

Summary of Comment

BRTB Response

Response to Mr. John Hillegass, Greater Washington Partnership

Implementation of Regional Transit Plan Corridor Analysis

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 BRTB fully expects to be coordinating closely with MDOT MTA on any corridor analysis efforts and is undertaking the UPWP task to expand the number of corridors that can be analyzed after completion of the CMRTP in hopes to speed up transit project delivery.

Baltimore Region Transit Governance and Funding

1. In addition to the scope in the draft UPWP, we recommend that the study thoroughly assess the current governance structure, including an objective assessment of the costs and benefits.
2. The study should then look at national examples to identify the key capabilities and strengths of various formats.
3. 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.

We understand that your recommendations are to study and thoroughly assess the current governance structure, including an objective assessment of the costs and benefits. As I believe you are aware, a primary driver of the BRTB to undertake this task is to address funding challenges for transit in the region.

Given the current Pandemic crisis, we expect finding money for transit to become an important step in recovery but also recognize that COVID-19 presents specific challenges to public transportation and there will be many competing and important issues that will also require funding and attention.

The purpose of the task is to explore and make rational and equitable recommendations for the future of transit in the region and to enhance accessibility, mobility, use, optimize transit system safety, security, operations and performance, and to generate positive benefits and outcomes for the Baltimore region.

We also expect this effort to compare various existing governance models from around the country to the current model. We expect to hire a consultant or consultants to help us with this effort. Such a comparison implies an understanding of the costs and the benefits each model offers against the current model, but we do expect some qualitative analysis will be necessary to understand non-monetary issues that need to be part of the effort. As this will be a solicitation we must develop documents for that effort and are currently not in a position to go into further details at this time.

Mr. Eric Norton, Central Maryland Transportation Alliance

Baltimore Region Transit Governance and Funding

We propose that the following issues be addressed as part of the scope of that study:

1. The report should identify models that include modes other than transit such as highways and evaluate relative pros and cons.
2. 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.
3. The report should consider tolls, congestion pricing, or other similar transportation demand management strategies as a potential source of revenue.
4. 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.
5. The report should clarify whether or not a regional authority in Maryland would have to follow county lines.

1. Currently the focus of the study is on transit governance and funding but the review will note other state and regional models that are multi-modal.
2. Regarding your recommendations that the study look at models for the roles State government and the MPO might play in the governance of a regional authority, we expect this effort to compare various existing governance models from around the country to our current model. We expect to hire a consultant or consultants to help us with this effort. Such a comparison implies an understanding of the costs and the benefits each model offers against the current model, but we do expect some qualitative analysis is necessary to understand non-monetary issues that need to be part of the effort. As this will be a solicitation we must develop documents for that effort and are currently not in a position to go into further details at this time.
3. Regarding specific revenue and pricing strategies, we anticipate a wide range of funding strategies with recommendations to identify issues, circumstances and common characteristics that must be addressed for any potential funding approach considered to be successful. We acknowledge that some of the strategies considered may fall from consideration if issues and circumstances deem it unfeasible. Again, as this will be a solicitation we are not currently in a position to go into further details at this time on specific strategies or evaluation processes.
4. The task will not calculate how much the Baltimore region contributes to the Transportation Trust Fund (TTF) as and how much the region receives back in transportation spending. The premise of the task assumes that there is currently not enough return from the TTF and we also know the current capital needs assessment funding gap is significant, so all feasible revenue options must be considered.
5. We expect the report will identify an appropriate structure for transit governance and address appropriate membership/makeup of any entity proposed.