
Greater Washington Partnership Comments on UPWP FY 2021 Addendum

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Cc: Joe McAndrew <jmcandrew@greaterwashingtonpartnership.com>

Thu, Mar 12, 2020 at 2:43 PM

Greetings,

Attached are the Greater Washington Partnership's comments on the FY 2021 Addendum to the Unified Planning Work Program. Don't hesitate to reach out if you have questions about any of the content. Wishing everyone a healthy weekend.

All the best,

John Hillegass

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To: Baltimore Regional Transportation Board
From: The Greater Washington Partnership
Date: March 12, 2020
RE: FY21 Addendum to Baltimore Region FY20-21 UPWP for Transportation Planning

The Greater Washington Partnership is a civic alliance of the leading employers and entrepreneurs in the Capital Region—from Baltimore to Richmond—that are committed to making the region one of the world's best places to live, work and build a business.

The Partnership applauds many of the priorities outlined in the Baltimore Metropolitan Council's (BMC) FY 2021 addendum to the Baltimore Region FY 2020-2021 Unified Planning Work Program (UPWP) for Transportation Planning. We look forward to continuing to partner to advance shared priorities around transit-oriented development, expansion of the regional trail network, and bus and transit prioritization; solutions the Partnership advocated for in our [Blueprint for Regional Mobility](#) and are supported by the Baltimore Business Mobility Roundtable.

We are excited that the BMC is leaning into the Baltimore Region Transit Governance and Funding study and the Implementation of the Regional Transit Plan Corridor Analysis. The Partnership requests the Baltimore Regional Transportation Board (BRTB) consider the following suggestions for the Transit Governance and Funding study and the Corridor Analysis.

Baltimore Region Transit Governance and Funding

The Partnership believes a governance and funding study is essential and we advocated for such in our Blueprint for Regional Mobility. In addition to exploring possible alternatives as called for in the draft UPWP, we recommend that the study thoroughly assess the current governance structure, including an objective assessment of the costs and benefits. The study should then look at national examples to identify the key capabilities and strengths of various formats. The study should provide a clear analytical path for the region to make a determination as to the optimal approach, for example with a scoring system that weighs the pros and cons of various alternative structures as well as the current structure.

Implementation of Regional Transit Plan - Corridor Analysis

Given the long-overdue need for a regional transit plan and lack of projects in the design and engineering pipeline, the Partnership commends BMC for including a focus on regional transit plan implementation in the FY 20-21 UPWP.

Kevin Quinn, Administrator of the Maryland Transit Administration (MTA), testified during the February 24th MTA Budget hearing before the Maryland House of Delegates that the agency is planning to fund two or three corridors after the Central Maryland Regional Transit Plan (CMRTP) is completed this fall via next year's MDOT Consolidated Transportation Program. The Partnership encourages the BMC to work closely with MTA to coordinate their analysis efforts in order to expand the number of corridors that can be analyzed after the CMRTP is finalized.

The Greater Washington Partnership would like to thank BRTB Board Chair Stephen Wantz, Executive Director Michael Kelly, Director of Transportation Planning Todd Lang, and the entire board for their leadership in advancing transportation priorities that can make Baltimore and the Capital Region one of the best places to live, work, and build a business.

Comment on Updated UPWP for FY2021

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Thu, Mar 12, 2020 at 4:37 PM

Dear Members of the BRTB,

Thank you very much for the opportunity to comment on the updates to the UPWP for FY 2021. We commend the BRTB for including the new focus area of "Baltimore Region Transit Governance and Funding" in the FY2021 Unified Planning Work Program addendum. We would like to propose that the following issues be addressed as part of the scope of that study.

- In "Getting to the Route of It", an Eno Center for Transportation report published in 2015, the authors found that "the benefits of including highway and transit planning capabilities in one organization are well documented." The report should identify models that include modes other than transit such as highways and evaluate relative pros and cons.
- The report should look at models for the roles State government and the MPO might play in the governance of a regional authority and evaluate the relative pros and cons.
- The report should consider tolls, congestion pricing, or other similar transportation demand management strategies as a potential source of revenue.
- The report should calculate how much the Baltimore region contributes to the Transportation Trust Fund and how much the region receives back in transportation spending.
- The report should clarify whether or not a regional authority in Maryland would have to follow county lines.

Thank you very much for your consideration.

Eric Norton

Director of Policy & Programs

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