

**Baltimore Regional Transportation Board (BRTB)
Citizens' Advisory Committee (CAC)**

**RESOLUTION CAC-08-05
Comments on Proposed Amendment to Transportation Outlook 2035**

APPROVED at the CAC monthly meeting of September 3, 2008

WHEREAS, the BRTB has proposed amending the long-range transportation project listing known as Transportation Outlook 2035 (TO2035) to include an additional \$340 million in transit projects; and

WHEREAS, the CAC commends the BRTB for acknowledging the importance of transit, and its commitment to transit improvement, implied by its allocation of 100 percent of the additional funding to transit; and

WHEREAS, the CAC also commends the BRTB for its efforts to involve the public in the process of amending TO2035, including early soliciting of public input, compiling requested public information materials, and conducting open workshop sessions; and

WHEREAS, the CAC believes that the Baltimore region's long-range economic, sustainability and quality of life goals can be achieved only if regional transit is able to capture a significantly higher share of regional trips in the future; and

WHEREAS, the CAC believes that the TO2035 amendment presents an opportunity for BRTB to articulate the benefits to the region of increased investment in transit, while acknowledging that TO2035 does not constitute an adequate long-range plan for the regional transportation system, and that TO2035 funding levels, even with the amendment, do not permit sufficient expansion of the transit system to meet long-range regional needs; and

WHEREAS, BRTB and BMC have requested feedback from the CAC on the revised TO2035, which includes \$340 million in additional funding; and

WHEREAS, the CAC is prepared to offer general guidance to BRTB, although it currently has insufficient technical information available to it and insufficient expertise to make well-informed recommendations in favor of certain specific projects over other specific projects;

NOW THEREFORE BE IT RESOLVED that the CAC strongly encourages BRTB to incorporate the following recommendations into the amended TO2035 document and the process used to develop and finalize it:

1. Allocate the additional transit funding among the following categories of investment:
 - a) Transit system preservation and modernization, to ensure reliable service, take advantage of technological advancement, and keep physical assets at a state of good repair (to the extent that the current capital program and long-range plan remains underfunded in this area)

- b) Expansion of the capacity of existing transit systems, focused on locations and services where demand is projected to reach or exceed capacity (such as, for example, the MARC Penn Line and the #3 and #15 bus routes), including but not limited to:
 - park-and-ride facilities,
 - rolling stock (e.g., MARC bi-level coaches, hybrid/electric buses),
 - storage and maintenance facilities required to support larger bus and rail rolling stock fleets,

 - c) Projects that make the regional transit system usable by and attractive to a broader segment of the regional population and workforce, including:
 - projects to make transit more seamless and user-friendly (e.g., better security for transit riders (especially at night), additional transit shelters, improved headways, coordinated transfers, bus and light rail priority treatment at intersections),
 - projects that increase the quantity and quality of transit information available to the public (e.g., automatic vehicle locator systems, upgrading of static and real time route information available at bus stops, station platforms, and on personal hand-held devices), and
 - projects that improve the connectivity of the region's transit system (e.g., provision of a safe, clear and weather-protected pedestrian route between the Lexington Market stations of the Metro and Light Rail lines),

 - d) Right-of-way preservation for future transit system expansion,
2. Focus the additional funding on initiatives that are achievable within the \$340 million, for which tangible benefits can be defined, that are compatible with future expansion of the transit system, and that help carve out a larger future role for transit in regional travel,
 3. Take advantage of the opportunity to educate the public about the benefits of investing in improved transit – to make the regional transit system better connected, and usable and attractive for a significantly greater percentage of regional trips,
 4. Prepare multiple lists of potential long-range transit-related capital projects and their estimated costs, identifying alternative ways of utilizing the additional available funding, and
 5. Take into account CAC and public comment on the alternative lists of potential projects and estimated costs, prior to selecting a final list of projects and finalizing the TO2035 document.

**Baltimore Regional Transportation Board (BRTB)
Citizens' Advisory Committee (CAC)**

**RESOLUTION CAC-08-06
Comments on Final Draft TIP 2009-2012**

APPROVED at the CAC monthly meeting of September 3, 2008

WHEREAS, the CAC reviewed the first draft Transportation Improvement Program (TIP) for 2009-2012 and approved a resolution on May 7, 2008 requesting that BRTB amend the TIP to increase the share of capital program funding allocated to transit; and

WHEREAS, the preliminary draft TIP allocated 36 percent of total program funds to transit projects, and the final draft TIP reduced slightly the transit allocation to 35 percent of total program funds; and

WHEREAS, the CAC acknowledges the difficulty of significantly altering the composition of the 2009-2012 TIP at this late stage in the development process;

THEREFORE BE IT RESOLVED, that the CAC intends to provide meaningful and well-reasoned input to the development of the 2010-2013 TIP, starting in the fall of 2008, and expects to work in a cooperative and professional manner with the BRTB, and with the member jurisdictions and transportation agencies to:

- Improve and clarify the process by which capital projects are identified, evaluated and selected for inclusion in the TIP
- Establish a vision-driven and need-based comprehensive long-range plan and planning process that provides the framework within which prospective TIP projects can be properly evaluated
- Ensure that the TIP makes significant progress towards meeting the Baltimore region's long-range transportation need for all modes of transportation, and
- Provide a more appropriate balance of investment among the highway, transit, aviation, waterborne and human-powered transportation modes.