

CAC Policy Guide

Baltimore Regional Transportation Board Citizens Advisory Committee (BRTB CAC) Policy and Legislation Sub Committee

Guiding Principles

The purpose of this document is to;

1. establish a written record of principles, benchmarks and criteria to be used as reference against which transportation planning decisions and recommendations of the BRTB CAC may be evaluated,
2. provide support for these benchmarks and criteria by linking them to credentialed research,
3. incorporate Federal, State and regional established values and policies pertaining to transportation planning decisions,
4. facilitate consensus and confirmation by the BRTB CAC and the Policy and Legislation subcommittee and community on planning initiatives and the planning process,
5. incorporate statements pertaining to transportation impacts on the conservation of natural (air, water, forest, soil, etc.) and human resources, land use, historic assets, capital assets, economics, and public participation in planning

These objectives are consistent with the BRTB UPWP as follows:

“...development of the goals will provide the future targets for the region as identified in the vision process, list outcomes for the region, and be a cooperative effort with the public stakeholders and jurisdictions. This activity will also compare proposed plan goals with state conservation plans, the Maryland Strategic Highway Safety Plan, land use plans, climate change plans, and other relevant plans. Following efforts started as a result of current metropolitan planning regulations, this task will also compare proposed goals with natural and historic resource inventories, integrate safety into all aspects of goal development and will consider a range of special groups, including consideration of environmental justice communities, aging population, labor force, goods movement, and pedestrian and bicycle communities”¹

This table lists benchmarks and criteria along with references, supporting research, goals and actions.

	Principle	Source/Reference	Support	Goals/Actions
1.	Publicly funded transportation projects shall have transparent funding with the ‘true’, complete and comprehensive costs identified. Total cost shall be considered including construction, operations, opportunity	Consistent with recent USDOT Federal Transit Administration project funding criteria update and USDOT TIGER grant program criteria	Victoria Transport Policy Institute <i>Transportation Cost and Benefit Analysis: Techniques, Estimates and Implications</i> January 2009	Advocate for adoption of this principle as a key element of the regional visioning process
2.	Public participation and input into the planning process shall be facilitated. The	UPWP FY 2010 PERFORMANCE OBJECTIVES	Fundamental requirement of USDOT Surface	

¹ ‘BALTIMORE REGION FY 2010 UNIFIED PLANNING WORK PROGRAM FOR TRANSPORTATION PLANNING’ BALTIMORE METROPOLITAN PLANNING ORGANIZATION, BALTIMORE REGIONAL TRANSPORTATION BOARD RESOLUTION #09-20, LONG-RANGE & VISION PLANNING Tasks (pp 17)

Principle	Source/Reference	Support	Goals/Actions
<p>transportation planning process shall be clear and cogent for the public. Each planning product and its milestones shall be clearly defined.</p>		<p>Transportation governance since ISTEA legislation of 1991</p>	
<p>3. Transportation investment choices shall favor the creation of a comprehensive, integrated multi-modal system, that incorporates safety of all users (e.g. do not compromise pedestrian safety for vehicular efficiency or safety) into all levels and modes of transportation</p>		<p>Surface Transportation Policy Partnership <i>Dangerous by Design: Solving the Epidemic of Preventable Pedestrian Deaths (and Making Great Neighborhoods)</i> November 2009</p>	
<p>4. Planning decisions pertaining to a particular transportation mode shall not be considered in isolation rather, each shall be considered in relation to:</p> <ul style="list-style-type: none"> • Rail (subway, light rail, MARC, AMTRAK) for passengers and freight • Shipping for passengers and freight • Road freight • Commercial air, private air • Pedestrian, bicycle/scooter, private vehicle, taxi, bus, ferry/water taxi • Emergency and security public works and services, e.g. snow plow operations, tree trimming / street sweeping / roadside mowing, and roadway maintenance • “Complete Street design” 		<p>Victoria Transport Policy Institute <i>Multi-Modal Transport Planning</i> <i>Measuring Transportation: Traffic, Mobility and Accessibility</i> <i>Evaluating Accessibility for Transportation Planning</i></p> <p>US DOT, FHWA <i>Integration of Emergency and Weather Elements into Transportation Management Centers</i></p>	
<p>5. Transportation planning shall be integrated with the region’s efforts to address:</p> <ul style="list-style-type: none"> • economic challenges, • land development and • environment and quality of life issues 	<p>BRTB Transportation Outlook 2035 Baltimore Region FY 2010 Unified Planning Work Program For Transportation Planning’ Baltimore Metropolitan Planning Organization, BRTB</p>	<p>RAND Corporation Conference <i>Proceedings: Integrating U.S. Climate, Energy & Transportation Policies</i> June 2008 <i>Beyond the Gas Tax: Alternatives for a Greener World</i></p>	

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	Resolution #09-20	February 2007 Victoria Transport Policy Institute <i>Smart Transportation Economic Stimulation: Infrastructure Investments That Support Strategic Planning Objectives Provide True Economic Development</i> April 2009	
Environmental: Minimize GHG emissions through a balance of transportation investments by using state and federal resources to support robust public transportation service, prioritize highway repair and safety over new capacity, support non-motorized transportation, and ensure state fuel taxes can support all transportation modes	Smart Growth America, <i>Aligning State Transportation Policy with Climate Change Goals</i> http://smartgrowthamerica.org/documents/getting-back-on-track.pdf		
Environmental: Link transportation and land use in transportation plans, implement smart growth and growth management policies, and promote transit oriented development.			
6. The process for developing both metropolitan and rural TIPs shall adhere to the following: <ul style="list-style-type: none"> • All TIPs shall be financially constrained to the available and projected funds known at the time of adoption • All TIPs shall include a financial plan • Projects in metropolitan TIPs shall be derived from an approved metropolitan transportation plan • Projects in rural TIPs must 		Reconnecting America <i>Connecting Destinations Is Key To Transit Success</i> May 2009 <i>Growing Mixed-Income TOD</i> April 2009	

	Principle	Source/Reference	Support	Goals/Actions
	<p>be consistent with the Statewide Transportation Plan</p> <ul style="list-style-type: none"> • Development of all TIPs shall follow approved public involvement processes • Projects selected in nonattainment areas must conform with the Clean Air Act Amendments (CAAA) and the state implementation plan. 			
7.	<p>Transportation planning, funding and project delivery shall enhance personal mobility for all population groups</p>		<p>Surface Transportation Policy Partnership <i>Aging Americans: Stranded Without Options</i> April 2004</p>	
8.	<p>Transportation planning, funding and project delivery shall proceed in a manner that reinforces the effectiveness of the Metropolitan Planning Organization</p>		<p>SAFETEA-LU <i>MPO Certification Program</i></p>	
9.	<p>Transportation planning, funding and project delivery shall promote orderly growth in accordance with the 3-C Planning Process which requires addressing:</p> <ul style="list-style-type: none"> • Homeland security, • Broad-based public participation efforts, • Long-range planning update frequency, • Air quality conformity timelines and • Inter-agency consultation and coordination. 		<p>Victoria Transport Policy Institute <i>Comprehensive Transport Planning Framework: Best Practices For Evaluating All Options And Impacts</i> October 2008</p> <p>Transportation Research Board <i>Visioning Versus Modeling: Analyzing Land Use-Transportation Futures of Urban Regions</i> March 2007</p>	
10.	<p>Transportation planning, funding and project delivery shall promote participation of</p>		<p>Transportation Research Board <i>Minority &</i></p>	

	Principle	Source/Reference	Support	Goals/Actions
	minority business enterprises in the planning process		<i>Disadvantaged Business Enterprise Requirements in Public Contracting</i> September 2009	
11.	Transportation planning, funding and project delivery must comply with federal laws, regulations and policies regional transportation plans must not disproportionately affect low-income or minority communities in an adverse way	Metropolitan Washington Council of Governments http://www.mwcog.org/transportation/tpb/	Surface Transportation Policy Partnership <i>Driven to Spend: Pumping Dollars out of Our Households and Communities</i> September 2006	
12.	Transportation planning shall include exploring opportunities to employ technology as a means of adding capacity, cost effectiveness, safety, utility and efficiency to the region's transportation network		SAFETEA-LU <i>Transportation Technology Innovation and Demonstration (TTID) Program</i>	
	Proposed Amendments			

Resources:

- National Transportation Policy Project <http://www.bipartisanpolicy.org/projects/national-transportation-policy-project>
- Surface Transportation Policy Project <http://www.transact.org/>
- Aligning State Transportation Policy with Climate Change Goals <http://www.transact.org/>
- Friends of Maryland <http://friendsofmd.org/pressroom/press-releases/maryland-leading-the-nation-in-transportation-efforts>
- Safe Routes to School <http://www.saferoutespartnership.org/>
- Active Living Research <http://www.activelivingresearch.org/conference/2011>
- League of American Bicyclists National Bike Summit <http://www.bikeleague.org/conferences/summit11/>
- National Complete Streets Coalition provides success stories, frequently asked questions, examples, and resources including sample presentations: <http://www.completestreets.org/>
- Accommodating Bicycle and Pedestrian Travel: A Recommended Approach is a policy statement adopted by the United States Department of Transportation. USDOT hopes that public agencies, professional associations, advocacy groups, and others adopt this approach as a way of committing themselves to integrating bicycling and walking into the transportation mainstream. <http://www.fhwa.dot.gov/environment/bikeped/design.htm>
- America Bikes is an umbrella organization that advocates for bicycle funding and policies in the federal transportation bill. Complete streets is a key element of their platform: <http://www.americabikes.org/what-we-do/bills/complete-streets/index.html>
- Smart Growth America <http://smartgrowthamerica.org/documents/getting-back-on-track.pdf>
- Maryland Comprehensive Plans <http://planning.maryland.gov/OurWork/CompPlans/ViewPlans.shtml#BaltimoreCounty>
- Federal transportation and transit funding <http://www.edf.org/page.cfm?tagID=59016>
- Maryland Smart Growth; <http://www.smartgrowth.umd.edu/>
- Maryland Sustainable Communities Act 2010: http://planning.maryland.gov/PDF/YourPart/SustainableCommunities/SustainableCommunitiesAct2010_HB475.pdf
- Maryland Consolidated Transportation Program; http://www.mdot.maryland.gov/Planning/Plans_Programs_Reports/Programs/Index.html

- Maryland's TOD Strategy <http://www.mdot-realestate.org/tod.asp#Strategy>
- Maryland Transportation Plan (MTP) and Attainment Report
<http://www.mdot.maryland.gov/Planning/index.html>
- Consolidated Transportation Program (CTP) <http://www.mdot.maryland.gov/Planning/index.html>
- Statewide Transportation Improvement Program (STIP)
<http://www.mdot.maryland.gov/Planning/index.html>
- Maryland Transportation Resources <http://www.mdot.maryland.gov/Planning/Resources.html#mpo>
 - Rideshare Resources
 - Regionally Significant Studies
 - Regional Transit Agencies
 - Metropolitan & Regional Planning Organizations
 - County Planning Agencies
 - Transportation Management Associations
 - Partnering State Agencies
- Maryland MDOT Bicycle & Pedestrian Access Master Plan
<http://www.mdot.maryland.gov/Planning/Bicycle/Documents/FINALB.PDF>