



## Unified Planning Work Program for the Baltimore Regional Transportation Board (BRTB) Frequently Asked Questions

### **Q What is a UPWP?**

A The Unified Planning Work Program is a work program and budget that outlines how a metropolitan area will use federal transportation funds for planning purposes to accomplish activities covered in the Metropolitan Transportation Planning and Programming Rules and Regulations.

### **Q How often do you develop a work program?**

A Metropolitan areas have the option to develop either one-year or two-year work programs and budgets. The Baltimore Regional Transportation Board (BRTB) utilizes a 2-year work program, beginning with the FY 2016-2017 UPWP. In the Baltimore region, the fiscal year begins on July 1 and ends on the following June 30.

### **Q Why did the BRTB switch to a 2-year work program?**

A Most of the tasks and activities in the UPWP lend themselves to a cycle longer than one year. For example, staff members regularly engage in such continuous activities as determining air quality conformity, monitoring traffic conditions as part of the Congestion Management Process, and running the travel demand model to determine the effects of programmed and planned projects. These activities promote efficient operation of the transportation network and help the region meet federal requirements. The BRTB recognizes this continuity and hopes to use it to its advantage in making Metropolitan Planning Organization (MPO) operations as efficient as possible.

### **Q Where does the money come from?**

A Based on a formula, the Federal Highway Administration and the Federal Transit Administration provide funding which requires a 20 percent match from the Maryland Department of Transportation or from member jurisdictions.

### **Q What is the proposed budget for FY 2020 and FY 2021?**

A The budget in FY 2020 will be \$7,898,500. The estimated budget for FY 2021 is \$6,286,750.



**Q Is the money all for Baltimore Metropolitan Council staff?**

A No, planning activities undertaken by the BMC staff are supported in FY 2020 with \$5,320,000, and with \$1,595,000 proposed for consultant activities. The additional \$983,500 is to support regional planning activities initiated by the local jurisdiction members.

**Q What are the planning priorities facing the Baltimore Regional Transportation Board?**

A The major focus in FY 2020 includes completion of the Baltimore region's next long-range plan, *Maximize2045: A Performance-Based Transportation Plan*. This will entail numerous public meetings before final approval. Also important are the following: upgrading analytical tools and capabilities, preparing a Transportation Improvement Program, maintaining a congestion management process, clean air planning, safety and security issues, as well as public involvement.

**Q How does the pass-through funding support member activities?**

A The member jurisdictions engage in a cooperative forecasting process, provide input to the four-year Transportation Improvement Program (TIP), participate in ongoing committees such as the Bike and Pedestrian Advisory Group, and develop geographic information system (GIS) data layers. A description of local core activities can be found in Appendix B and local subarea projects in Appendix C.

**Q Can you provide some examples of subarea planning proposed for FY 2020?**

A Appendix C provides a description of the subarea activities that support regional planning. Below are several of the projects:

**Anne Arundel County**

**Feasibility Study for Additional Ramps to Truman Park-&-Ride:** The purpose of this study is to improve access to MD 665, which would help to alleviate traffic volumes along MD 665 and support vehicle and transit access to Truman Park-and-Ride.

**BRT Feasibility Study for MD 32:** Explore the possibility of providing enhanced transit service from MD 32 from Annapolis- Parole Area / to Savage MARC- Arundel Mills via National Business Park and Odenton.

**Baltimore City**



**Baltimore Region High-Crash Reduction Plan:** To analyze available data in order to identify crash types and locations with high rates of crashes, especially those resulting in an injury or fatality. To analyze available crash report data to assess quality and establish performance measures; to also establish and test a pilot data quality management process to evaluate and improve the timeliness, completeness, and accuracy of the crash data.

**Howard County**

**MD 103, MD 108, MD 104 Strategic Corridor Studies:** These roads have experienced significant residential growth in the last 10-15 years and are now bounded by communities with good internal bike and pedestrian infrastructure, however the corridor continues to face significant challenges in connecting these communities along the corridor and to destinations.

**US 1 Traffic Modeling / Land Use Scenarios:** The project will measure and model the transportation impacts, at both a local and regional level, of the land use scenarios developed as part of the US 1 Corridor Master Plan. The US 1 Corridor Master Plan will be proposing transportation, infrastructure, land use and economic development implementation strategies to improve vibrancy and livability throughout the US 1 corridor.

**B'More Involved – Share your thoughts!**

The public is invited to share their thoughts on these proposed regional transportation planning activities through Thursday, March 14, 2019. Please send all comments in writing to:

Email: [comments@baltometro.org](mailto:comments@baltometro.org)

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