

SUMMARY AND RESPONSE TO COMMENTS

Addendum to the FY 2022-2023 UPWP

Open for public comment from Tuesday, February 8 through Thursday, March 10, 2022.

David Highfield – I hope that regional, energy efficient, safe transportation can be extended into Carroll County. For example, how about extending subway service to Finksburg near where 140 and 795 intersect? Or how about extending commuter MARC rail to Westminster with connections to Penn Station and BWI?

BRTB Response: The BRTB appreciates your continued participation in the regional planning process, however, the policy of Carroll County, through the adopted plans and Board of County Commissioners' resolutions, has always been to provide transit services only within the County. There are currently no plans to expand this type of service outside of the County.

Joe McAndrew, VP, Gov't Affairs & Infrastructure, Greater Washington Partnership – The FY 2023 addendum to the BRTB's FY 2022-2023 UPWP identifies several exciting work tasks for FY 2023, including support for local transit agencies' skills and technology development, the Patapsco Regional Greenway, and electric vehicle charging infrastructure. However, several work tasks that we view as key to advancing a more seamless and inclusive transportation system are marked as contingent on Congress approving the FFY 2022 Budget with funding levels from the federal Infrastructure Investment and Jobs Act (IIJA).

...include the following work tasks as core focus areas in the work program, regardless of IIJA funding levels, for their potential to create more inclusive access to opportunities for the Baltimore metro area's residents and businesses:

1. Regional Transit Plan Implementation – Continuation of Corridor Analyses
2. Evaluation of "Fares, Fees, and Fines" for Undue Burdens
3. Growing Transit Post-COVID
4. Transportation and Land Use Connection Grants
5. Vision for Integrated Regional Bicycle Network

BRTB Response: The BRTB appreciates your review of the UPWP and is able to include all tasks included since Congress did vote to approve the FFY 2022 Budget with IIJA funding levels.

Regional transportation needed

Dave Highfield davidhighmd@gmail.com

● Feb. 10

I hope that regional, energy efficient, safe transportation can be extended into Carroll County. For example, how about extending subway service to Finksburg near where 140 and 795 intersect? Or

how about extending commuter MARC rail to Westminster with connections to Penn Station and BWI?

David A. Highfield
Westminster, MD

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Dave

March 7, 2022

The Honorable Stuart Pittman
Chair
Baltimore Regional Transportation Board
1500 Whetstone Way, Suite 300
Baltimore, MD 21230

Re: Comments Baltimore Region FY 2022-2023 UPWP for Transportation Planning

Dear Chair Pittman and Members of the Baltimore Regional Transportation Board,

On behalf of the Greater Washington Partnership (the Partnership), we look forward to continuing to partner with the Baltimore Metropolitan Council (BMC) and the Baltimore Regional Transportation Board (BRTB) to advance shared transportation and infrastructure priorities as outlined in our [Blueprint for Regional Mobility](#), including regional rail, transit-oriented development, bus and transit prioritization, performance-driven tolling, and expansion of the regional trail network.

The Partnership is a civic alliance of leading employers in the Capital Region of Baltimore, Washington, and Richmond, who together employ more than 300,000 residents and are committed to making this region one of the best places to live, work, and build a business. In 2018, the Partnership released the Blueprint for Regional Mobility, an action-oriented strategy to transform the Capital Region's transportation system into an asset that ensures our global competitiveness.

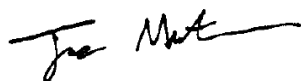
The FY 2023 addendum to the Baltimore Regional Transportation Board's (BRTB) FY 2022-2023 Unified Planning Work Program (UPWP) identifies several exciting work tasks for FY 2023, including support for local transit agencies' skills and technology development, the Patapsco Regional Greenway, and electric vehicle charging infrastructure. However, several work tasks that we view as key to advancing a more seamless and inclusive transportation system are marked as contingent on Congress approving the FFY 2022 Budget with funding levels from the federal Infrastructure Investment and Jobs Act (IIJA).

While we anticipate the federal budget will be approved and all contingent work tasks will be advanced, we encourage the BRTB to explore ways to include the following work tasks as core focus areas in the work program, regardless of IIJA funding levels, for their potential to create more inclusive access to opportunities for the Baltimore metro area's residents and businesses:

1. Regional Transit Plan Implementation – Continuation of Corridor Analyses
2. Evaluation of "Fares, Fees, and Fines" for Undue Burdens
3. Growing Transit Post-Covid
4. Transportation and Land Use Connection Grants
5. Vision for Integrated Regional Bicycle Network

The Greater Washington Partnership would like to thank BRTB Board, BMC Executive Director Michael Kelly, Director of Transportation Planning Todd Lang, and the entire staff for their leadership in advancing transportation priorities that ensure Baltimore and the Capital Region remain one of the best places to live, work, and build a business and can become a showcase for inclusive growth.

Sincerely,



Joe McAndrew
Vice President, Government Affairs & Infrastructure
Greater Washington Partnership



GREATER WASHINGTON PARTNERSHIP
1200 17th St NW, Suite 550
Washington, DC 20036

greaterwashingtonpartnership.org
202.765.2024
info@greaterwashingtonpartnership.org