



# Action Items for April

April 16, 2021



# **FY 2022-2023 Unified Planning Work Program (UPWP)**

**Resolution #21-24 highlights:**

- **UPWP activities are based on the Metropolitan Planning Regulations as well as Planning Factors identified in the FAST Act.**
- **The FY 2022 budget totals \$9,000,000**
- **BMC staff are supported with \$5,850,000**
- **Local jurisdiction activities are supported with \$420,000**
- **Consultant activities are supported with \$2,730,000**

## **FY 2022-2023 UPWP cont.**

- **Included a 30-day public review between February 8 to March 11.**
- **There was a virtual public meeting recording posted online with Closed Captioning.**
- **Comments received from eight individuals and organizations. Draft responses provided to the BRTB for consideration and approval.**
- **After the FY 2021 close-out, a resolution in September 2021 will identify any carry-over and associated tasks to be added to the FY 2022-2023 UPWP.**

# **FY 2022-2023 UPWP cont.**

## **New Focus Areas:**

- **Transportation/Land Use Connection Grants**
- **Patapsco Greenway Third Segment**
- **Implementation of the RTP – Corridor Analysis**
- **TIS Guidelines – Follow up**
- **Planning Process Review**
- **Crash Data Mapping**
- **Jurisdictional Online Transportation Dashboards**
- **Climate Change Toolkit Follow up**
- **InSITE Re-Calibration (to 2019 HHTS)**
- **Transportation Issues in Historic Town Centers**
- **U.S. 40 Multimodal Corridor (Harford)**
- **NHTS Add-On Data**

# DBE Goal for FY 2022

## Resolution #21-25 highlights:

- The Disadvantaged Business Enterprise goal is set in conjunction with each UPWP.
- The goal adopted by the BRTB is based on a methodology developed by MDOT.
- The BRTB piggy-backs on the basis of being located in the same or a substantially similar market.
- The FY 2022 DBE goal is proposed for 31.7 percent.
- This remains the same as set in FY 2021.
- Period Oct. 1, 2020 – March 31, 2021 – 31.65% DBE