

UPWP – 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) switched to a 2-year work program, beginning with the FY 2016-2017 UPWP. In the Baltimore region, the fiscal year begins on July 1 and end 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 2016 and FY 2017?

A The budget in FY 2016 will be \$6,586,080. The estimated budget for FY 2017 is \$5,793,080.

Q Is the money all for Baltimore Metropolitan Council staff?

A No, planning activities undertaken by the BMC staff are supported in FY 2016 with \$4,505,000, and with \$745,000 proposed for consultant activities. The additional \$555,000 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 2016 includes completing the development of the Baltimore region's next long-range plan, *Maximize2040: A Performance-Based Transportation Plan*. 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 subarea activities can be found in Appendix B.

Q Can you provide some examples of subarea planning proposed for FY 2016?

A There are three proposed subarea activities:

- Harford County will conduct a study of the MD 924 corridor from [terminus] to [terminus] to [project purpose]. (\$225,000)
- Howard County will continue to evaluate the feasibility of Bus Rapid Transit (BRT) service in the county, specifically along such major routes as US 29 and US 1. (\$85,000)
- The BRTB member jurisdictions agreed to map bicycle facilities. The end product will be a regional bicycle facilities map. (\$35,000 for each member jurisdiction, for a total of \$245,000)