Unified Planning Work Program – otherwise known as the UPWP

- Federally Funded Budget and Work Plan
  - The UPWP is not a transportation plan
  - Transportation planning related tasks and studies
  - To be performed by the staff of the BMC or a member agency

- Tasks are based on federal requirements yet reflect local issues and priorities.
  - UPWP will be similar, but not identical to other regions
  - Ex: Public Participation is required federally, but each region does differently

- Covers 2-year timeframe
  - Updated in second year to refresh the budget and identify any additional focus areas
How the UPWP is Organized

The work plan is divided into eight main sections:

I. Introduction
II. Program Management & Coordination
III. Planning Context
IV. Promoting Inclusiveness & Coordination
V. Gathering & Analyzing Data
VI. Safety & Security
VII. Mobility, Accessibility, & Connectivity
VIII. Protecting Current & Future Resources

Each section includes:

- Task area
- Purpose statement
- Description
- Milestones
- Budget amount

Over the last several years, staff has been able to expand congestion management process (CMP) activities due to the availability of significantly more data being available at minimal cost, through the I-95 Corridor Coalition Vehicle Probe Project (VPP) suite. Staff has been very active on the I-95 Corridor Coalition’s Vehicle Probe Project User Group. Since Fiscal Year (FY) 2004, staff has been preparing quarterly bottleneck reports that identify the top ten bottlenecks in the region. Staff has also prepared two corridor congestion brochures and several press releases about potential holidays (e.g., Labor Day, Thanksgiving) traffic based on analyses of past traffic conditions.

In FY 2010–2013, a significant focus of CMP efforts will be on incorporating federal system performance requirements into plans and programs and working closely with state and local partners to meet performance targets. In addition, work will include refreshing the highway network using vehicle probe data and developing quarterly bottleneck reports; developing one or more corridor congestion brochures to highlight delay and cost of congestion and measures being taken by state and local agencies to improve mobility and safety (similar to the previously created brochures); developing traffic analyses to assist with planning around holiday travel; and updating the CMP portion of the Baltimore Metropolitan Council (BMC) website. CMP efforts will continue to be supported through continuous and expanded use of data available through the VPP Suite and other emerging data sources.

In addition, staff will review the State Highway Administration (SHA) Annual Mobility Reports to identify evaluation techniques that could be leveraged to monitor congestion on local roads. Staff will continue coordination to better link planning and National Environmental Policy Act/environmental planning efforts and will continue to participate as a commenting agency as part of SHA’s Interagency Review Process for project planning.

Each year, staff will review projects being added to the Transportation Improvement Program (TIP) from the long-range transportation plan to identify planned congestion management strategies.

<table>
<thead>
<tr>
<th>PRODUCTS/MILESTONES</th>
<th>SCHEDULE</th>
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</thead>
<tbody>
<tr>
<td>Quarterly Congestion Reports</td>
<td>Quarterly</td>
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FY 2010 BUDGET: $170,000
FY 2010 ESTIMATED BUDGET: $170,000
How the UPWP is Organized

Appendices in the UPWP:

A: FY 2020 – 2021 Budget Details
B: Local Participants – Core Projects
C: Local & Regional Participants – Subarea Projects
D: Focus Areas
E: Public Review Process
F: Additional Planning Studies
G: List of Acronyms

What About the Budget?

• What is the **proposed** budget for FY 2020?
  – BMC Staff $5,320,000
  – BMC Consultants $1,595,000
  – Local Jurisdictions $983,500
  – Total Budget $7,898,500

• What is the **estimated** budget for FY 2021?
  – BMC Staff $5,320,000
  – BMC Consultants $790,000
  – Local Jurisdictions $176,750
  – Total Budget $6,286,750
### Subarea Projects

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<tr>
<th>Work Tasks</th>
<th>FHWA</th>
<th>FTA</th>
<th>MDOT</th>
<th>Local</th>
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<tbody>
<tr>
<td>Anne Arundel County</td>
<td>$120,800</td>
<td>$39,200</td>
<td>$0</td>
<td>$40,000</td>
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<td>Feasibility Study for Additional Ramps to the Truman Park-&amp;-Ride</td>
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<td>Baltimore City</td>
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<td>Howard County</td>
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<td>US 1 Traffic Modeling &amp; Land Use Scenarios</td>
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<td>Regional</td>
<td>$96,000</td>
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<td>Patapsco Regional Greenway Planning Advancement: Elkridge to Guinness</td>
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### Focus Areas

- Elderly Trip Characteristics & Trip Patterns
- Traffic Impact Study Guidelines
- Development Review Practices for Changing Mobility
- Pedestrian Safety & Roundabouts
- Congestion Management Process
Public Review Process

• February 12 to March 14 – 30-day comment period
  – February 6 – PAC briefing
  – March 6 – PAC finalize comments / resolution
• March 26 – Public comments discussed by BRTB
  – Staff will modify as directed
• April 2 – Technical Committee Review
• April 23 – BRTB vote
  – Submit to Federal agencies for review & approval
  – Develop contracts with local jurisdictions
• July 1 – Begin new Fiscal Year

For More Information

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