

Comment (Eric Karl Hontz via Twitter): 58.8% of funding goes to highway improvement/capacity – need more rail, more port, more transit. Widening a road will not reduce traffic

BRTB Response: The TIP only documents Federal Highway Administration and Federal Transit Administration funds and does not account for Port or Federal Railroad Administration funds. The BRTB continues to strive to provide for the needs of a truly multi-modal system.

Comment (Sean Winkler via Twitter): Where does Bayview MARC fit in this process?

BRTB Response: The MARC Bayview project was removed from planning when the Red Line project was pulled.

Comments for 2018-2021 Transportation Improvement Program

Robert Hackman <geomaterials15@gmail.com>
To: comments@baltometro.org
Cc: Tom Evans <tom@marylandconcrete.com>

Fri, Jun 23, 2017 at 4:59 PM

Dear Baltimore Metropolitan Council,

Please see the following comments related to *DRAFT 2018-2021 Transportation Improvement Plan (TIP)*

It is uplifting to see that the region is anticipating spending some \$3 Billion for improvements to the region's transportation system through funding maintenance, operations, and expansion of the facilities. Certainly everyone would agree that even more funding is necessary for the region, but times are tough for federal, state, and local governments. No one wants additional taxes.

There have been many articles written related to the aging infrastructure within our region and the money dedicated to system preservation is important, but there also needs to be recognition of the highest and best use of the funds for improving the daily living conditions and safety of the region's citizens.

The selected list of projects from the Counties surrounding Baltimore is impressive in breadth of facilities to be impacted (highways, bridges, transit, bike paths, etc.), and the governing jurisdictions supplying the funds for the work need to be cognizant of spending the taxpayer dollars wisely to obtain the best value for the citizens. Merely applying quick fixes to restore the appearance of functionality is only temporary, and future generations will be paying for more substantial repairs when the quick fix fails.

As a society, we sometimes have a tendency to spend the money too quickly because it is part of a yearly budget and the fear exists that the money will be taken away if not used within an artificially imposed timeframe (Is there a better way to handle the budgeting process by thinking outside the box?). The governments tasked with applying the funds for projects need to be aware of the life cycle for the solution being implemented. They need to be bold and look at the solution critically in the eyes of the taxpayer and determine that the intended solution is the best value for the infrastructure facility so that the next generation is not looking at fixing the same facility again before the end of the design life expectancy.

Technology and innovation can go hand in hand with providing more cost effective and long lasting solutions for the aging infrastructure, but those in charge of evaluating solutions must be willing to take some risks with those solutions that might not be in vogue within the region. Using different and better materials, while potentially costing more initially, will yield greater benefits over the life cycle of the infrastructure facility, ultimately reducing total costs due to eliminating or greatly reducing maintenance costs and extending the time before replacement. The region's citizens will thank the current governments for their leadership in being proactive in fixing the infrastructure rather than only reacting to failures. Leave a legacy of a resilient infrastructure for many future generations.

Thomas Evans, MRMCA

Robert E. Hackman, P.E. ACPA



City of Annapolis
Mike Pantelides
Mayor

Anne Arundel County
Steve Schuh
County Executive

City of Baltimore
Catherine Pugh
Mayor

Baltimore County
Kevin Kamenetz
County Executive

Carroll County
Doug Howard
Member, Board of Commissioners

Harford County
Barry Glassman
County Executive

Howard County
Allan H. Kittleman
County Executive

Queen Anne's County
Stephen Wilson
County Executive

Maryland Department of Transportation
Pete Rahn
Secretary

Maryland Department of the Environment
Ben Grumbles
Secretary

Maryland Department of Planning
Wendi Peters
Secretary

Maryland Transit Administration
Kevin Quinn
Acting Administrator

Harford Transit
Robert Andrews
Administrator

July 6, 2017

Dear Misters Evans and Hackman

On behalf of the Baltimore Regional Transportation Board, I would like to thank you for your thoughtful comments on the draft 2018 – 2021 Transportation Improvement Program (TIP).

The BRTB is continually striving to improve the transportation plans and planning process based on the comments received. As such, all comments received were carefully considered by the BRTB. The BRTB met on Tuesday, June 27, 2017 and considered your comment as well as comments from other stakeholders.

While your comments were directed at the TIP, it is notable that the region's long-range transportation plan is titled, *Maximize2040: A Performance-Based Transportation Plan*. This title reflects a growing commitment to the thoughtful use of funds to sustain the system over many years – it follows recent federal regulations aimed at performance management. Within the next year, the BRTB will adopt measures to address pavement and bridge performance as well as highway and transit asset management plans. Consideration of rapidly evolving technologies and innovations will be critical to achieve the kind of performance measures that will help the region to address its economic and social needs as well as its commitment to fiscal constraint.

Once again, thank you for your time and effort in reviewing the 2018 TIP. We appreciate your input and encourage your continued participation in the regional transportation planning process.

Sincerely,

Clive Graham, Empowered Chair



June 22, 2017

Honorable Allan H. Kittleman, Chair
The Baltimore Regional Transportation Board
1500 Whetstone Way, Suite 300
Baltimore, MD 21230

RE: Comments on the Draft FY 2018-2021 Transportation Improvement Program

Dear Chairman Kittleman and Members of the Baltimore Regional Transportation Board:

On behalf of the Safe Routes to School National Partnership (National Partnership) and the Mid-Atlantic Safe Routes to School Regional Network, I want to thank you for this opportunity to offer comments on the draft FY 2018-2021 Transportation Improvement Program (TIP).

As part of the National Partnership, the Mid-Atlantic Safe Routes to School Regional Network focuses on creating healthier and safer communities through policies that enable safe walking and bicycling as a transportation choice for children and families to and from school and in daily life. The Baltimore Regional Transportation Board (BRTB) and its member jurisdictions have taken a number of steps in recent years to make this vision a reality, including the prioritization of expanded pedestrian and bicycle infrastructure and adoption of complete streets policies in the Financially Constrained Long Range Transportation Plan (CLRP), *Maximize 2040*. This body is also supportive of encouraging growth in Regional Activity Center, where the majority of the household and job growth is expected to take place in the next few decades and where most trips will take place by walking, bicycling and transit.

Making further investments in these modes is critical to ensure that pedestrians and bicyclists have safe, convenient routes to reach their destinations all across the region. However, as a total percentage, **funding for walking and bicycling projects makes up less than 1 percent of the TIP funding**. Most of the increase in trips by walking and bicycling will come at the expense of car trips, yet roadway expenses still make up the largest percentage of funding in the TIP. While we acknowledge that the project list reflects the priorities of local jurisdictions and projects that are financially feasible, the BRTB could do more to encourage its members to apply for walking and bicycling funding in future rounds.

Overall, we are encouraged by the number of projects in the draft FY 2018-2021 TIP that are in accordance with Complete Streets principles by including components that provide for improved bicycle and pedestrians safety (e.g. sidewalk improvements, ADA ramps, bicycle facilities). However, standalone bicycle and pedestrian enhancement projects or complete streets projects are also a critical part of closing gaps that hinder the ability of people to safely walk and bike between homes, schools, work, and other destinations. These standalone projects should receive greater prominence given current forecasts, policies and demographic trends. In addition, further BRTB emphasis on improved regional active transportation data and access to that data can spur development in jurisdictional implementation of bicycle and pedestrian projects as well as assist in measuring regional progress. It is a commitment to the safety of community members who do not have other transportation options; to the

health and safety of the current and next generation; and to our children, who should be able to safely enjoy the trip to school by walking or bicycling.

We would be happy to work with BRTB to identify strategies to encourage a greater priority on biking and walking projects in future projects and plans. Once again, I thank you for this opportunity to offer comments and look forward to working with you to increase the number of projects that include pedestrian and bicycle facilities and to also increase the funding for these projects in the region.

Sincerely,

Marieannette Otero
Mid-Atlantic Regional Policy Manager



July 6, 2017

City of Annapolis
Mike Pantelides
Mayor

Anne Arundel County
Steve Schuh
County Executive

City of Baltimore
Catherine Pugh
Mayor

Baltimore County
Kevin Kamenetz
County Executive

Carroll County
Doug Howard
Member, Board of Commissioners

Harford County
Barry Glassman
County Executive

Howard County
Allan H. Kittleman
County Executive

Queen Anne's County
Stephen Wilson
County Executive

Maryland Department of Transportation
Pete Rahn
Secretary

Maryland Department of the Environment
Ben Grumbles
Secretary

Maryland Department of Planning
Wendi Peters
Secretary

Maryland Transit Administration
Kevin Quinn
Acting Administrator

Harford Transit
Robert Andrews
Administrator

Marieannette Otero
Mid-Atlantic Regional Policy Manager
Safe Routes to School National Partnership

Dear Ms. Otero

On behalf of the Baltimore Regional Transportation Board, I would like to thank you for your comment on the draft 2018 – 2021 Transportation Improvement Program (TIP).

The BRTB is continually striving to improve the transportation plans and planning process based on the comments received. As such, all comments received were carefully considered by the BRTB. The BRTB met on Tuesday, June 27, 2017 and considered your comment as well as comments from other stakeholders.

As you note, many of the roadway projects in the TIP include improvements to pedestrian and bicycle facilities. In recent years, SHA and the local jurisdictions have placed more emphasis on these kinds of Complete Streets approaches. Also, the growing use of performance measures and targets to monitor progress toward regional goals will help to drive data-based decision making and to identify areas where additional investment is needed.

The BRTB is committed to pursuing opportunities to fund walking and biking projects as you call for. Regarding the data, we share your interest in more and better data, there has been a dearth of capabilities nationally in this area that we hope is changing and support access for our members and the public as it becomes available.

In this context, the BRTB will continue to look for opportunities to leverage all sources of funding to improve pedestrian and bicycle facilities on existing roadways and to construct stand-alone facilities that enable safer travel and improved connections among modes.

Once again, thank you for your time and effort in reviewing the 2018 TIP. We appreciate your input and encourage your continued participation in the regional transportation planning process.

Sincerely,

Clive Graham, Empowered Chair