

**A RESOLUTION REGARDING THE
MAXIMIZE2045: A PERFORMANCE-BASED TRANSPORTATION PLAN
AND THE 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
BY THE PUBLIC ADVISORY COMMITTEE (PAC) OF THE BRTB**

WHEREAS, the BRTB, the Metropolitan Planning Organization for the Baltimore region responsible for transportation planning and policy making for the Baltimore region; and

WHEREAS, the PAC serves as an advisory body to the BRTB, charged with providing independent, region oriented citizen advice to the BRTB on issues related to the development of the Baltimore Regional Transportation Plan, Unified Planning Work Program (UPWP), Transportation Improvement Program (TIP) and amendments that affect the region's conformity with federal air quality requirements, the public involvement process, regionally significant land use issues, and other regional transportation-related issues, as appropriate, promotes public awareness and participation in the regional transportation planning process and promotes equity in the regional transportation planning process; and

WHEREAS, the PAC has reviewed and discussed the draft *Maximize2045: A Performance-Based Transportation Plan* and the *2020-2023 Transportation Improvement Program (TIP)*;

THEREFORE, be it resolved, the PAC submits the following comments on *Maximize2045*:

- The plan comes at a time of considerable transformation in transportation and communications technology, disruption of traditional transportation markets and a host of new mobility options and services. These disruptions are definitely going to affect the composition of the future transportation system. Many are discussed in Chapter 2, Factors and Trends.

While we have no history to build future projections on with respect to the rapidly transforming transportation environment, it is important that the plan focus on creating choice, reliability and both mitigate and adapt to the impacts of climate change because these are the factors that are driving these trends and they will comprise the future that we are planning for.

Industry peers are focused on many of these same challenges and should be looked to as models for integration of new and transitional technologies and trends into long term strategic transportation plans. We urge the BRTB to look to organizations such as the Association for MPOs, American Public Transportation Association, the Eno Foundation, Transportation Research Board and other organizations for research, guidance and documented practices to consider for this application to this region.

- Chapters 2 and 3 of the Plan present an overview of a number of trends in the Baltimore region. However, the policies, analysis and investments contained in the fiscally constrained plan do not directly address a number of trends and advancements in communication and transportation technologies including but not limited to the integration of connected and automated vehicles, both automation of passenger and freight vehicles, into the transportation network. Other trends in transportation that are not accounted for in the *Maximize2045* analysis and investments include mobility as a service, scooters and bike share programs, technologies discussed at the New Mobility Transportation Forum the BRTB recently hosted.

A reference we suggest BRTB look to for guidance and leadership on performance related to the integration of automated and connected vehicles into long range planning includes the *National Framework for Regional Connectivity and Automation Planning*, published by the Association of MPOs in January 2019. BRTB staff participated in the development of this analysis. It includes a number of MPOs

and other peer agencies as references for peer-to-peer consultation on the integration of automation into the planning process.

- **Performance measures** – Performance Measures and analysis addressing accessibility, congestion and safety are largely in silos by mode and refer to the performance of a single mode, rather than a system moving people and goods. Some recommendations in this regard:

- Quality of performance in terms of transit should be tracked and presented, particularly to inform decisions related to project prioritization and selection. Access to a transit stop or station is not valuable to riders if the service does not provide access to destinations, frequencies, or travel times. The same goes for a measure that states number of jobs accessible by a bus stop or rail transit station. If the option is not reliable to provide good quality access in a reasonable amount of time, it doesn't matter how close the station is. This is also very important for meeting the transportation needs of underserved and vulnerable populations.

Recommendations for measures to consider include assessing the number of jobs accessible by premium public transportation (bus transfer center, rail transit station, major bus route) within 30 minutes, 45 minutes and 60. Additionally or in place of that measure, there could be a measure of the percentage of jobs in the region accessible by walking, transit, and other nonSOV/non-driving method of travel.

- Congestion on highways should not be measured as a LOS or volume/capacity ratio, but in terms of travel times and delay which better reflect user experience and perspective. Adding capacity to highways is known to induce additional demand and is therefore an unsustainable long term strategy for addressing highway capacity and congestions.

These measures focus attention on building capacity for vehicles rather than serving trips and travel purposes. There is a variety of published literature and research available to support the adoption of measures that help evaluate transportation performance from the perspective of transportation system users, from personal travelers and commuters to goods distributors and consumers.

- Performance measures and analysis should help identify and target highway and system investments to address barriers to efficient travel across the network, such as conflicts between freight and commuter travel.
 - More attention should be paid to the performance of networks and systems over individual units within them (such as individual highways or transit routes) within the networks. In many cases, systems are served by multiple modes, services and facilities. For example, the network of highways, railways and water based services and facilities serving freight travel should be analyzed for its performance in delivering goods locally and serving the national and international freight distribution taking place via the Port of Baltimore, rail and highway transportation networks.
- **Funding** – Transportation needs far outstrip the dollars available to fund them. The PAC encourages the BRTB to fully investigate and analyze methods of supplementing state and federal funding with regionally collected revenues, which may require a change in State law to implement.

Additionally/similarly, the BRTB should encourage MDOT and the State of Maryland to consider alternatives to the motor fuel tax as the primary source of revenue in light of well documented research that the gas tax is not a sustainable source of revenues. Opportunities for capturing revenues should at a minimum be considered for electric vehicles (currently under paying to the Transportation Trust Fund due to their lack of gasoline consumption).

- **Projects** – The PAC submits the following comments:

- The plan appears to favor areas other than Carroll County. The items in Carroll County planned to start sooner are relatively inexpensive streetscape projects, while major improvements, such as the MD RT140 and MD RT91 intersection/corridor improvements are pushed again, out to 2035 or later.
- Project prioritization and selection needs to be less focused on individual jurisdictions and more focused on how to reach regional transportation goals and objectives. How do these investments improve the performance of full systems of transportation services and facilities?
- **Central Maryland Regional Transit Plan** – We are encouraged that the State and BRTB are taking on a comprehensive analysis of long term regional public transportation. Ideally, the Regional Transit Plan for Central Maryland would reference and take the policy direction included in this plan to inform their more specific modal investments.

Included in the Central Maryland Regional Transit Plan should be an analysis of funding and finance options for public transportation. We hope that included in this plan will be consideration of methods for seamless payment of transportation service alternatives such as public transportation, bike share, parking and other mobility services.

Lastly, as the regional transportation forum, BRTB could partner with MTA to provide modeling analysis and impact assessment of different scenarios and conduct studies to demonstrate the impact and implications of new shared mobility services and transportation options on road congestion, safety, transit ridership, revenues, etc. For example, BRTB could identify and test a variety of scenarios that include a range of potential outcomes caused by the growth of MaaS (mobility as a service), OnDemand services by Ubers and Lyfts alike and the possible design of networks that include high capacity and/or on-demand bus bus services. The transit plan could seek to identify a model in which more people can have access to the full range of modes in a newly designed system, which is competitive in travel time and cost to car.

In sum, the PAC sees value in using the technical tools and data available to the BRTB (and some additional data) to provide technical support to the process and aid in a decision making process that is based on data and analysis in addition to political considerations.

THEREFORE, be it further resolved, the PAC submits the following comments the *2020-2023 Transportation Improvement Program (TIP)*;

- The PAC recommends that the TIP be presented as a regional program of projects rather than by individual jurisdiction. There should be efforts to show the connectivity of the individual projects within the context of a regional transportation system and network of services and infrastructure with the purpose of meeting regional transportation goals and needs.
- BRTB members are encouraged to use the MPO forum to analyze locally defined transportation projects and needs within the regional context. Land use modeling could also be woven into these analyses and should be done using a regional model so that all the same basic factors and assumptions are woven into the model. The BRTB staff and the forum are there to facilitate this analysis and develop such a blueprint.

BE IT FINALLY RESOLVED, the PAC thanks the BRTB for this opportunity to participate by sharing comments. The PAC thanks the BRTB staff for facilitating its participation.

Submitted by:

Eric Norton, Chair, BRTB Public Advisory Committee

ADDITIONAL PAC MEMBER COMMENTS ON MAXIMIZE2045

- Project prioritization and selection should be looking to measuring the quality of improving transportation issues on individual jurisdictions while showing how these projects improve regional transportation goals and objectives. Continuously supporting and improving Smart growth strategies in our transportation systems. This initiative will better serve more people while fostering economic vitality for both businesses and communities.
- I support the PAC comments, and add that no funds should be spent on projects that do not immediately begin to eradicate inequity, reduce carbon emissions, or shift mode away from personal automobiles. We are in a global climate crisis and the survival of billions of people relies on a coordinated effort to radically change our transportation and land use planning. This TIP and *Maximize2045* hardly begin to address this reality.
- It's hard to give a yes or no answer to a broad statement for a large metropolitan area (several counties). There is emphasis on transportation resources changing (bikeshare, scooters, Lyft, Uber....) but no mention of the fact that in the largest city in our consideration, there is a large fraction of the population totally reliant on public transportation.
- Carroll County is seeing its rural nature erode, but the only projects mentioned there are for more highways, something which is out of what seems to me the general thrust of the board.
- The issue of lessening congestion in the region is not directly addressed.