



Baltimore Regional Transportation Board

Development of the FY 2020-2021 Unified Planning Work Program

February 6, 2019



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

How the UPWP is Organized



Each section includes:

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

TASK: CONGESTION MANAGEMENT PROCESS
PURPOSE: Study and analyze regional patterns to identify recurring and non-recurring congestion and develop strategies to improve travel for people and goods in a safe and reliable manner.

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) 2014, 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 holiday (i.e., Labor Day, Thanksgiving) traffic based on analyses of past traffic conditions.

In FY 2018–2019, 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: monitoring 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) web page. CMP efforts will continue to be supported through continued 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.

PRODUCTS/MILESTONES	SCHEDULE
Quarterly Congestion Reports	Quarterly

FY 2018 BUDGET: \$170,000
FY 2019 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



Work Tasks	FHWA	FTA	MDOT	Local	Total
Anne Arundel County	\$120,800	\$39,200	\$0	\$40,000	\$200,000
Feasibility Study for Additional Ramps to the Truman Park-&-Ride					
Bus Rapid Transit (BRT) Feasibility Study for MD 32					
Baltimore City	\$60,400	\$19,600	\$0	\$20,000	\$100,000
High Crash Reduction Plan					
Howard County	\$102,680	\$33,320	\$0	\$34,000	\$170,000
MD 103, MD 108, MD 104 Strategic Corridor Studies					
US 1 Traffic Modeling & Land Use Scenarios					
Regional	\$96,000	\$30,000	\$24,000	\$0	\$150,000
Patapsco Regional Greenway Planning Advancement: Elkridge to Guinness					



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**



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For More Information

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