



FY 2024 UPWP Potential Focus Areas

Technical Committee

January 3, 2023



FY 2024 UPWP Schedule

- Late 2022 – Discussion of Potential Topics by TC/BRTB/Core
- February 7 – Present Draft FY 2024 UPWP to Technical Committee
- February 8 – Release draft for 30-day public comment
- March 9 – Deadline for Public Comments
- April 4 – Present FY 2024 to TC for recommendation for approval
- April 21 – Approval at Elected Officials Meeting of BRTB
- April 26 – Submit to FHWA/FTA/EPA
- May – BMC prepares contracts for local signatures
- July 1, 2023 – Begin FY 2024

Early Potential FY 2024 UPWP Topics

- Baltimore Regional Freight Movement Profile
- Micro-transit Solutions
- Patapsco Regional Greenway: Operations, Maintenance & Branding
- Changing Face of Employment and Retail - Post Pandemic
- Making TOD Viable
- Coordinating Affordable Housing and Transportation Planning
- Labor Force Participation and Travel/Location Choice Monitoring
- Transportation Planning Institute – Training New Staff
- Local Signal Infrastructure Assessment - Deterioration of Equipment

Continuation of Funding

- Transportation/Land Use Connections Grants
- LOTS Skills and Technology Support
- RTP Corridors

Early Potential FY 2024 UPWP Topics

- **Baltimore Regional Freight Movement Profile**
 - Build off of MDOT’s 2022 Maryland State Freight Plan
 - Use FAF and BTS Commodity Flow Survey data to track freight movement
 - Identify barriers that hinder freight movements and identify solutions
- **Micro-transit Solutions/Last Mile Services**
 - On-demand options that are more flexible than fixed route service
 - Demonstrated best practices, operations details, funding
- **Patapsco Regional Greenway: Operations, Maintenance & Branding**
 - develop an operations and maintenance plan for the Patapsco Regional Greenway with standards for short, mid, and long-term activities, including identifying jurisdictions and agencies responsible for maintenance and operations for existing and planned segments of the PRG
 - develop branding for the PRG, including but not limited to logos, trail markings, signage, and maps, along with identifying funding opportunities for educational and interpretive displays

Early Potential FY 2024 UPWP Topics

- Changing Face of Employment and Retail - Post Pandemic
 - BRTB Cooperative Forecasting Group Recommendation
 - Pandemic caused shifts in how and where people work and shop
 - Literature review, data acquisition, trend analysis & projections
- Making TOD Viable
 - Study of TOD characteristics in this region
 - Best practices for planning, incentives and improved transit
 - Maryland specific recommendations
- Coordinating Affordable Housing and Transportation Planning
 - Explore new housing locations considering economic opportunity, jobs/housing balance, and transit accessibility/walkability
 - Compare existing locations of substantial multifamily housing in areas of economic opportunity with existing and potential transit service.

Early Potential FY 2024 UPWP Topics

- Labor Force Participation and Travel/Location Choice Monitoring
 - Labor Force participation has not recovered to pre-pandemic levels
 - Likewise transit ridership has not fully recovered
 - Postcard survey to monitor changes and identify causes
- Transportation Planning Institute – Training New Staff
 - Turnover in state/local transportation planning staff
 - Training budgets have been hit in recent budget cuts
 - Program to train local transportation planning staff
- Local Signal Infrastructure Assessment - Deterioration of Equipment
 - Survey of local signal control equipment
 - Recent similar surveys have shown significant deterioration
 - Identify issues and potential cost estimates

**FY 2024 FOCUS AREA PROJECTS
PROJECTS & FUND SOURCE**

WORK TASKS	FHWA	FTA	MDOT	LOCAL	TOTAL
Baltimore Regional Freight Profile	\$96,768	\$31,232	\$16,000	\$16,000	\$ 160,000
Micro-Transit Solutions	\$133,056	\$42,944	\$22,000	\$22,000	\$ 220,000
Patapsco Regional Greenway: Operations, Maint. & Branding	\$151,200	\$48,800	\$25,000	\$25,000	\$ 250,000
Changing Face of Employment and Retail - Post Pandemic	\$181,440	\$58,560	\$30,000	\$30,000	\$ 300,000
Making TOD Viable in the Baltimore Region	\$133,056	\$42,944	\$22,000	\$22,000	\$ 220,000
Coordinating Affordable Housing and Transportation Planning	\$96,768	\$31,232	\$16,000	\$16,000	\$ 160,000
Labor Force Participation and Travel Monitoring	\$90,720	\$29,280	\$15,000	\$15,000	\$ 150,000
Transportation Planning Institute	\$72,576	\$23,424	\$12,000	\$12,000	\$ 120,000
Local Signal Infrastructure Assessment	\$120,960	\$39,040	\$20,000	\$20,000	\$ 200,000
Transportation Land Use Connection Grants	\$181,440	\$58,560	\$30,000	\$30,000	\$ 300,000
LOTs Skills Training and Support	\$90,720	\$29,280	\$15,000	\$15,000	\$ 150,000
RTP Corridors	\$151,200	\$48,800	\$25,000	\$25,000	\$ 250,000
FOCUS AREA TOTALS	\$1,499,904	\$484,096	\$248,000	\$248,000	\$2,480,000

Rough First Draft of Focus Areas Budgets

Potential Local Planning Support

- Identify potential local transportation planning projects that will be completed in FY 2024 (July 1, 2023 – June 30, 2024)
- Projects must support regional planning principles
- Must meet Federal eligibility requirements for PL funds – planning only, no engineering beyond 30%, right-of-way or construction, no operating funds, purchases must be pre-cleared
- Identify staff/consultant budget expected for these tasks
- Projects will be identified in the FY 2024 UPWP with a written scope
- Quarterly billing per normal schedule (80% reimbursable)
- Must result in a product for auditors

