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## Public Comment

**We want to know what you think!**

**\$2 billion tax dollars. Where is it going? Find out in the 2009-2012 Final Draft Transportation Improvement Program**

**Subject: Transportation Improvements**

*Comments:* As a region, we must lead the nation by quickly realizing the tremendous changes that will occur due to fuel scarcity, soaring land costs and demands and environmental concerns.

We cannot continue to do business as usual and impose old solutions on future challenges. This means improvements in land use such as clustering and limiting sprawl, redevelopment of brownfields, renewing the urban cores AND building a true system of rail and bus connections. We need service on commuter buses throughout the region, especially between Annapolis and Baltimore with an eye toward eventual rail. Rail must not be ignored but must be seen as an overall part of the plan.

We must truly build a bicycling infrastructure, not just with design and buildings but with education, enforcement, mapping etc. DC Metro must be expanded eastward and northeastward.

Of course all plans must include roads, however we may feel about roads, but it is important that we realize that cars and roads are not the only way and we must plan accordingly. The "planocracy" must come to understand that more lanes will not truly address longterm issues, but only through proper land use and making all forms of transportation viable will we have a real system, an intermodal network that helps us build the future.

*Pre-formatted comments:*

*Name:* Paul Foer

*Agency/Organization:*

*Submitting for:* Individual

*Location:* , .

*Date:* August 22, 2008

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## Public Comment

### We want to know what you think!

#### \$2 billion tax dollars. Where is it going? Find out in the 2009-2012 Final Draft Transportation Improvement Program

##### Subject: TIP 2009-2012

*Comments:* Depending on how the funds may be distributed, I would like the \$2 billion to be strictly limited to system preservation projects such as bridgework repairs, prioritized by need. All remaining funds should be used for transit projects and not highway construction and expansion.

The MARC and light rail should be high priorities in order to serve the public's immediate transit needs.

In Harford County, the priority should be placed on transit projects as follows:

- a. Aberdeen MARC station relocation
- b. Procurement of additional transit commuter buses/vans
- c. Installation of transit depots in existing public parking lots (schools, churches, shopping centers, campus lots, business centers, etc).
- d. Increased frequency of transit service to accommodate public needs.

There are NO other Harford County projects listed in the draft TIP that warrant consideration other than specified above.

*Pre-formatted comments:*

*Name:* Judy Rose  
*Agency/Organization:*  
*Submitting for:* Individual  
*Location:* Joppa, MD  
*Date:* August 23, 2008

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## Public Comment

### We want to know what you think!

#### \$2 billion tax dollars. Where is it going? Find out in the 2009-2012 Final Draft Transportation Improvement Program

#### Subject: TIP

*Comments:* This plan is very difficult for the lay person to understand. It has lots of jargon.

As best as I can tell there is nothing for bicyclists for Howard County. The last plan that I saw at least had a bikeway for Route 99. What happened to this project?

Howard County bridges and intersection roads are impassable for bikes and pedestrians. There appear to be no plans for the bridges over 29 to ever become passable for bikes or pedestrians.

Are there still plans to widen Interstate 70? This would add extra noise to our already noisy transportation corridor. Will efforts be made to mitigate the noise?

*Pre-formatted comments:*

*Name:* Lynn Bosco

*Agency/Organization:*

*Submitting for:* Individual

*Location:* , .

*Date:* September 2, 2008

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## Monica Haines

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**From:** Mary Logan  
**Sent:** Thursday, September 04, 2008 8:24 AM  
**To:** 'Harvey S. Bloom'; Regina Aris; 'Monica Haines'  
**Subject:** FW: Website-Feedback-Comments submission - Suggestion re use of extra transportation funds

Mary Logan

-----Original Message-----

From: www-data  
Sent: Thursday, September 04, 2008 8:01 AM  
To: mlogan  
Subject: Website-Feedback-Comments submission

First-Name: John

Last-Name: Purgason

Organization: Bike Rider - to -work

Address-1: [REDACTED]

Address-2:

City: Annapolis

State: MD

ZIP: [REDACTED]

Email-Address: [REDACTED]

Topic: Web site content

Other-Topic: \$2M Transportation Funds

Comments: Build more restrooms @ MTA, Train and Bus stations and more Bike Paths

**Baltimore Regional Transportation Board (BRTB)  
Citizens' Advisory Committee (CAC)**

**RESOLUTION CAC-08-06  
Comments on Final Draft TIP 2009-2012**

APPROVED at the CAC monthly meeting of September 3, 2008

WHEREAS, the CAC reviewed the first draft Transportation Improvement Program (TIP) for 2009-2012 and approved a resolution on May 7, 2008 requesting that BRTB amend the TIP to increase the share of capital program funding allocated to transit; and

WHEREAS, the preliminary draft TIP allocated 36 percent of total program funds to transit projects, and the final draft TIP reduced slightly the transit allocation to 35 percent of total program funds; and

WHEREAS, the CAC acknowledges the difficulty of significantly altering the composition of the 2009-2012 TIP at this late stage in the development process;

THEREFORE BE IT RESOLVED, that the CAC intends to provide meaningful and well-reasoned input to the development of the 2010-2013 TIP, starting in the fall of 2008, and expects to work in a cooperative and professional manner with the BRTB, and with the member jurisdictions and transportation agencies to:

- Improve and clarify the process by which capital projects are identified, evaluated and selected for inclusion in the TIP
- Establish a vision-driven and need-based comprehensive long-range plan and planning process that provides the framework within which prospective TIP projects can be properly evaluated
- Ensure that the TIP makes significant progress towards meeting the Baltimore region's long-range transportation need for all modes of transportation, and
- Provide a more appropriate balance of investment among the highway, transit, aviation, waterborne and human-powered transportation modes.