriented Places (BaltPOP) is a community advocacy group made up of residents of Baltimore, Maryland and its adjacent suburbs. We seek to strengthen our community via reforms that result in more productive, connected, walkable, sustainable, lovable places.

We appreciate the Baltimore Regional Transportation Board (BRTB) providing us the opportunity to comment on the Transportation Planning Budget for 2026-2027 (TPB). While we frequently find ourselves disagreeing with the decisions made and actions taken by the BRTB when it comes to our transportation system, we find the staff to be professional, well-organized, respectful, courteous, and responsive. Its adoption and use of the full-featured PublicInput platform is welcomed and appreciated.

Our comment covers many areas, including Vision Zero, alternative Levels of Service, crash analyses, Vehicle Miles Traveled (VMT) targets, and (most of all) many aspects of the upcoming Long-range Transportation Plan (LRTP).

### **Vision Zero**

We have long been frustrated with the role the BRTB has played in the Baltimore region's lack of progress on Vision Zero. BRTB resolution #25-19 includes the most recently updated highway safety performance targets for the Baltimore region, specifically the "Number of Non-motorized Fatalities & Serious Injuries" (Number of NMFSI). [1] Obviously, the numbers aren't good and the upward trend is awful.

As the resolution states, both the BRTB and MDOT "maintain their long-term commitment to achieve zero deaths on the state's and the region's roadways". We've gotten used to (and numb to) seeing this statement. This one-liner feels like a hollow "thoughts and prayers" statement.

Absent a more substantive response, this most recent resolution feels like the continuation of an annual goalposts-moving exercise to avoid committing to adequate needle-moving measures that will reverse the upward trend of those deaths and injuries, much less get us to zero.

The current numbers are stark. The 2030 goal is to average four fatalities and serious injuries above the number from 20 years prior. That's not progress, that's standing still.

It has been stated that the executives of all of the modes in MDOT and other state leaders determined that they want realistic interim targets and goals, even though the Maryland code calls for achieving Vision Zero by 2030. [2] We don't agree with that determination. Regardless, putting that aside, what constraining factor does a decision made by state leaders impose on the BRTB? **We would like to see a planning activity added to the TPB** that analyzes what effort and/or steps would be required for the BRTB to set and commit to aspirational targets for the number of NMFSI in the Baltimore region.

Consider that the National Capital Region Transportation Planning Board (NCRTPB) has modified their target setting process such that they have capped their targets, including for number of NMFSI. Essentially, they've made a policy decision to no longer move the goalposts. We urge the BRTB to demonstrate a commitment similar to (if not the same as) that of the NCRTPB's.

From a citizen's perspective, there appears to be a lack of data available to drive evidence-based decision-making here. **We would like to see a planning activity added to the TPB** that would have the BRTB and/or MDOT commission an analysis of what measures we would need to take to actually hit an aspirational target (ideally zero) for the number of NMFSI. This might be something that warrants the creation of a new committee or subcommittee of the BRTB. Regardless, we don't believe such an analysis has ever been done. Just knowing what the solution looks like (a mix of policy changes and capital investment, we imagine) would be immensely useful.

### Alternative Levels of Service

Traffic engineers have a long-established concept of Level of Service (LOS). According to the BRTB's Glossary of Transportation Planning Acronyms and Terms, LOS is a "Report card that rates traffic flow from A (excellent) through F (failing), and compares actual or projected traffic volume with the maximum capacity of an intersection or road in question." [3] It would appear that LOS is a standard part of the BRTB's discourse.

With that established, where in that discourse are the non-automotive variants of or equivalents to LOS - Bicycle Level of Service (BLOS), Pedestrian Level of Service (PLOS), and Transit Level of Service (TLOS)? Instead of focusing only on optimizing for automobile throughput at intersections and on roadways, we'd like to see BLOS, PLOS, and TLOS studied and elevated.

Optimizing the LOS for intersections and roadways comes at the direct expense of non-automobile traffic, as that optimization frequently takes the form of people-hostile design, including slip lanes, traffic signals that won't detect cyclists, the omission of crosswalk segments, etc. The Capital District Transportation Committee (Albany's Metropolitan Planning Organization) has made BLOS a part of their discourse since 2019. [4]

The same measures taken to improve LOS for automobile traffic are frequently different from the measures taken for TLOS (depending on the form that transit takes). Evaluating TLOS can inform where separated right-of-way is needed.

**We would like to see a planning activity added to the TPB** that would analyze the feasibility of- and steps needed for institutionalizing BLOS, PLOS, and TLOS at the BRTB.

### Crash Analyses

As directed by the Vision Zero Implementation Act of 2022, MDOT SHA now performs an infrastructure review of any pedestrian or bicyclist fatality on a state-owned roadway. [5] Unfortunately, the early set of reviews proved to be lacking [6]. However, that doesn't diminish the promise this practice holds.

We would like to see MDOT double down on this effort, fully emulating the Crash Analysis Studio model that Strong Towns has been developing, demonstrating, and advocating for over the course of the past year or two. [7] They recently issued a report - "Beyond Blame: How Cities Can Learn from Crashes to Create Safer Streets Today." [8] The report identifies several key factors contributing to traffic accidents and highlights the lack of institutional mechanisms for making the necessary changes that could save lives.

The head of the Maryland Vision Zero Commission recently stated their desire to elevate their review and analysis practice to the level/standard set by Strong Towns and their Crash Analysis Studio. [9] **We would like to see a planning activity added to the TPB** that helps facilitate the maturation of the SHA's infrastructure reviews and the adoption of a crash analysis practice by other regional transportation departments.

### VMT Targets

In the BRTB's response to comments on LRTP Resilience 2050, the BRTB stated that "neither the BRTB nor MDOT have a stated VMT goal." [10]

According to the Governor's Attainment Report Advisory Committee Summary Report of 2023, for the first time, MDOT recently set targets for Vehicle Miles Traveled (VMT) - a decrease of VMT per capita of 10% by 2030 and 20% by 2050. [11] In light of this, we urge the BRTB to follow suit and establish one or more VMT reduction targets. We imagine that this may require some planning and analysis. As such, **we would like to see a planning activity added to the TPB** that would result in the BRTB setting such VMT reduction targets for the Baltimore region.

### Long-range Transportation Planning

We're very excited about the scoring methodology for bicycle and pedestrian projects that is due to be used in the upcoming LRTP - and the process for better integrating standalone bicycle and pedestrian projects into the LRTP. Beyond that, we have several thoughts regarding the identified Long-range Transportation Planning activities slated to get started in FY 2026. Many of them extend from comments we made on LRTP Resilience 2050.

### LRTP - Socioeconomic Forecasts

In our comment on LRTP Resilience 2050, we called on the BRTB to rework the socioeconomic forecasting section of the plan document to acknowledge that such changes are shaped and induced by the BRTB. The BRTB's response was as follows:

*The socioeconomic forecasts are based upon locally adopted Comprehensive Plans and zoning regulations that are governed under the State of Maryland Land Use Article, as well as socioeconomic and development trends, market conditions and other local growth-related policies. The BRTB adopted Resolution #23-1 in June 2022 that guides the transportation investments in Resilience 2050.*

The same elected officials who are responsible for the referenced "Comprehensive Plans and zoning regulations" serve on the BRTB. The members of the BRTB have control over the first elements you list as being what the forecasts are based on. Zoning and comprehensive planning play a huge role in affecting the Population, Household, and Total Employment forecasts found in the referenced Resolution #23-1. [12]

In short, there appears to be a good amount of unnecessary arrow-drawing in your response. **We would like to see a planning activity added to the TPB** that would result in the BRTB acknowledging and explaining how any socioeconomic forecasts referenced by and included in the upcoming LRTP are shaped and induced by the BRTB. To quote our comment on LRTP Resilience 2050:

*If migrants choose to embrace the "sprawling residential pattern" and if WFH increases sprawl, it will be because that is the pattern powerful governmental forces (which are in control of transportation and land use policies) have been enabling and favoring since the*

*end of World War II. If the Baltimore region continues to age in lock step with the nation, it will be partly because housing is unaffordable to younger residents, which is largely due to land use policies that dictate exclusionary zoning and expensive accommodations for automobiles.*

Based on your response to our comment, it sounds like a dedicated planning activity needs to be funded to give the BRTB the time to introspect on how they can address what may actually be a blind spot.

### **LRTP - Bicycle Infrastructure Specifics**

In our comment on LRTP Resilience 2050, we requested that, for roadway projects that call for bicycle accommodations, that their project descriptions commit to separated or protected facilities (where such commitment exists). The BRTB's response was as follows:

*Many of these projects are envisioned to be planned, engineered and constructed 10 or 20 years from now and have not progressed through required National Environmental Policy Act (NEPA) planning efforts that will determine details on the projects. We strive to provide enough detail for public vetting, recognizing that project details are not finalized until the completion of NEPA. Projects being identified in a regional long-range transportation plan does allow for projects to progress through NEPA.*

We find this response lacking. We don't consider separated vs. non-separated bicycle accommodations to be a "detail". We also understand that project details are not finalized until the completion of NEPA. We have to wonder why a roadway project included in the LRTP can specify the number of anticipated automobile travel lanes, but a bicycle infrastructure project cannot specify separated vs. non-separated or protected vs. unprotected.

Obviously, we do not have the answer to that question and it would appear that neither does the BRTB. As such, **we would like to see a planning activity added to the TPB** that analyzes the reasons behind being able to make pre-NEPA specifications for roadway projects, but not for bicycle and active transportation projects. The planning activity should also result in recommended changes to allow for the latter going forward.

### **LRTP - Induced Demand**

In our comment on LRTP Resilience 2050, we requested an explanation as to how the preferred alternative will not induce additional demand for future roadway expansions. Many other commenters called on the plan to take induced demand into consideration. The BRTB's responses to all of these comments were along the following lines:

*Current regional scale travel forecasting models are able to simulate some, but not all, elements of induced demand. Our model does recognize that when a roadway is improved, speeds will increase. ... Increased travel time reliability that induces additional household trip making is not captured in travel models. ... Our modeling team continues to review national best practices and will try to include any modeling advancements that may improve our model in these areas.*

We understand that the BRTB are not yet able to fully model induced demand. However, that does not mean the reality of induced demand should be completely ignored when doing transportation planning. It does not mean that the BRTB can dismiss it as a very real repercussion of the choices they make. To quote our comment on LRTP Resilience 2050:

*When applied to transportation, “induced demand” refers to the idea that increasing roadway capacity encourages more people to drive, thus failing (over the long run) to reduce congestion. Given that so much of the preferred alternative is focused on roadway expansion, and that the phenomenon of induced demand is (we believe) well-known and well-proven, it seems to us that this disconnect needs to be addressed. ... Is the BRTB membership somehow of the opinion that induced demand is a discredited and meritless concept?*

The pharmaceutical industry is not able to model the placebo effect, yet it fully acknowledges that it exists and factors it prominently into study results and trial designs. **We would like to see a planning activity added to the TPB** that analyzes and outlines how the reality of induced demand, though not yet modelable, should be intrinsically incorporated into the upcoming LRTP (and all of the BRTB’s transportation planning activities).

#### **LRTP - Equivalent Automobile and Transit Accessibility**

In our comment on LRTP Resilience 2050, we requested that the baseline time frames for accessibility by both automobile and transit to be the same - 30 minutes. The BRTB’s response was as follows:

*Reporting metrics by differing travel times for highway versus transit is a common practice in regional transportation planning across the nation. ... Setting the transit bar too low may not paint an accurate picture of normal travel times. We can explore reducing the transit travel time in future updates to the long range transportation plan.*

We find this response to be very frustrating. Just because a practice is common does not mean it is proper, fair, or good. Furthermore, to express concern that setting equivalent baseline time frames “may not paint an accurate picture” makes no sense to us. It’s more spot-on to say that doing so will paint a **very** accurate (and depressing) picture - a picture that is, in fact, embarrassingly accurate.

In the BRTB’s response, the BRTB indicated that they “can explore reducing the transit travel time in future updates”. We don’t believe this issue is (being) addressed by the Transportation Needs Assessment project. As such, **we would like to see a planning activity added to the TPB** that addresses the inequitable automobile and transit accessibility metrics in the upcoming LRTP.

#### **LRTP - Public Comments on Project Submissions**

Many of the comments made on LRTP Resilience 2050 called for public comment opportunities much earlier in the process, especially at the point of project submission. To quote some comments on LRTP Resilience 2050:



*In the future, BRTB must operate in a more open and transparent manner during the development of the LRTP, including pre-release public comment on the projects to be included as well as local jurisdiction "policy priorities" if those are to be weighted so heavily in scoring. By keeping the actual projects, their projected costs, their projected VMT/emissions impact and their policy priority a secret until the final moment, BRTB actively hampers civic engagement in the planning process.*

...

*Right now, there's no open, transparent way for the public to even know what their jurisdiction is submitting for consideration until it's already happened. In the D.C. region, their MPO has started getting public feedback earlier in the process by getting comments on an initial project list submitted by jurisdictions. That way, jurisdictions can gauge public support for individual projects BEFORE they submit them for scoring and inclusion in the draft plan. BRTB should follow DC's lead and include an earlier public involvement period for the next long-range plan update.*

...

*BRTB choose (sic) to develop and publish a long and complex LRTP as final document, with no opportunity to comment on the constituent elements.*

...

*...rather than subject elements to individual review with appropriate comment incorporation periods, BRTB published the whole, final document with 34 calendar days to comment...*

...

*The public needs to be involved much earlier in the process; we don't know what projects our jurisdictions are submitting to the BRTB for consideration until it's obviously too late...*

Looking at the table of FY 2026 Products/Milestones for the upcoming LRTP in the TPB, we see that the BRTB plans to hold a call for projects for the 2027 LRTP and review project submissions in the second half of 2026.

**We would like to see this planning activity in the TPB modified** in a way such that these milestones (and schedule) are revamped to allow for the public to comment on the project submissions and for the submitting jurisdictions to meaningfully weigh those comments (such that they have time to reconsider and alter their submissions).

We understand that these project submissions are generally assumed to be the result of public comment opportunities BRTB member jurisdictions provide as part of putting together their Capital Improvement Programs (CIPs). Given the current process, it would appear that the BRTB feels that this opportunity is very sufficient. However, given the comments on LRTP



Resilience 2050, it would appear that the public feels that this opportunity is woefully **insufficient**.

The manner in which the CIP public comment opportunities are conducted vary widely among the BRTB member jurisdictions. Consider the following instructions provided by Baltimore City:

*In January, agencies present their capital budget priorities to the Planning Commission. Presentations last about an hour, including questions and answers. The Commission Chair allows for public comments if time permits. If there is no time for public comments at agency briefings, comments can be made during the Planning Commission voting session on March 13, 2025 or in writing before the voting session care of the Director of Planning (see instructions above). [13]*

Contrast this with Baltimore County, which does not allow public comments at their CIP meetings. Instead, they provide a once-a-year Citizen Input Meeting (CIM) before the Planning Board, which is typically scheduled several months before their CIP meetings. This is very insufficient, because a) the CIM is meant to cover the entire capital budget, not just the transportation-related portion and b) it is conducted before the county reveals their proposed transportation projects.

Asserting that these comment opportunities (which are provided only at the earliest points in “the process” and not associated in any clear or explicit way with the draft LRTP) are sufficient is akin to a parent leaving a child home alone for a week without telling them - and saying it’s OK because they asked the child if they were “good” before heading out.

A robust comment opportunity must be provided when the BRTB member jurisdictions submit their projects, in such a way that those comments may be meaningfully factored into the finalized submissions. This should take the form of a draft project submission list, followed by a sufficiently long public comment opportunity, followed by a block of time that is long enough for the BRTB member jurisdictions to review those comments and make (possibly substantial) changes to their project submissions. Regardless of whether or not the member jurisdictions decide to actually heed the comments submitted, this step should exist.

It’s important to note that a number of the highway-expansion projects only made the cut in LRTP Resilience 2050 because the submitting county executive (or other submitter) awarded it a high priority score (the max is 30). Essentially, the county executives pushed through a number of projects that scored poorly (in terms of technical criteria). As such, the draft project submission list that would be published for public comment should include, at a minimum, the priority scores.

### **LRTP - Meaningfully Incorporating Public Feedback**

As part of the BRTB’s 2024 Federal Certification Review, we submitted a public comment which spoke to the BRTB’s continuing failure to meaningfully incorporate public feedback into the finalized versions of the draft plans on which the public is commenting. LRTP Resilience 2050 is the prime example of this.

It's our understanding that no substantive changes were made to the LRTP Resilience 2050 document after all of the public comments were received (aside from adding an appendix). As such, we don't see how anyone can say/feel that their "input helped shape the final plan". To quote some comments on LRTP Resilience 2050:

*We took time to provide input, and technically every comment was replied to, but all replies were in defense of the plan as written, as if BRTB replies are regularly written with a conclusion already in mind: that there is no need to modify plans based on public input. The words thanking us for participating ring hollow when our input, such as overwhelmingly advising a drawdown of highway widening, results in no material change to the plan. It is essential to solicit public input only when it is truly wanted, otherwise agencies risk losing the public's trust.*

...

*...with a short comment period followed by a very short revision period the LRTP was rubber-stamped the board (sic). Members of BRTB justified rushing through approval despite actionable and specific comments by indicating that it was too late in the process...*

...

*...BRTB published the whole, final document with 34 calendar days to comment and then approved a substantially un-altered LRTP on the justification of expediency.*

...

*...I think it is clear that BRTB did not incorporate feedback and does not value the time people such as myself spent reviewing the long and complex documents.*

...

*I understand it can take a while to turn a big ship, but pushing forward with a plan so deleterious to Baltimore despite significant public objection simply because you want the plan done and don't want to wait any longer to get it out is nothing short of irresponsible.*

...

*...when we speak out overwhelmingly for or against the types of projects we want to see, we're effectively told our feedback can't be folded into the plan and instead are offered unaccountable promises that BRTB and its member jurisdictions will strive to do better next time. This is not acceptable.*

...

*By the time the draft plan is released for public comment, it seems that it's already too late. Member jurisdictions have already chosen what projects they want to submit, scoring has happened, and there is zero appetite from members to re-visit (sic) those decisions so late in the process.*

By all indications, the process used by the BRTB is not built for meaningfully incorporating public input into whatever plan is currently up for comment. At best, it is built to allow some influence over the **next** plan.

At the July 2023 meeting where LRTP Resilience 2050 was adopted by the BRTB, several members of the public urged the BRTB to vote against adopting it. Consider the comments made by board members during their vote to adopt [14]:

*But, you know, this is a big plan. I think the comments this time are not in vain. They help set us up for continued discussions...*

...

*I know this is a long range plan. I know this is supposed to be the bellwether and the benchmark. But these things take time to change...*

...

*There is a lot of time that it takes to develop everything from ped projects, complete streets, transit projects. It takes time.*

The implicit messaging being sent to the public was that their comments had no hope of actually being meaningfully incorporated into the plan on which they were commenting. This is very much in contrast to the explicit messaging sent by the BRTB when soliciting the public for their comments.

We all understand that the actual building takes a long time. But, the **plan** for all of that building takes much less. The creation of the plan, itself, can and should be more iterative.

Looking at the table of Anticipated FY 2027 Products/Milestones for the upcoming LRTP in the TPB, we see that the BRTB plans for a public review and comment period in the second half of 2027. Those comments are to then be given “consideration... during preparation of the final plan”.

**We would like to see this planning activity in the TPB modified** in such a way that these milestones (and schedule) are revamped to allow for the BRTB to meaningfully incorporate the public comments received. This should manifest as a block of time that is long enough for the BRTB member jurisdictions to review those comments and make (possibly substantial) changes to the draft LRTP before it is finalized. Regardless of whether or not the member jurisdictions decide to actually heed the comments submitted, this block of time should exist.

### **L RTP - No Mobility Points for Highway Expansions**

In response to our comment on L RTP Resilience 2050, the BRTB released an Appendix B that provides a breakdown for each project score. This was very appreciated. Looking through it, a number of the highway-expansion projects earned points for "Mobility". The project scoring whitepaper includes the following to define mobility:

*Projects on highways that cause more hours of delay (more congested) will be prioritized over projects on highways that cause less hours of delay (less congested), and thus will receive more points. This incentivizes the implementation of projects anticipated to improve congestion on roadways that are the most congested. [15]*

Given induced demand (which we covered earlier in this comment), we don't see how many/any highway projects cause less hours of delay (beyond the first few months or years beyond completion of the project).

**We would like to see a planning activity added to the TPB** that would result in the project scoring criteria to be modified such that highway expansion projects aren't eligible for any points for mobility (the current max is 10).

### **L RTP - Project Scoring Points Adjustments**

It could be argued that one of the weaknesses of the BRTB, as currently constituted, is that voting power is not commensurate with population. Queen Anne's has the same voting power as Baltimore County, despite their large differences in population. One way to counterbalance this a bit would be to award extra points to those projects submitted by higher-population jurisdictions.

This imbalance is further exacerbated by the fact that projects are subject to receiving a 10 point bump if they have received a commitment of financial support from MDOT. Reducing the possible points for this criterion should be considered, so that MDOT ceases to hold so much sway and dilutive power over the L RTP.

**We would like to see a planning activity added to the TPB** that would possibly result in the project scoring points being adjusted to account for population differences and lessen MDOT's influence.

### **Closing**

We understand that these comments are lengthy. However, the document/plan on which we are commenting is, itself, very lengthy. We hope that you take our comments to heart and appreciate the effort we have put into them. We believe they reflect the respect we have for the effort that the BRTB has placed in the TPB and the plan document.

We understand that we have brought up a large number of points that we have requested be addressed. In order to make doing so easier, we have listed them below.

1. Add a planning activity that analyzes what effort and/or steps would be required for the BRTB to set and commit to aspirational targets for the “Number of Non-motorized Fatalities & Serious Injuries” in the Baltimore region.
2. Add a planning activity that would have the BRTB and/or MDOT commission an analysis of what measures we would need to take to actually hit an aspirational target (ideally zero) for the “Number of Non-motorized Fatalities & Serious Injuries” in the Baltimore region.
3. Add a planning activity that would analyze the feasibility of- and steps needed for institutionalizing Bicycle Level of Service, Pedestrian Level of Service, and Transit Level of Service at the BRTB.
4. Add a planning activity that helps facilitate the maturation of the SHA’s infrastructure reviews and the adoption of a crash analysis practice by other regional transportation departments.
5. Add a planning activity that would result in the BRTB setting VMT reduction targets for the Baltimore region.
6. Add a planning activity that would result in the BRTB acknowledging and explaining how any socioeconomic forecasts referenced by and included in the upcoming LRTP are shaped and induced by the BRTB.
7. Add a planning activity that analyzes the reasons behind the BRTB being able to make pre-NEPA specifications for roadway projects, but not for bicycle and active transportation projects. The planning activity should also result in recommended changes to allow for the latter going forward.
8. Add a planning activity that analyzes and outlines how the reality of induced demand, though not yet modelable, should be intrinsically incorporated into the upcoming LRTP (and all of the BRTB’s transportation planning activities).
9. Add a planning activity that addresses the inequitable automobile and transit accessibility metrics in the upcoming LRTP.
10. Modify the Long-range Transportation Planning planning activity in such a way that its milestones (and schedule) are revamped to allow for the public to comment on the project submissions and for the submitting jurisdictions to meaningfully weigh those comments (such that they have time to reconsider and alter their submissions).
11. Modify the Long-range Transportation Planning planning activity in such a way that its milestones (and schedule) are revamped to allow for the BRTB to meaningfully incorporate the public comments received.
12. Add a planning activity that would result in the project scoring criteria to be modified such that highway expansion projects aren't eligible for any points for mobility.
13. Add a planning activity that would possibly result in the project scoring points being adjusted to account for population differences and lessen MDOT’s influence.

We hope the BRTB finds these points helpful and convincing. Thank you very much for your efforts on behalf of the Baltimore region and the people who live here and care so much about its future. We appreciate the opportunity to comment and look forward to reading your reply.

[BaltPOP - Baltimoreans for People-Oriented Places](#)

Michael Scepaniak, Co-President, Cockeysville, Baltimore County

Mark Braun MD, Federal Hill, Baltimore

Melanie Scheirer, Mount Clare, Baltimore

James Pizzurro, Towson, Baltimore County  
Rob Bennett, Federal Hill, Baltimore  
Phil Scherer, Elkridge, Howard County  
Paul Dongarra, PMP, Baltimore County  
Troy Gharibani, Timonium, Baltimore County  
Ann Greenbaum, Baltimore County  
Jay Louis, Barclay, Baltimore

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**APPENDIX D**  
**ADDITIONAL PLANNING STUDIES**

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## **ANNE ARUNDEL COUNTY**

### **Safe Routes to Schools, Phase 2**

This project involves a study of existing conditions and recommending improvements in the areas surrounding 20 schools, at least 10 of which are elementary and at most 10 of which are middle. The County will refine processes from the Phase 1 study, including the scoring system for prioritizing infrastructure improvements and educational programs and the tool to track implementation of recommendations. In-person public meetings will be held for groups of schools, with at least four (4) schools per group. A meeting schedule and additional information will be provided here when available. Phase 1 of the Safe Routes to School project can be found at:

<https://www.aacounty.org/public-works/engineering/capital-projects?projectNumber=H539616>.

### **Benfield Road Corridor Study**

This project will evaluate the feasibility, costs, and impacts of potential improvements along Benfield Road from Veterans Highway to Evergreen Road for multimodal traffic safety, mobility, and accessibility. Expected completion October 2025.

### **Stevenson Road and Quarterfield Road Corridors Study**

This project will evaluate the feasibility, costs, and impacts of potential improvements along Stevenson Road from Quarterfield Road to New Cut Road, and along Quarterfield Road from Janet Dale Lane to Donaldson Avenue, due to construction of Old Mill High School West, for access, traffic safety, capacity, and pedestrian and bicycle compatibility. Expected completion December 2025.

## **BALTIMORE COUNTY**

### **Strategic Highway Safety Plan Update**

The SHSP was originally adopted in 2020. This update reviews pre and post pandemic traffic data, incorporating the FHWA's Safe System Approach, and inclusion of the fifth emphasis area.

### **Vision Zero Action Plan**

The Vision Zero Action Plan will be used to implement the strategies of reducing serious injuries and elimination of traffic fatalities. The action plan will identify key safety target areas while creating actionable strategies.

### **Old Court Complete Street Project**

Baltimore County is conducting a Complete Street design study for the 3.28-mile segment of Old Court Road from Liberty Road to Reisterstown Road. The design study prioritize safe street access for all users and modes of transportation.

## **HARFORD COUNTY**

### **Microtransit Study**

Harford Transit LINK was awarded an Areas of Persistent Poverty (AoPP) grant. Partnering with the Baltimore Metropolitan Council and FourSquare, a small area plan will be conducted focusing on the eligible Aberdeen and Edgewood census tracts. The study will examine the existing transit services,

gaps in service, ways to mitigate food deserts and barriers to opportunities. Upon completion, the final studies will assist the County in determining services that can be offered to improve the quality of life of the residents in these communities. The project timeline is to complete the study within the current calendar year, present proposals in early FY 2026, and request funding (if approved) for FY 2027 to implement service delivery.

## **HOWARD COUNTY**

### **Pedestrian Transportation Prioritization System Study**

This project will develop a system to rationalize the prioritization of pedestrian-related capital projects in the county. The project is funded in the county's Capital Improvement Program (CIP) and delivery is expected in 2025.

#### **US 1 Design Manual Update**

The county will update the Design Manual for US 1, aiming to align with the county's safety and community development goals while maintaining compatibility with MDOT SHA's design standards. The update will focus on providing flexibility, particularly for pedestrian facilities and right-of-way considerations, without restricting development options for property owners. Key elements include prioritizing access management with inter-parcel connectivity, service roads, and access to local streets during redevelopment, guided by SHA's Access Manual. Additionally, the project will integrate multi-mobility options throughout the corridor, referencing the updated Complete Streets Policy and Context Driven guide.

#### **US 40 Design Manual Update**

The county will update the 2009 Design Manual for US 40, aiming to align with the county's safety and community development goals while maintaining compatibility with MDOT SHA's design standards. The update will focus on providing flexibility, particularly for pedestrian facilities and right-of-way considerations, without restricting development options for property owners. Key elements include prioritizing access management with inter-parcel connectivity, service roads, and access to local streets during redevelopment, guided by MDOT SHA's Access Manual. Additionally, the project will integrate multi-mobility options throughout the corridor, referencing the updated Complete Streets Policy and Context Driven guide.

#### **Elkridge Sustainable Community Designation**

The project will develop a plan for this area that includes action items to accomplish in 5 years. This designation will become Howard County's fourth designation. An application/action plan will be completed in partnership with a workgroup that will include representatives from OOT and other County agencies, Howard County Economic Development Authority, Howard County Housing Commission, and residents, area business owners. The action plan includes a transportation component that provides an overview of the areas transportation strengths and weaknesses and can include items such as access to transit corridors, pedestrian safety and accessibility/sidewalks, alternative modes of transportation, such as bikeways and trails, public transit, such as bus and rail, carpooling, proximity to transportation centers, parking, road conditions. The application will also include strategies, action items, outcomes and progress measures.

### **Countywide Transportation Master Plan**

The project will develop a unified transportation master plan to align existing and proposed transportation projects with County policies. The project has an expected delivery date in FY 2026.

### **Gateway Master Plan Transportation Component**

The Gateway Master Plan Transportation Component is a companion plan to the Gateway Master Plan which reflects a proposed action in HoCo by Design to develop a master plan to accommodate forecasted commercial and residential growth in Gateway. The transportation component will be developed in coordination with the area master plan to ensure access and mobility goals are met, including the use of the CSX ROW. This project is expected to be completed in CY 2025.

### **Downtown Columbia Transit Center**

This project will update a current study for the site selection, design and construction of a transit center. The center will serve as a hub for existing and planned, local and regional transit, services including Regional Transit Agency (RTA) and Maryland Transit Administration (MDOT MTA) services, a future downtown circulator and bus rapid transit services. Funding is proposed in the Draft FY 2026 CIP and delivery is expected in 2026

### **Bicycle Master Plan Update**

This project will update Bike Howard, Howard County's Bicycle Master Plan. The Howard County Bicycle Master Plan, adopted in 2016, provides a comprehensive plan and ongoing process for prioritizing the use of capital funds directed at improving bicycle safety, mobility, and access to transit, schools, parks, retail and employment centers. The update will look at existing conditions and align recommendations with the County's complete streets policy, the County's new design manual and current best practices. The project is separated into two phases, with Phase 1 expected to be completed in CY 2025, and Phase 2 is expected to start in FY 2026, depending on funding.

### **US 1 Safe Streets for All**

This project will develop and implement a US 1 Project Delivery and Management plan to deliver improvements funded by the Safe Streets for All Grant within the grant time horizon. Project delivery is forecast for FY 2025.

### **Strategic Road Safety Plan Update**

The update will address the evolving conditions of roadway safety in Howard County while incorporating new insights and approaches since the initial adoption of the Strategic Road Safety Plan (SRSP). The 2020 SRSP lacked a cohesive implementation framework, which reflected the fragmented and siloed nature of the multi-agency workgroup. As a result, it was challenging to track progress on action items and achieve safety goals. The new plan should include clearly defined action items and policies, with specific language that enhances clarity and accountability. It must go beyond the basic structure mandated by the State of Maryland, tailoring strategies to address the unique needs and context of Howard County. The revised SRSP will be delivered in late 2025.

## **MAYLAND DEPARTMENT OF TRANSPORTATION**

### **The Secretaries Office (TSO)**

#### **MDOT Zero Emission Vehicle Infrastructure Plan (ZEVIP)**

A comprehensive multi-agency statewide plan to guide public infrastructure deployment and will include a strategy for coordinating with state, local, and private partners for EV charging infrastructure deployment. Scoping is underway for this strategic MDOT plan. The Plan is expected to be completed by Summer 2025.

#### **MDOT Transportation Trails Strategic Plan**

The Maryland State Transportation Trails Strategic Plan will build on the success and foundation of the 2009 Trails Plan and the 2050 Bicycle and Pedestrian Master Plan (2050 BPMP) by inventorying the existing shared-use path network, existing maps of missing links, and railbanked corridors identified for transportation trails; identifying planned and programmed shared-use paths/trails; prioritizing missing links and crossings to safely connect the state across a low-traffic-stress/all-ages-and-abilities network; and identifying tools and partners to complete shared-use path/trail projects.

#### **MDOT Sidewalk Data Collaboration**

Since early 2023, the Maryland Sidewalk Data Collaboration has led collaboration between MDOT, partner agencies, and jurisdictions throughout the state to: Evaluate the feasibility of a unified statewide sidewalk dataset; Develop a schema appropriate for capturing sidewalks throughout Maryland; Demonstrate the utility of sidewalk data along selected priority corridors; Test the ability to add sidewalk data to the One Maryland One Centerline (OMOC) portal to be viewed alongside data for other transportation modes.

### **Maryland Transit Administration (MDOT MTA)**

#### **Regional Transit Plan Update**

MTA is producing the required 5-year update to the 2020 Central Maryland Regional Transit Plan (RTP). The RTP has the legally defined purposes of "defining goals to be achieved through the provision of public transportation, ... identifying options for improvements to existing transportation assets, improvements to leverage non-MTA transportation options available to public transportation, and corridors for public transportation assets, prioritizing corridors for planning of new public transportation assets, evaluating the Plan's consistency with local land use and transportation plans and the Maryland Transportation Plan and identifying opportunities for achieving greater consistency." This effort will build on the adopted RTP by including additional prioritization, phasing, and mode suitability analyses as well as reassess the original RTP's objectives and strategies.

#### **MTA Bus Route and Stop Modernization**

Conflate bus routes and stops with the One Maryland One Centerline (OMOC) Network; create internal tool to dynamically visualize corridor-level frequencies and produce Frequent Transit Network (FTN); as well as publish conflated data and FTN for public consumption.

#### **MARC Cornerstone Plan**

The updated plan will establish investment programs for each of the MARC lines, advancing and refining MARC improvements identified in the 2019 MARC Cornerstone Plan. The update will be

informed by existing conditions, rail simulation models, operating scenarios enhancing or expanding MARC service, concept level plans for priority projects and service enhancements, and production of a prioritized list of five-year capital projects and strategies for short-term implementation. The total budget for this is \$1,093,038 which includes \$810,430 in federal funds.

**MARC Locomotive Study**

MARC Train will be conducting an industry review / study to identify the proper direction in relation to the procurement of future locomotives. With a commitment to run Penn Line service on the NEC without the use of Diesel Locomotives, MARC will be forced to acquire, lease or both, new locomotives. The total budget for this is \$142,828 which includes \$114,263 in federal funds.

**MARC Commuter Rail System Safety Program Plan (SSPP)**

Oversight, review and implementation and related services for MARC required SSPP Program. SSPP is mandated for MARC and each year a third party will conduct a complete and thorough review to ensure compliance and identify any updates that are necessary for the plan. The total budget for this is \$195,083 which includes \$156,066 in federal funds.

**MARC Existing Facility Capability Assessment**

Assessment of existing capacity of MARC facilities to handle maintenance of fleet and to help determine future improvements to ensure a state of good repair and to keep the fleet in service. The total budget for this is \$100,000 which includes \$80,000 in federal funds.

**APPENDIX E**  
**LIST OF ACRONYMS**

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### LIST OF ACRONYMS

ACRONYMS / ABBREVIATIONS	
3-C	Continuing, Cooperative and Comprehensive
ABM	Activity Based Model
ACS	American Community Survey – of the US Census Bureau
ADA	Americans With Disabilities Act
BMC	Baltimore Metropolitan Council
BPAG	Bicycle & Pedestrian Advisory Group
BPDS	Building Permit Data System
BRGISC	Baltimore Region Geographic Information Systems Committee
BRSS	Baltimore Regional Safety Subcommittee
BRTB	Baltimore Regional Transportation Board
CAA	Clean Air Act
CATT	Center for Advanced Transportation Technology
CFG	Cooperative Forecasting Group
CFR	Code of Federal Regulations
CHART	Coordinated Highways Action Response Team
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Process
DBE	Disadvantaged Business Enterprise
DOT	Department of Transportation
EAT	Emphasis Area Team
EPA	Environmental Protection Agency
EMS	Emergency Medical Services
FAST Act	Fixing America’s Surface Transportation
FHWA	Federal Highway Administration
FMTF	Freight Movement Task Force
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographic Information System
ICG	Interagency Consultation Group
IIJA	Infrastructure Investment and Jobs Act
InSITE	Initiative to Simulate Individual Travel Events (BMC’s travel model)
ITS	Intelligent Transportation Systems
LOS	Level of Service
LOTS	Locally Operated Transit Service
LRTP	Long-Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century

**BALTIMORE REGION UPWP**  
**FY 2026-2027 UNIFIED PLANNING WORK PROGRAM**

MDE	Maryland Department of the Environment
MDOT	Maryland Department of Transportation
MDP	Maryland Department of Planning
MDTA	Maryland Transportation Authority
MHSO	Maryland Highway Safety Office
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MOVES	Motor Vehicle Emission Simulator
MDOT MPA	Maryland Port Administration
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MSGIC	Maryland State Geographic Information Committee
MSTM	Maryland Statewide Travel Model
MDOT MTA	Maryland Transit Administration
MSP	Maryland State Police
MWCOG	Metropolitan Washington Council of Governments
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NHS	National Highway System
NHTS	National Household Travel Survey
OD	Origin Destination
PDA	Probe Data Analytics
PM1	Performance Measures for highway safety
PM2	Performance Measures for bridge and pavement condition
PM3	Performance Measures for system performance, freight, and air quality
PopGen	(Synthetic) Population Generator
PM <sub>2.5</sub>	Fine Particulate Matter
RFP	Request for Proposals
MDOT SHA	State Highway Administration
SHRP	Strategic Highway Research Program
SHSP	Strategic Highway Safety Plan
SIP	State Implementation Plan
TAMP	Transportation or Transit Asset Management Plan
TAZ	Transportation Analysis Zone
TBM	Travel Based Model
TC	Technical Committee
TIM	Traffic Incident Management
TIMBR	Traffic Incident Management (Committee) for the Baltimore Region
TIP	Transportation Improvement Program

**BALTIMORE REGION UPWP**  
**FY 2026-2027 UNIFIED PLANNING WORK PROGRAM**

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TMA	Transportation Management Area
TOD	Time of Day
TPA	TradePoint Atlantic
T&PW	Transportation & Public Works Committee
TRCC	Traffic Records Coordinating Committee
TSMO	Transportation Systems Management & Operations
UASI	Urban Area Security Initiative
UAWG	Urban Area Work Group
UPWP	Unified Planning Work Program
U.S. DOT	United States Department of Transportation
VMT	Vehicle Miles Traveled
VPI	Vulnerable Population Index
WILMAPCO	Wilmington Area Planning Council



The BRTB is staffed by the:  
Baltimore Metropolitan Council

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1500 Whetstone Way, Suite 300  
Baltimore, MD 21230-4767