

BRTB Response to Comments on the FY 2010 UPWP



Comment Type: Public Comment

#	Comments	Who Submitted	Response
1	<p>Twice within the past year, the CAC has approved resolutions recommending that the BRTB update the process by which the regional long-range transportation plan is developed, to better reflect regional needs based on a comprehensive regional vision, and to be more inclusive of the public, specifically:</p> <p>“That work begin immediately on a... long range plan, [including] a comprehensive community planning process to develop a vision, framework and priorities” (CAC-08-01, April, 2008); and</p> <p>“Establish a vision-driven and need-based comprehensive long-range plan and planning process” (CAC-08-06, September, 2008); and</p>	Foster Nichols	The vision planning process that the BRTB will embark upon will serve as the framework for a planning process outlined in the comment.
2	<p>The proposed budget for the Long-Range Planning task for FY2010 is only \$75,000 greater than the corresponding budget for FY2009, which represents approximately the same percentage (6.2%) of the total proposed annual budget - despite the addition of the regional vision activity in next year’s work program. This is too lean a level of effort, given the importance of the task at hand and the urgency with which the comprehensive Vision is needed.</p> <p>o Recommend that the BRTB proceed expeditiously and without delay to prepare the Regional Transportation Vision and update the process by which the long-range transportation plan is developed. I have suggested modified language for the long-range planning task description in the FY2010 Unified Planning Work Program, which follows as Attachment A. I request that the BRTB seriously consider adopting this revised language, which I believe captures the spirit of the process that was envisioned by the BRTB in December. SEE SUGGESTED MODIFICATION</p> <p>o Increase FY2010 budget for the Long-Range & Vision Planning task, to enable the regional visioning process and the development of an updated regional transportation planning process to be progressed as expeditiously as possible, without resource constraints and with an appropriate level of public participation</p>	Foster Nichols	The BRTB is currently considering your proposed scope of work as they establish a process for developing a regional vision. Although the BRTB declines to modify the UPWP budget based upon this input, there is a substantial reserve in place that can be tapped should the final scope of work require it.
3	<p>Significant changes in the way surface transportation projects are evaluated and funded by the Federal government and at the State level are likely to be made during FY2010, thereby increasing the importance and urgency of having a regional transportation plan and planning process that can respond to such changes.</p>	Foster Nichols	Surface transportation legislation activities are monitored on an ongoing basis. Staff track possible legislation and attempt to understand the implications, however, there are insufficient resources to analyze all potential scenarios for the wide-ranging legislation that is currently being developed at the state and federal levels. We do follow information available from national organizations such as Association of Metropolitan Planning Organizations (AMPO), American Public Transportation Association (APTA), and American Association of State Highway and Transportation Officials (AASHTO).

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4	Kudos for budgeting for planning the Bayview Multimodal Transit Center. This is smart planning on many fronts, not least of which is providing a rail link between the NIH and a major medical research complex within Central Maryland. It is timely planning because of the priority we are giving the Red Line. It complements two CMTA regional priorities: the Baltimore Regional Rail Plan and the MARC Growth & Investment Plan.	CMTA - Otis Rolley III	Baltimore City and the BRTB, thank you!
5	Kudos for budgeting for implementing elements of the Red Line Community Compact. The BRTB does well to make the Community Compact a living, guiding document that brings together the many stakeholders in the Red Line project.	CMTA - Otis Rolley III	Baltimore City and the BRTB, thank you!
6	Kudos for developing the Production, Exchange and Consumption Allocation System (PECAS) model to assess land value, employment and other changes based on changes in the transportation network. This is valuable to the region, but please make it well known and accessible (see recommendation #8 below).	CMTA - Otis Rolley III	The BRTB has committed funds for research and development in this area for several years in an effort to support an integrated regional model to describe the econometric relationship between transportation investment and land development patterns. For now, work activities are focused on the complexities associated with the calibration process - which, when complete, will allow the model to describe base year land development patterns. From there, analyses will be conducted to assess the horizon year model output for reasonableness. At some point in the future, the results of this work will be shared with all stakeholders.
7	1) The dollar figure listed for work task 17, "GIS Activities" on p. 97 and the amount listed in Table 1 on p. 8 do not agree. Please verify the correct amount.	CMTA - Otis Rolley III	The correct amount is \$130,000 as listed in the Table of Contents. We have updated the information on page 97 to reflect the correct amount.
8	2) Parts A and B under Anne Arundel County: Subarea Analysis are budgeted for \$40,000 and \$125,000, respectively. They should total \$165,000 but the subtotal on p. 122 is listed at \$185,000.	CMTA - Otis Rolley III	This reflects a change in work scope as the Budget Subcommittee reviewed the activity. The \$20,000 now shows up under "Travel Demand Modeling" and reflects Anne Arundel County participation in trip generation around Arundel Mills. We have updated the subtotal on page 122 to reflect the correct amount.
9	3) It should be a priority under the short range planning for Baltimore City to study connections between the planned Red Line, the downtown circulator and existing services such as the Green Line, Blue Line, and commuter buses. The lack of connectivity has been a frequent criticism of the existing transit system and the issue has been raised repeatedly during public participation at Red Line events.	CMTA - Otis Rolley III	The City and MTA will work with CMTA to understand the specific nature of its concerns and, if appropriate, study connections between the planned Red Line, the downtown circulator and existing services such as the Green Line, Blue Line, and commuter buses.
10	4) Part C under short range planning for Baltimore County addresses Western Baltimore County Pedestrian and Bicycle Access Planning. It should address connections to the planned Red Line stations within walkable and bikable radii of the stations.	CMTA - Otis Rolley III	Baltimore County has agreed to incorporate the suggestion when county staff develop a detailed work scope for this activity.

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11	5) Long range planning should make it a priority to understand and target "choice" riders of transit. In particular plans should aim to improve perceptions about safety and crime related to public transit.	CMTA - Otis Rolley III	Included in the FY 2010 UPWP is a consultant task intended to develop, in part, a relationship with transit riders, including the "choice" riders you refer to in your comments. Transit operators are in the best position to improve perceptions regarding safety and crime. MTA is currently addressing this issue in part with their "Ride, Respect, Relax" program.
12	6) Planning efforts should address funding sources for commuter bus and commuter rail to keep up with demand when demand increases. Between fall 2007 and fall 2008 those modes saw significant increases in ridership. Given the goals of reducing congestion and reducing mobile source emissions the increased ridership on commuter modes should be viewed as contributing greatly to transportation planning outcomes, yet both modes cut service in Central Maryland during winter 2008/2009. While we understand the budget realities that MDOT faced when making the cuts, as planners we must view the decisions as insanity not to be repeated. It is a Catch-22 that MTA should have to cut back commuter bus and MARC service as commuters are leaving cars to use those services in greater numbers. Transportation planning should study the funding mechanism and recommend solutions.	CMTA - Otis Rolley III	The BRTB agrees that cutting fiscal resources in support of commuter bus and rail services is an unfortunate reality of Maryland's current economic condition. Given this reality has also impacted the financial health of local government, funding options are limited.
13	7) Emulate the web interface utilized by MDOT to show where ARRA funds are being spent. Use a similar interface to show where BRTB funds are being spent throughout the region and make it available on the web site.	CMTA - Otis Rolley III	<p>The BRTB has and will continue to provide links to both state and federal information concerning the American Recovery and Reinvestment Act 2009 on its web site.</p> <p>In addition, BMC has prepared maps, similar to those found on the "mdimap" web site you referenced, for Transportation Outlook 2035. This and our other interactive mapping applications can be found online at http://www.baltometro.org/content/view/729/495. We will continue to develop these maps and make sure links are easy to locate from the home page.</p> <p>Further, our GIS coordinator participates on the both the MD State Geographic Information Systems Committee (MSGIC) and the MD iMap Committee. BMC staff are also currently in the process of developing a GIS strategic plan, with one of the goals being integration of data and infrastructure for use of the MD iMap application, along with our other interactive mapping applications.</p>

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14	<p>8) Dedicate a portion of the UPWP budget to making the information generated more accessible to the public. This would best be done by an outside media consultant or PR agency. Items such as the household travel survey, the PECAS model, the transportation and land use connection (TLC) plan, etc. are missing some of their potential value because they are difficult for the public to discover, access or understand.</p> <p>A strategy for the BMC/BRTB web site, press releases, and other media would add value to the rest of the work products.</p>	CMTA - Otis Rolley III	The UPWP supports staff efforts to develop and maintain a web site as well as prepare press releases on relevant information. Information on such items as the Household Travel Survey, PECAS and other major work tasks will be released via the BMC web site and other outlets at the appropriate time. The BMC web site and newsletters are a high priority for the BRTB to share information with the public.
15	<p>9) Develop more performance objectives that measure outcomes rather than inputs. For example, the performance objectives listed under freight mobility planning on p. 73 list meetings to be held rather than a measure of the success of outreach efforts to the freight industry.</p>	CMTA - Otis Rolley III	The BRTB is a federally designated planning venue and uses its mandate as a means to identify issues and effective problem solutions. In the freight arena, the Freight Movement Task Force serves as a regional forum to assemble private and public stakeholders to discuss issues and collectively develop an approach to problem resolution. Past work tasks include the identification of key intersections that limit the successful transfer of freight in and out of major distribution points. The identified intersections were studied and recommendations drafted to alleviate the traffic flow obstacle.
16	<p>10) Organize the work plan in terms of goals first with work tasks and measurable objectives listed under each goal. Otherwise, the only things we'll know we accomplished at the end of FY 2010 are newsletters issued, meetings held, and \$6.8 million spent.</p>	CMTA - Otis Rolley III	Each work task included in the UPWP has a defined purpose. Highlights and milestones of the work activity are noted in the project write-up.

Comment Type: Citizens Advisory Committee (CAC) Comment/Question

#	Comments	Who Submitted Response	Response
17	Why isn't there more coordination between DC Metro Area, Baltimore region, and BRTB?	Citizens Advisory Committee	<p>To the contrary, there is a substantial amount of coordination and interaction between the Baltimore and DC area regional MPOs. First, each MPO attends the other MPOs Cooperative Forecasting Group meetings on a regular basis. BMC staff is a part of the Key Factors Group at MWCOG that develops long-range assumptions for their forecasts. Each MPO (BRTB and TPB) use each other's respective forecasts in their travel demand modeling process so that there is a consistency among metropolitan regions. The BRTB staff also periodically attends Planning Director's meetings held by MWCOG to learn what is going on and expected in the Washington area.</p> <p>In Travel Demand Modeling, both MPOs (BRTB and TPB) include jurisdictions in the other MPO area for modeling purposes. For instance, the Baltimore region travel demand modeling area includes Frederick, Montgomery and Prince Georges counties and Washington, DC in our forecasting and modeling process. MWCOG includes Anne Arundel and Howard counties in its modeling area. The travel modeling staffs of both MPOs are in regular contact with each other about modeling issues and travel model improvements. The BRTB staff regularly reviews the minutes of the MWCOG TPB minutes.</p> <p>The BRTB staff and the TPB staff are currently undertaking a Household Travel Survey that covers the entire Baltimore and Washington regions. The two MPOs are sharing equipment and are using the same consultant to conduct the survey. Survey information is being processed jointly and both entities are using the same mapping database to geographically code travel information. The survey endeavor is a two-year process which has necessitated substantial interaction and coordination between the two MPOs.</p> <p>In the past, MWCOG and BMC have participated in joint purchases of the same database in order to develop estimates of small area employment in both regions.</p> <p>The Baltimore region RideShare program works directly with the Washington region program conducted by MWCOG. From the inception of the Baltimore region program, there has been a close partnership with the MWCOG program even to the degree of using the Washington program's software to run our program. Similarly, the two regions cofounded Clean Air Partners and continue to work on clean air planning together.</p> <p>There are other opportunities for BRTB and TPB staff to work together when we are asked to serve on state agency and/or statewide task forces or initiatives. For instance, the only regional MPO members of the MSGIC (Maryland State Geographic Information Committee) are BMC and MWCOG staff. That same situation also exists for the MDiMAP plan that is being developed by the State of Maryland.</p> <p>Other committees that provide collaborative opportunities include freight planning, traffic signal, and emergency planning. There have been joint forums on numerous occasions. There is continuing interaction between both MPOs on a variety of issues. Because each MPO has a separate MPO Board and a higher board for the overall organization, neither organization can dictate to the other. When there are common issues, the Executive Directors and Transportation Planning Division Directors communicate with each other and develop strategies.</p>

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Comment Type: Citizens Advisory Committee (CAC) Comment/Question

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18	When will the bike/pedestrian performance objectives be updated for FY 2010? What were the outcomes of the FY 2008/2009 performance objectives?	Citizens Advisory Committee	<p>The performance objectives are multi-year and will not be updated in FY 2010. In summary the following milestones and performance measures were established in Action 2001 Plan:</p> <ol style="list-style-type: none">1. The current levels of bicycling and walking will double by 2010. Outcome - A new goal has been set as part of Maryland's focus on Climate Action to reach a 15% bicycle and pedestrian mode share, in urban areas by 2020.2. At least 50 miles of new bikeways will be constructed in the region each year in 2002-2005 and 100 miles per year in 2006-2010 (this includes trails and on-road bikeways). Result: By 2010, there will be 700 miles of new bikeways in the Baltimore region. Outcome - The region is comprised of many miles of on and off-road bikeways that is not formally documented by one source. Baltimore City reports a growth of 42 miles of on-road bicycle facilities since 2006. Other data refines criteria used in collecting mileage of bikeways in the past.3. All targeted groups in the region, including elementary school students, will receive bicycle and pedestrian safety instruction by 2012. Outcome - The Washington Area Bicycle Association Safety and Education Program reaches the Baltimore area but not routinely. WABA has been a willing partner in education and outreach but coordination with local schools has not readily occurred.4 & 5. All local governments and twenty-five large corporations will have programs and policies in place to encourage employees to walk or bike to work by 2010. Outcome - The BMC is currently working on a Bicycle Commuter guide for the Baltimore region as well as a distribution list to major employers and government agencies.6. At least 500 bicycle parking racks will be installed in public areas each year between 2002 and 2020. Outcome - Baltimore City has established a bike rack program as well as installed bike parking throughout the city as stand alone bike parking and parking meter retrofit bike parking. The MTA has inventoried and continues to coordinate the provision of bike racks at rail stations and park-and-ride locations throughout the region. In the fall of 2009, Baltimore City plans to install approximately 150 bike racks.7. At least 500 people will attend bike to work day events throughout the region by 2005. Outcome - Consistently, since 2005, Bike to Work Day has received over 500 registrants annually.8. Bicycle parking ordinances will be established in each jurisdiction by 2006. Outcome - This activity is currently being researched.9. All jurisdictions will have bicycle/pedestrian advisory committees established by 2004. Outcome - MDOT supports the Maryland Bicycle and Pedestrian Advisory Committee (MBPAC). Baltimore City has a Mayors Bicycle and Pedestrian Advisory Group. The BMC supports the BPAG which is comprised of partners from the local jurisdictions.10. Bicycle accommodation will be available on all transit vehicles by 2006. Outcome - In September of 2008, all MTA buses were equipped with bike racks.

NOTE: By policy, all fixed route buses acquired for the Howard Transit System will be equipped with bike racks.

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19	When will the Bicycle and Pedestrian Advisory Group (BPAG) recommend routine accommodation of bike/pedestrian facilities?	Citizens Advisory Committee	<p>BPAG is comprised of representatives from local governments and state agencies to coordinate bicycle and pedestrian activities in the region. The BPAG understands the “consideration” language in the Annotated Code of Maryland, Title 2, Subsection 6, as summarized below, needs more reinforcement to become a routine process to provide bicycle and pedestrian access in all projects.</p> <p>2-602 Public Policy. The General Assembly finds that it is in the public interest for the state to include enhanced transportation facilities for pedestrians and bicycle riders as an essential component of the state’s transportation system, and declares that it is policy of the state that:</p> <p>(1) Access to and use of transportation facilities by pedestrians and bicycle riders shall be considered and best engineering practices regarding the needs of bicycle riders and pedestrians shall be employed in all phases of transportation planning, including highway design, construction, reconstruction, and repair as well as expansion and improvement of other transportation facilities;</p> <p>(2) The modal administration in the Department shall ensure that the state maintains an integrated transportation system by working cooperatively to remove barriers, including restrictions on bicycle access to mass transit, that impede the free movement of individuals from one mode of transportation to another; and</p> <p>(3) As to any new transportation project or improvement to an existing transportation facility, the Department shall work to ensure that transportation options for pedestrians and bicycle riders will be enhanced and that pedestrian and bicycle access to transportation facilities will not be negatively impacted by the project or improvement.</p> <p>The BPAG is focusing on the process of providing partnering agencies the performance measures necessary to track progress on needed bicycle and pedestrian facilities. BPAG, with the assistance of BMC staff, will prepare a yearly report card or status report tracking the achievement of these milestones and performance measures.</p>
20	There is no uniform eligibility/requirements among jurisdictions for disabled users.	Citizens Advisory Committee	<p>There are generally two types of services for the disabled/senior populations in most jurisdictions: ADA Paratransit Service and Statewide Special Transportation Assistance Program (SSTAP). ADA Service is very structured and required by federal law where there are Fixed Route Transit Services. SSTAP funds are made available by the state based on policy, not law, and are directed to elderly and disabled populations in local jurisdictions.</p> <p>The BRTB is not aware of the differences that you refer to. Eligibility requirements are standard as defined on page 4 of the Americans with Disabilities Act (ADA) Paratransit Eligibility Manual, found at http://ntl.bts.gov/DOCS/ada.html.</p> <p>Please e-mail Tyson Byrne at tbyrne@balto metro.org with specific examples of the discrepancies you are referring to for further review and follow-up.</p>

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21	The process seems “backwards” - projects and plans without vision first. It seems that the long-term plan is done without a vision. The Work program rearranges projects total by region without considering/having vision first.	Citizens Advisory Committee	Development of the last several long-range plans have considered 4 "Guiding Principles" that serve much the same as a regional vision. The 4 principles include: 1) linking transportation to managing growth, 2) improving life in our communities, 3) increasing transportation choices, and 4) maintaining the current system.
22	Why isn't the public involved in the vision plan prior to 2010? (Page 54)	Citizens Advisory Committee	At this point in time, the BRTB has not developed a public participation plan for the vision planning initiative scheduled to occur over the coming months.
23	“Review, summarize, respond to and act upon ... public comments.”	Citizens Advisory Committee	Not sure of the intent of this comment. It does characterize the manner in which the BRTB handles all public comment. Comments are deliberated by the BRTB and responses and actions are communicated to the public as well as contained in the associated document and online.
24	Why isn't the public involved on a more regular basis? For example, open workshops, meeting notification via mail, e-mail, newspaper, etc.	Citizens Advisory Committee	The BRTB maintains a large mailing list to send out print and electronic newsletters and announces public meetings for different activities throughout the year. There have been 5 public meetings this year, with a great deal of effort by staff and the BRTB, with little to no participation from the public.
25	Transit coordination lacks concurrent land-use planning - “thin soup”	Citizens Advisory Committee	While transit planning does take into account land use projections, neither the BRTB nor the MTA have authority over land use planning. Efforts are in place both at the state and local jurisdiction level to bridge this gap. The BRTB is cognizant of the relationship between land use development and transportation investment decision.
26	How is BRTB reacting to request via public comment (page 104) for increased transit development to parallel increased roadway construction?	Citizens Advisory Committee	The BRTB will embark upon the effort to craft a regional transportation vision for the Baltimore metropolitan area. This multi-modal approach will explore opportunities to enhance and expand transit service in the Baltimore region.
27	The Draft Plan “borrows” from past too much - document (long-range plan and TIP) need to be richer.	Citizens Advisory Committee	Transportation Outlook 2035 acknowledges the travel patterns of existing households and businesses and identifies projects to be built based on information projected into the future.
28	The analysis of the budget now does not adequately allocate limited resources to achieve objectives.	Citizens Advisory Committee	The BRTB believes the FY 2010 UPWP budget reflects a responsible approach to the regional planning tasks and responsibilities of the metropolitan planning organization.

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Comment Type: CAC Survey

#	Comments	Who Submitted	Response
29	<p>Why is the UPWP submitted year after year without specific budget figures? All that are supplied are totals. For instance, it would be important to know explicitly:</p> <p>a) How the UPWP 2010 proposed \$140,000 for public participation is to be budgeted (with specific line items). How was the figure arrived at, and is it large enough to do the job?</p> <p>b) How the \$425,000 proposed by UPWP 2010 for "Long-Range Vision & Planning is to be budgeted (with specific line items)? Who is supposed to get how much to do what?</p> <p>c) How the \$4,795,000 (about 70% of the total) proposed for BMC staff is to be spent (again with specific budgetary line items).</p> <p>d) How much of the \$6,886,698 total is to go to private consultants, and why?</p>	Art Cohen	<p>a) The \$140,000 is for salary that includes primarily the Public Involvement Coordinator but also a number of other staff as well.</p> <p>b) Again, this is salary for a range of staff that provide work tasks under this activity.</p> <p>c) With the exception of part of UPWP Management and all of Consultant Services, all other tasks support staff salaries.</p> <p>d) For BMC, \$600,000 is reserved for Consultant Services with a description under that task. For Local Jurisdictions, see descriptions under Subarea Analysis such as Bayview Multimodal Center.</p>
30	<p>Fed legislation could be approved later this year - so initial planning effort and consensus-building needs to happen this year, even if some issues require a longer time to work through.</p>	Foster Nichols	Please see response to # 3.
31	<p>It is vital to be as prepared as possible so that as money becomes available, the region can make well balanced and thought through schemes.</p>	Colin Furneaux	The region currently has a backlog of system preservation and capacity projects (highway and transit) should funds become available. The upcoming vision and long-range plan effort will update this backlog and further prepare us to address future needs.
32	<p>Regarding: "Get ahead of curve and be productive on what Feds may do/change - make sure resources are identified on-hand, Anticipate potential Federal changes that may impact transportation"</p> <p>This is absolutely necessary to put Maryland in general, and Central Maryland in particular on equal footing with States and metro areas around the country which have already done this.</p>	Art Cohen	The BRTB strives to work with the state, transit and transportation authorities, and local government to provide the Baltimore region with the best transportation system in the country. The BRTB also continually researches the latest developments in transportation innovation, federal requirements, new transportation solutions, new technology, exemplary practices and other noteworthy methods to identify any processes or practices that can be replicated to achieve a more efficient transportation system for the Baltimore region.
33	<p>We need to be a LEADER in transportation planning and integration. Let's think ahead with creativity and imagination -- and not always use the nickel-and-dime incremental approach</p>	Lindsay Thompson	The BRTB will engage in an effort to craft a transportation vision for the metropolitan Baltimore area. This effort will link transportation decisions with the numerous disciplines that maximize the effectiveness of these infrastructure investments. New, creative and innovative approaches may need to be implemented if the region is to achieve desired goals.

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34	We are already behind federal requirements on air pollution. We need to meet and exceed federal requirements on air quality and other environmental impacts.	Art Cohen	<p>The BRTB has a long history of working collectively with federal partners such as FHWA, FTA, and EPA, in ensuring that long range transportation plans and short term programs in the region do not worsen the region's air quality or delay timely attainment of the state's air quality implementation plans. The region's air quality has improved substantially over the past few decades.</p> <p>Additionally, the BRTB is tracking progress of climate change legislation at the state and federal level, and is working with MDOT and other stakeholders on transportation and land use measures that could enhance statewide climate control efforts.</p> <p>In FY 2009, BMC secured a consultant to provide assistance for modeling transportation emissions of greenhouse gases. In addition, the BMC Board of Directors created a Regional Sustainability Committee in October 2008 to coordinate and share information on sustainability activities.</p>
35	With the new Administration now making totally new noises re limits on pollutants etc, the Region needs to show Leadership in the area that has now moved near the top of the thinking in the Federal Government. Money could well follow the rhetoric!	Colin Furneaux	See response to # 34.
36	The new Obama Administration policy and stimulus funds favor states/regions that planned ahead with a vision for how to prepare themselves for transit that served the future -- we need to be in that league.	Lindsay Thompson	<p>Maryland and the Baltimore region were able to respond quickly to the "American Recovery and Reinvestment Act, 2009" [Pub. L. 111-5; "ARRA"], signed into law by President Barack Obama on February 17, 2009, that includes \$8.4 billion for transit capital improvements. We have been, and will be, successful in meeting the requirements for ARRA funds.</p> <p>Specific funding requirements include federal-aid eligible "Ready-to-Go" capital projects that:</p> <ol style="list-style-type: none"> 1) have completed all pre-construction steps (planning, design, right-of-way, public input, environmental permits) with disadvantaged business enterprise (DBE) goals, and firm scopes and cost estimates; and 2) are in required federal capital programs and, in some cases, approved by metropolitan planning organizations (MPOs).
37	<p>2 major objectives that need addressing are:</p> <ol style="list-style-type: none"> a) the link between objectives and the money to achieve them b) taking a long-term view outside narrow Party Political considerations, that allow projects that have a longer time frame, are not seen as candidates for cuts when a different party is elected. The resultant short term view is preventing important decisions being made and will inhibit decisions without the standard political time frame. 	Colin Furneaux	<p>The region's long range plan is a financially constrained plan that attempts to link goals and objectives with fiscal resources that are estimated to be available. The BRTB believes the 25 year horizon of the recently approved long range transportation plan cuts across political considerations and serves as a framework for long term transportation investments based on need, system performance, travel behavior, congestion, safety, economic development and regional land development patterns.</p>

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38	Specifically specify in UPWP that vision planning process with public will occur in Fall '09.	Irene Poulson	At this point in time, the BRTB has not developed a public participation plan for the vision planning initiative scheduled to occur over the coming months.
39	Developing, with public input, a long-range vision and plan is essential to the future of public transportation in Central Maryland. The BRTB has already unanimously approved a resolution calling for the same thing at its meeting of Chief Executives last December.	Art Cohen	The local elected officials and state agency officials of the BRTB called for the development of a regional transportation vision on December 2, 2008. Public transportation and its role and opportunity will be an essential element of the region's future transportation network. As the vision planning process is further defined, strategies to engage the public will be detailed and shared.
40	The need to develop a long range plan AND STICK WITH IT!! is of serious importance if the region is to move forward and prosper. Cars/Trucks and yet more cars/trucks is NOT the answer	Colin Furneaux	The BRTB does develop a long-range plan and pursues projects and activities as outlined. Every metropolitan region has developed a plan that addresses both auto and transit projects. As evidenced during development of Transportation Outlook 2035, public involvement resulted in increased investment in transit. In an immediate response to the public, the BRTB revised the list of capital improvements in the plan – adding transit investment while reducing highway investment. Later the BRTB further amended the plan, and dedicated an additional \$225 million in funds from the 2007 revenue enhancement to transit.
41	Planning process needs to formulate and evaluate multiple investment scenarios and outcomes: at least one should maximize environmental sustainability benefits and exceed Fed requirements. Likewise, some scenarios should be need-based and drive from the Vision, while others will need to be financially-constrained.	Foster Nichols	<p>The vision process will initially provide a policy framework for decision-making on land use and transportation policies. It should aid decision-making by providing a glimpse into the future to identify regional priorities, enhances our ability to respond to change and consider future trends and tradeoffs to help the region prioritize the use of limited resources.</p> <p>Ultimately, the federally mandated metropolitan transportation plan must be drafted to meet the requirements it satisfies for expenditure of surface transportation funds. Fiscal constraint is a federal requirement for the development of regional long range transportation plans.</p>
42	The current planning process does not fully engage the link between plans and finance	Colin Furneaux	Please see response to # 37.
43	<p>More advertising needed to notify the general public - More and better use of TV news, Radio news, papers, public announcements, etc.</p> <p>The public isn't involved as it should be in the planning because many are not even aware of what's going on.</p>	Charlotte Stewart St. Pierre	The BRTB has employed numerous venues to inform and educate the public about events and opportunities to become engaged in the regional planning process of the BRTB. The MPO has used local and community-based newspapers, electronic media, newsletters and the region's transit system as a means to conduct public outreach. BMC staff is constantly exploring new and creative approaches (such as Facebook) to this effort.
44	Needs to be much more involvement of the public from the beginning and continuing during all subsequent stages of planning. This will require training for public participants, and location of planning meetings at places and at times convenient to the public.	Art Cohen	At this point in time, the BRTB has not developed a public participation plan for the vision planning initiative scheduled to occur over the coming months. However, your recommendations regarding meeting times and locations will be taken under consideration as that plan is developed.