

#	Comment	Received From	Response
General Comments			
1	<ul style="list-style-type: none"> Provide greater in-depth treatment of the effect on BRTB's transportation plan as a result of increased funding of the State's Transportation Trust Fund, at a minimum of \$400 million per year, as well as the preferred \$600 million per year level, would be appropriate. 	GBC	<ul style="list-style-type: none"> Upon final determination of the magnitude of additional transportation revenues available for the Baltimore region, the BRTB will explore various options for its use in response to regional transportation priorities.
2	<ul style="list-style-type: none"> I commend the BRTB for including in their report a section entitled "Understanding the Financial Realities," wherein the report expressly accounts for its estimate of \$33.4 billion, and the breakdown of this figure into operational, system preservation, and capital expansion investment. In the final plan, please include a bit more explanation of how the figure of \$33.4 billion was determined, as well as the congressionally mandated role of BRTB as a metropolitan planning organization, would greatly help in the understanding of the BRTB's mission, as well as its preparation of this document. 	GBC	<ul style="list-style-type: none"> The final plan includes a more detailed explanation of the funds available to support the operation, preservation and expansion of the region's transportation system as well as more information on the role of MPO's vis-à-vis the metropolitan plan.
3	<ul style="list-style-type: none"> Does not provide a full inventory of need, from which the Fiscally Constrained projects are chosen. How can a plan be created, projects be designed and priced, and a funding plan developed unless the current and anticipated realities are identified in a plan? 	James Leanos	<ul style="list-style-type: none"> The planning process for <i>Transportation Outlook 2035</i> provided the opportunity for the region's local jurisdictions and the Maryland Department of Transportation to submit a complete inventory of all transportation needs. It is only the final plan that is financially constrained.
4	<ul style="list-style-type: none"> Does not attempt to show the economic costs to the region of not taking actions where they are needed, giving the impression that doing nothing saves money while doing more only imposes greater costs on the taxpayer. This monolithic accounting is clearly false, and provides the public and public officials with an erroneous picture—thereby encouraging inaction and underperformance. 	James Leanos	<ul style="list-style-type: none"> The BRTB does not agree that doing nothing implies no economic impact to the region. The BRTB is cognizant of the ever increasing congestion the region has and will most likely experience and the cost associated with travel related congestion.
5	<ul style="list-style-type: none"> Delay vote on the plan. 	James Leanos, MOREtransit (40+ Signatures)	<ul style="list-style-type: none"> The BRTB will take formal action on <i>Transportation Outlook 2035</i> at its November 27, 2007 meeting.
6	<ul style="list-style-type: none"> Revise plan to include a complete, comprehensive overview of all needed projects in the region, including all rail projects (passenger and freight), the completion of the regionally-approved Baltimore Rail Plan, needed capacity expansion projects, including all projects 	James Leanos	<ul style="list-style-type: none"> The BRTB believes a comprehensive overview of all transportation needs has been determined. <i>Outlook 2035</i> is a financially constrained document and only delineates which projects will be implemented with the financial limits of available funds.

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	proposed by MdTA and each of the jurisdictions within the Baltimore region.		
7	<ul style="list-style-type: none"> Roads will continue to be important for both personal transportation and freight movement, but it must be balanced with a vastly improved MARC System, a regional metro, light rail and bus system (which may include bus rapid transit), more inviting stops with sidewalks and shelters, a ubiquitous fare-card system, reliable schedules, headways and speeds, and, very critically, strong policing to assure the public's safety is very expensive. But it will be increasingly less expensive than doing things the way we do them today. Included as FYI – Notes from recent visit to DVRPC and report 	James Leanos	<ul style="list-style-type: none"> <i>Outlook 2035</i> is a multi-modal region transportation plan that seeks a balance within funding constraints.
8	<ul style="list-style-type: none"> Agrees with Councilman Ron Dillon that proper studies have not been done for Anne Arundel County to see where residents are commuting for work. Many appear to be commuting to Washington, DC. 	John Lynskey	<ul style="list-style-type: none"> The BRTB believes it does have an understanding of regional commuting behavior gained from several sources, notably Census Journey To Work data. As such the BRTB believes <i>Outlook 2035</i> addresses this trip making pattern.
9	<ul style="list-style-type: none"> There is no strategic plan for transportation. Put new roads where they will support Harford's Development Envelope and provide access to APG for the new BRAC employees. 	Morita Bruce	<ul style="list-style-type: none"> The plan responds to the Harford County General Development Plan and includes projects submitted by Harford County.
10	<ul style="list-style-type: none"> Stop forcing taxpayers to pay for roads to relieve congestion for those who choose to live outside the Development Envelope. People can live where they want, but if they decide to live far from work and shopping, then they should accept responsibility for that decision by patiently waiting in traffic with other like-minded commuters. 	Morita Bruce	<ul style="list-style-type: none"> The BRTB supports the development of a regional transportation plan that responds to regional travel behavior.
11	<ul style="list-style-type: none"> Request BRTB revise the plan again and set aside additional money for transit. 	MOREtransit	<ul style="list-style-type: none"> At this point in time the BRTB believes <i>Outlook 2035</i> addresses the region's transit needs within financial constraint. New resources could potentially result in additional transit investments.
12	<ul style="list-style-type: none"> The flawed principles that drove this process have resulted in a plan that is inadequate for the transportation needs of the region. By failing to increase the market share of transit, the plan will inevitably result in more congestion than presently exists, decreasing the quality of both transportation and life available to all the region's citizens. 	MOREtransit	<ul style="list-style-type: none"> Based on current regional data sources the BRTB does not support this comment.
13	<ul style="list-style-type: none"> The revised plan was developed behind closed doors, in violation of the Maryland Open Meetings Act and the Board's own Bylaws. 	MOREtransit	<ul style="list-style-type: none"> The BRTB does not support this comment.
14	<ul style="list-style-type: none"> Opposed to the expansion of the Bel Air bypass. Only necessary road construction should be done – repairs to bridges 	Carolyn Hicks	<ul style="list-style-type: none"> Harford County disagrees with your comment. Preservation is included along with expansion projects.

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	and fixing decaying road beds. Other than that, why spend money we don't have.		
15	<ul style="list-style-type: none"> If you must spend, spend wisely, and put in a dependable/reliable mass transit system so that our overcrowded highways will have fewer vehicles. 	Carolyn Hicks	<ul style="list-style-type: none"> The BRTB thanks you for your comment.
16	<ul style="list-style-type: none"> What innovative approaches does the BRTB take to land development, transportation choices, and technology? 	Saul Wilson	<ul style="list-style-type: none"> Land use decisions are locally controlled and are developed in relation to Maryland's Smart Growth commitment.
17	<ul style="list-style-type: none"> How has the BRTB considered improving transportation land use connections? 	Saul Wilson	<ul style="list-style-type: none"> Transportation investments are considered in the development of local land use plans.
18	<ul style="list-style-type: none"> Does the BRTB support a regional land use vision? 	Saul Wilson	<ul style="list-style-type: none"> Land use decisions are locally controlled.
19	<ul style="list-style-type: none"> Was the travel demand model ever run to model 50% or more of transportation expansion funding going towards transit? 	Saul Wilson	<ul style="list-style-type: none"> The travel demand model has explored the implications of various levels of regional transit investments.
20	<ul style="list-style-type: none"> Feels the Board should respond to the questions not just summaries of the questions, with complete and sufficient answers. 	Saul Wilson	<ul style="list-style-type: none"> The BRTB thanks you for your comment.
21	<ul style="list-style-type: none"> How does the BRTB intend to practically fund the proposed highway projects? 	Saul Wilson	<ul style="list-style-type: none"> Funds in support of the highway or any other projects included in <i>Outlook 2035</i> will be provided through reasonably available local, state and federal sources.
22	<ul style="list-style-type: none"> Change Resolution #08-9: <ul style="list-style-type: none"> Strike "Program," and substitute "Program;" and "Be it further resolved that this resolution shall be of no further force and effect after December 31, 2008 if the General Assembly of MD enacts before said date legislation to increase revenues to the Transportation Trust Fund relative to Fiscal Year 2007 Revenues" 	Saul Wilson	<ul style="list-style-type: none"> The BRTB thanks you for your comment.
23	<ul style="list-style-type: none"> Where are the action strategies for the 2035 Plan? Were the strategies of the 2030 Plan evaluated? Were the "Key Challenges in the 2030 Plan addressed?" 	Irene Poulsen	<ul style="list-style-type: none"> The final plan includes a wide array of "action strategies" in support of the goals outlined for <i>Outlook 2035</i>. Key challenges as noted in the 2030 plan continue. <i>Outlook 2035</i> attempts to address many of these challenges.
24	<ul style="list-style-type: none"> Why widen the approach roads to the Bay Bridge when doing so will cause a bottleneck on the bridge? 	Robert Rueter	<ul style="list-style-type: none"> This improvement is recommended given current and future travel demand estimates in the surrounding area.
25	<ul style="list-style-type: none"> Modeling procedures – Requested information about modeling process and procedures used in developing <i>Transportation Outlook 2035</i>. Received a reply from BRTB, but not a clear answer with details. Feel like not getting a straight answer from BRTB on this. 	Robert Rueter	<ul style="list-style-type: none"> It is the BRTB's understanding that BMC staff have addressed your concerns and offered to meet upon request.
26	<ul style="list-style-type: none"> Why are the highway projects front loaded? 	Robert Rueter	<ul style="list-style-type: none"> A number of highway projects included in <i>Outlook 2035</i> have already

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			been through the planning phase and are ready to move forward.
27	<ul style="list-style-type: none"> We are pleased with the following projects that directly affect BWI Business Partnership: MD 175, MD 198, MD 295, MD 100, MD 32 and I-97. 	Linda Greene-BWI Business Partnership	<ul style="list-style-type: none"> The BRTB thanks you for your comment.
Transit Comments			
28	<ul style="list-style-type: none"> Need to invest more in public transit and alternative modes of transportation. 	Wojtek Sokolowski	<ul style="list-style-type: none"> The BRTB thanks you for your comment.
29	<ul style="list-style-type: none"> Add mass transit along Route 22 (Harford County) instead of widening the road. 	Patricia M. Dallam	<ul style="list-style-type: none"> At this point in time a major capital transit investment is not warranted in this corridor.
30	<ul style="list-style-type: none"> Add money for transit in Annapolis/AA County. 	William Small, Alderman Julie Stankivic, Alderman Sam Shropshire, William Small, John Lynskey	<ul style="list-style-type: none"> The BRTB thanks you for your comment.
31	<ul style="list-style-type: none"> Displeased with revised plan <ul style="list-style-type: none"> More money should be set aside for transit – more people want transit as an option; rising gas prices, etc. Need a “road diet” to discourage people from driving and better transit to encourage people to ride transit. 	Alderman Julie Stankivic, Alderman Sam Shropshire	<ul style="list-style-type: none"> The BRTB thanks you for your comment.
32	<ul style="list-style-type: none"> Annapolis City Council passed two resolutions requesting the General Assembly's support of two transportation planning studies. If the BRTB can't include these in long-range plan, then request financial support for studies in MD General Assembly. <ul style="list-style-type: none"> R-45-07 requests a feasibility study to consider various options for providing rail transportation between Annapolis, Washington, and Baltimore. R-46-07 proposes a study to consider the feasibility of funding and constructing light rail transit (LRT) in the West Street corridor between the Annapolis Historic District and Annapolis Towne 	Alderman Julie Stankivic, Alderman Sam Shropshire	<ul style="list-style-type: none"> This request should be directed to the Maryland Department of Transportation.

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	Centre at Parole.		
33	<ul style="list-style-type: none"> Need for density to support transit – Annapolis has the densities needed because it has 3 main populations that could/would use transit – Tourism (Naval Academy gets over 1 million visitors per year), State government, and local residents. 	Alderman Julie Stankivic, Alderman Sam Shropshire	<ul style="list-style-type: none"> If the above referenced study is undertaken these population groups should be concerned as potential system users.
34	<ul style="list-style-type: none"> Support Bay Bridge crossing north of Baltimore to the Eastern Shore. 	Alderman Julie Stankivic, Alderman Sam Shropshire	<ul style="list-style-type: none"> The BRTB thanks you for your comment.
35	<ul style="list-style-type: none"> Revise this plan again and put 1/2 the Expansion money into Transit. 	William Small	<ul style="list-style-type: none"> The BRTB thanks you for your comment.
36	<ul style="list-style-type: none"> Bicyclists, pedestrians, and transit riders are very concerned about unsafe conditions on roadways and attitude of many motorists to bike/ped. Many treat bike/peds as if they don't have a right to be on the road. Need more and better bicycle lanes. 	William Small	<ul style="list-style-type: none"> The BRTB thanks you for your comment.
37	<ul style="list-style-type: none"> Thanks for more funding for MARC 	Jason Quinn	<ul style="list-style-type: none"> The BRTB thanks you for your comment.
38	<ul style="list-style-type: none"> Overall funding for transit is less than 2004 plan. 	Jason Quinn	<ul style="list-style-type: none"> Your assessment of the transit funding levels is correct. This is the result of a lower cost estimate for the Red Line.
39	<ul style="list-style-type: none"> Add Green Line and Yellow Lines (2002 Baltimore Regional Rail Plan) 	Jason Quinn	<ul style="list-style-type: none"> These projects are listed as “illustrative” projects in <i>Outlook 2035</i> and could be considered if additional revenue becomes available.
40	<ul style="list-style-type: none"> Look at other similar metropolitan areas that now have good transit “These places recognize that results must be initiated locally. And, very importantly, they have decided that nearly 60 percent of the funds needed to build and operate their systems must come from local sources. Should the Baltimore region find a way to raise a sixty percent local share, we would be able to finish our metro system by building it to White Marsh and Middle River, and we would be able to replace existing plans for the Red Line with a Metro system that shared the Baltimore Street tunnel and spurred off to West Baltimore, Social Security, Greek Town, Bayview, the new Chesapeake Industrial Park (at the former GM Site) and Dundalk. This approach would provide much-needed speed and reliability to the entire system, thereby attracting riders who have been reluctant to give up their automobiles.” 	James Leanos	<ul style="list-style-type: none"> The BRTB thanks you for your comment.

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41	<ul style="list-style-type: none"> Thank you for additional money for transit. 	James Leanos- Board of Realtors, Linda Greene	<ul style="list-style-type: none"> The BRTB thanks you for your comment.
42	<ul style="list-style-type: none"> Additional transit money is appreciated but still insufficient (only 3% of the budget). 	MOREtransit, Chris Merriam	<ul style="list-style-type: none"> The BRTB thanks you for your comment.
43	<ul style="list-style-type: none"> Why were the MdTA projects removed from the list? 	Carolyn Hicks	<ul style="list-style-type: none"> MdTA projects are not funded with federal resources and therefore not included in <i>Outlook 2035</i>. <i>Outlook 2035</i> is constrained based on estimated federal, state and local fiscal resources.
44	<ul style="list-style-type: none"> Why do all but one “Regionally Significant” projects in the plan widen highways, when adding a track to the MARC Penn Line would be a more efficient use of funds? 	Robert Rueter	<ul style="list-style-type: none"> Regionally significant projects satisfy a set of transportation criteria that the MARC Penn Line improvements do not.
45	<ul style="list-style-type: none"> Concerned that BRTB estimates transit ridership will remain at 8%. <ul style="list-style-type: none"> National Transit database and MTA numbers indicate ridership levels will grow and exceed 8%. What alternatives analysis was completed to see if lane expansion is necessary if transit ridership increases? 	Robert Rueter	<ul style="list-style-type: none"> The share is constant given the level of funding and the nature of the transit investment. BMC staff has conducted this analysis and will be glad to share the results.
46	<ul style="list-style-type: none"> Why is significant MARC expansion not included in the Plan? 	Robert Rueter	<ul style="list-style-type: none"> The BRTB believes <i>Outlook 2035</i> does support a significant increase in MARC service and includes MARC in the Illustrative Project list for consideration of additional future funding.
47	<ul style="list-style-type: none"> Were cost comparisons done in relationship to MARC expansion vs. Highway improvements/construction? 	Robert Rueter	<ul style="list-style-type: none"> BMC staff will be glad to share this information with you.
48	<ul style="list-style-type: none"> How does the Plan address the needs for a public transportation system in Carroll County? 	Robert Rueter	<ul style="list-style-type: none"> <i>Outlook 2035</i> supports the transit needs for Carroll County as per local government leadership.
49	<ul style="list-style-type: none"> Why is only one major transit project (Red Line) included in the Plan? 	Robert Rueter	<ul style="list-style-type: none"> At this point in time there is regional consensus for only the Red Line.
50	<ul style="list-style-type: none"> Why has Baltimore continuously ignored the approved mass transit plan approved in the 1970’s? Is the 77 mile transit plan still considered active? 	Robert Rueter	<ul style="list-style-type: none"> It is the BRTB’s position that the 2002 Baltimore Region Transit (Rail) Plan replaces all previous regional transit efforts. Some projects from the 2002 plan are underway, additional projects will be included as funds become available.
51	<ul style="list-style-type: none"> Why is the surface streetcar not in this Plan? 	Robert Rueter	<ul style="list-style-type: none"> This mode of travel was not recommended by the Maryland Transit Administration.
52	<ul style="list-style-type: none"> Were any travel demand models run with all of the unbuilt but planned rail lines included? 	Robert Rueter	<ul style="list-style-type: none"> Travel demand model runs were complete with the inclusion of both the Red and Green Lines.
53	<ul style="list-style-type: none"> Why is the document that was provided to the public so incomplete? 	Daniel McDonald – Clean Cities	<ul style="list-style-type: none"> A complete document is available on BMC website. Visit www.baltometro.org/content/view/925/562/ for more information.

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54	<ul style="list-style-type: none"> Notes that the focus on MARC and MARC alone will not move required workforce to available jobs, a 'last mile' shuttle service will be necessary. There is a need for 24 hour 7-day a week service 	Linda Greene – BWI Business Partnership	<ul style="list-style-type: none"> The BRTB recognizes the potential need for such service. There are many options for the implementation of shuttle service as it relates to job access.
Accessibility			
55	<ul style="list-style-type: none"> Are considerations for 'reverse' commuters taken in to account in the Plan? 	Robert Rueter	<ul style="list-style-type: none"> The regional travel model considers this commuter behavior in its analysis.
56	<ul style="list-style-type: none"> How has the Plan included those who are precluded from driving? 	Robert Rueter	<ul style="list-style-type: none"> <i>Outlook 2035</i> includes a presentation of the region's mobility challenged populations.
57	<ul style="list-style-type: none"> Has this transportation plan separately looked at service for persons unable to drive? (*Noting that MTA has fully accessible buses and paratransit does not answer this question) 	Robert Rueter	<ul style="list-style-type: none"> <i>Outlook 2035</i> is a capital investment plan. Mobility needs for the disabled are funded via operational resources available to the Maryland Transit Administration.
58	<ul style="list-style-type: none"> How does this Plan address the needs of those with serious disabilities? 	Robert Rueter	
Environment/ Air Quality			
59	<ul style="list-style-type: none"> Plan does not incorporate land use planning into the process. It also fails to focus on global warming and the resulting need to reduce greenhouse gas emissions. 	MOREtransit	<ul style="list-style-type: none"> The distribution of future regional households, employment and population forecast are based on local land use plans. Environmental stewardship is a goal of <i>Outlook 2035</i>; it outlines action strategies currently underway in support of this objective. An Air Quality Conformity Determination was performed and showed the implementation of <i>Outlook 2035</i> does not worsen the region's air quality or delay the timely attainment of national ambient air quality standards. While no federal greenhouse gas emission limits have been set, <i>Outlook 2035</i>'s overall goals for reducing vehicle emissions should have a positive effect on the Baltimore region's inventory of greenhouse gases.
60	<ul style="list-style-type: none"> How does the BRTB plan to address carbon emissions? 	Saul Wilson	<ul style="list-style-type: none"> See the above comment.
61	<ul style="list-style-type: none"> The current plan needs to go back to the drawing board and face the realities of the effect of air pollution levels and oil prices. 	Robert Rueter	<ul style="list-style-type: none"> The BRTB thanks you for your comment.

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62	<ul style="list-style-type: none"> How does this plan address environmental issues such as water runoff? 	Robert Rueter	<ul style="list-style-type: none"> <i>Outlook 2035</i> discusses potential environmental mitigation opportunities and strategies in response to the projects included in the plan. Issues such as water runoff are examined in detail by the project sponsor during project planning and engineering.
63	<ul style="list-style-type: none"> Has the BRTB looked into the use of Electronic Trolley Buses? 	Robert Rueter	<ul style="list-style-type: none"> No.
64	<ul style="list-style-type: none"> How does this plan examine land use transportation connections, were smart growth concepts examined 	Robert Rueter, Irene Poulsen	<ul style="list-style-type: none"> All local land use plans support the objectives of Smart Growth. Criteria related to Smart Growth are included in project prioritization.
65	<ul style="list-style-type: none"> The Board should demonstrate how short term solutions will address environmental concerns 	Irene Poulsen	<ul style="list-style-type: none"> Environmental stewardship is a goal of <i>Outlook 2035</i> and many action strategies are outlined in the plan in support of this objective.
66	<ul style="list-style-type: none"> The following comments are intended to alert interested parties to the need for transportation plans to be consistent with water quality standards: <ul style="list-style-type: none"> <u>Water Quality Impairments</u>, the federal Clean Water act requires the state to identify water quality impairments. The draft Plan area covers eight water sheds: Conewago Creek(020503), Lower Susquehanna River (021202), Bush River (021307), Gunpowder River (021308), Patapsco River (021309), West Chesapeake Bay (021310), Patuxent River (021311), and Middle Potomac River (021403). <u>TMDLs</u> the plan must take into account consistency with TMDL's developed for the impaired waterbodies referenced above. <u>Anti-Degradation of Water Quality</u>: Maryland requires special protections for waters of very high quality. <u>General Guidance</u>: Land use planning should reflect the necessary limits on pollutant loads. 	MDP	<ul style="list-style-type: none"> Environmental stewardship is a major goal of <i>Outlook 2035</i>. Local land use plans and development review processes consider federal and state environmental regulations in the development of future land development plans.
BRAC			
67	<ul style="list-style-type: none"> Main impact of BRAC felt by 2011. The number of cars entering APG will double, with most of the increase coming into the Aberdeen area. How are you planning to accommodate the increase in traffic on the 2 main roads into the Aberdeen area (Route 22 and Route 715)? What will you do in the less-than-48 months remaining? 	Larry Harris	<ul style="list-style-type: none"> The potential travel implications associated with BRAC have been considered in <i>Outlook 2035</i>.

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68	<ul style="list-style-type: none"> The plan should clearly connect the relationship of projects mentioned in the draft plan with BRAC - There are several roadway projects mentioned in the draft that specifically are tied to BRAC expansion and, as such, should reflect this connection when listed in <i>Outlook 2035</i>. An example of this is the widening to 5 lanes of Route 175 in Anne Arundel to the Howard County line. Another example is the extension of MD 715 from US 40 to MD 22 in Harford County. 	GBC	<ul style="list-style-type: none"> The potential travel implications associated with BRAC have been considered in <i>Outlook 2035</i>.
69	<ul style="list-style-type: none"> Realizing the BRTB's constraint on funding, it would nevertheless seem appropriate to include mention of efforts to expand MARC service at least to the Delaware line (Elkton, MD) with possibly a mention of eventual establishment of a station as far northward as Wilmington, DE. This would render the BRTB plan, the efforts of the Governor, MDOT and MARC, and the recommendations of the BRAC Transportation Subgroup to the Lt. Governor's BRAC subcommittee reasonably consistent. 	GBC	<ul style="list-style-type: none"> <i>Outlook 2035</i> supports the expansion of MARC service as it relates to overall regional travel needs and especially in light of BRAC. The final plan references the BRTB's efforts to promote bi-regional MARC service.
70	<ul style="list-style-type: none"> Was any consideration taken concerning the preferences for transport of those affected by the BRAC relocation? 	Robert Rueter	<ul style="list-style-type: none"> The potential travel implications associated with BRAC have been considered in <i>Outlook 2035</i>.
71	<ul style="list-style-type: none"> Provide funding for alternative-fuel, electric vehicles at MARC stations. Allows people to take transit, but still be able to run errands during day. Fund solar power at MARC and other transit stations. Take a proactive approach – be a leader in proving clean, green options 	Daniel Macdonald	<ul style="list-style-type: none"> <i>Outlook 2035</i> includes \$500M in support of a wide range of travel demand management strategies including alternative fuel vehicles and other new technologies.
Route 22			
72	<ul style="list-style-type: none"> Improve route 22--make it at least two lanes in each direction from Route 543 to the HEAT Center 	Larry Harris	<ul style="list-style-type: none"> The BRTB thanks you for your comment.
73	<ul style="list-style-type: none"> Implement Route 22 bypass of Churchville. 	Larry Harris	<ul style="list-style-type: none"> The BRTB thanks you for your comment.
74	<ul style="list-style-type: none"> Supports the widening of Route 22 from Rt. 543 to I-95 in Harford County. Please expedite to address gridlock. 	Henry Holloway, The Mill of Bel Air	<ul style="list-style-type: none"> The BRTB thanks you for your comment.

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75	<ul style="list-style-type: none"> Remove the widening of Rt.22 outside the development envelope. Give us mass transit instead of a possibility of increasing the density of housing along this route, and therefore, increasing the traffic. 	Patricia M. Dallam	<ul style="list-style-type: none"> At this point in time a major capital transit investment is not warranted in this corridor.
76	<ul style="list-style-type: none"> What percentage of the portion to be widened on Route 22 is inside or outside the development envelope? Doubtful that significant enough portion is inside the envelope to justify widening, even with BRAC. Why the rush to widen? Could it be that development is being planed along Route 22 outside the development envelope and the developers need more road to accommodate more houses? 	Gloria Moon	<ul style="list-style-type: none"> This project is in keeping with the Harford County Development Plan.
77	<ul style="list-style-type: none"> Regarding Route 22 – Do they still want all of Stoney Forest in addition to Fallston and Jarrettsville? 	NorlingR@aol.com	<ul style="list-style-type: none"> This project is in keeping with the Harford County Development Plan.
78	<ul style="list-style-type: none"> Why is the most crucial BRAC-related project on this list – widening Route 22 from APG to I-95 so new workers can get on post – not scheduled until 10 years after BRAC? 	Morita Bruce	<ul style="list-style-type: none"> This project is important to support the travel demands associated with BRAC and APG. The project date is based on information provided by Harford County.
79	<ul style="list-style-type: none"> MD-22 and MD-543 are outside the development envelope, what strategies are in place to alleviate congestion that include transit? 	Irene Poulsen	<ul style="list-style-type: none"> These projects are intended to connect two major activity centers. Transit is available in Harford County and will be expanding over time. In addition, Harford County also has a RideShare office, which assists commuters in finding alternatives to driving alone.
Route 24			
80	<ul style="list-style-type: none"> I strongly support widening Route 24, which is needed to improve transport within the Development Envelope. 	Morita Bruce	<ul style="list-style-type: none"> The BRTB thanks you for your comment.
81	<ul style="list-style-type: none"> Regarding BRTB comment that there currently isn't evidence of demand for mass transit in Harford County (along Route 24). <ul style="list-style-type: none"> That view is short-sighted. Need to change plan-development process – Plans should determine where we need to be by 2035 and then plan actions that will get us there. 	Bob Bruce	<ul style="list-style-type: none"> The BRTB thanks you for your comment. BMC staff analysis does not support mass transit as a solution to this issue.

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	<ul style="list-style-type: none"> o Mass transit should be part of the mix. 		
Vision and Leadership			
82	<ul style="list-style-type: none"> • Leadership seems to be stuck in the "more highways" 1950s.; Need to acknowledge the 21st century reality. 	Wojtek Sokolowski	<ul style="list-style-type: none"> • The BRTB thanks you for your comment.
83	<ul style="list-style-type: none"> • Need leadership, visionary leaders willing to do something new and different. Ask that the BRTB be visionary and change this paradigm in the region. The proposed system will keep those people in their cars. Old automobile-based paradigm is not working. 	William Small	<ul style="list-style-type: none"> • The BRTB supports the development of a balanced multi-modal transportation system in response to the region's diverse travel needs.
84	<ul style="list-style-type: none"> • Concerned that empowered representatives are only ones at today's meeting. <ul style="list-style-type: none"> o Important for elected officials to hear directly from public. o Request that elected officials at minimum attend public hearings/meetings on BRTP since they only occur every four years. 	Saul Wilson	<ul style="list-style-type: none"> • The region's chief locally elected officials as well as State officials have been advised of the concerns expressed at the November 1, 2007 public meeting on the revised long range transportation plan.
85	<ul style="list-style-type: none"> • Without an optimistic clear vision how are goals established by which decisions can be measured? 	Irene Poulsen	<ul style="list-style-type: none"> • The goals were developed with input from citizens, local leaders and transportation professionals. The overall goal is to develop a transportation network that meets the mobility needs of the region and promotes economic vitality, environmental stewardship and quality of life.
Planning Process			
86	<ul style="list-style-type: none"> • Change in decision-making process is needed. 	James Leanos	<ul style="list-style-type: none"> • The BRTB thanks you for your comment.
87	<ul style="list-style-type: none"> • Regional planning in our region is largely a dividing of the state and federal pie without being guided by a common vision, values or performance standards. 	James Leanos	<ul style="list-style-type: none"> • The BRTB thanks you for your comment.
88	<ul style="list-style-type: none"> • Suggest regional governance that merges the planning, design, funding and operations of the region's transit systems and its regionally significant roadways. By moving these functions from MDOT to the region, we would achieve focus, efficiency and optimal cooperation among our jurisdictions, and we would be more effective in our relationship with the Washington, DC region. 	James Leanos	<ul style="list-style-type: none"> • The BRTB thanks you for your comment.
89	<ul style="list-style-type: none"> • Need to increase public awareness and dialogue regarding 	James Leanos, Greater	<ul style="list-style-type: none"> • The BRTB thanks you for your comment.

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	<p>transportation issues and long-range plan.</p> <ul style="list-style-type: none"> ○ Won't find additional money for transit unless there is a broader discussion in the region about various issues. If people are aware of the issues and what potential tax increases or what funding is needed, they might be willing to support measures that provide additional money. 	Baltimore Board of Realtors	
90	<ul style="list-style-type: none"> ● There has been both insufficient and insignificant public participation in the preparation and drafting of <i>Transportation Outlook 2035</i>. <ul style="list-style-type: none"> ○ The public was not included in the planning process prior to the issuance of the Executive Summary on July 5, 2007. ○ Insufficient time was given to review the full text ○ Why is the BRTB in a rush to adopt TO2035, when according to Federal Regulations, the plan does not have to be adopted until 2009? ● It is apparent that little or no weight was put on the public comments regarding the re-adjustment of highway funds towards transit. 	Art Cohen, Saul Wilson,	<ul style="list-style-type: none"> ● The BRTB believes the interested public has been given numerous opportunities to participation in the development of <i>Outlook 2035</i>. <i>Outlook 2035</i> has been presented and discussed with the BRTB at their regularly scheduled meetings over the past 18 months. A new CAC was assembled to assist the BRTB in the development of <i>Outlook 2035</i>. As for the effort to adopt a new long range plan prior to 2009, the current conformity analysis for the 2004 plan will sunset in the coming months. It is in the best interest of all parties to have in place a conforming federally approved long range plan.
91	<ul style="list-style-type: none"> ● Re-issue a final full text revised TO2035 including all graphics and maps, and provide the public with sufficient time to read and consider the draft. 	B'more Mobile	<ul style="list-style-type: none"> ● A draft final version of <i>Outlook 2035</i> is available on the BMC website.
92	<ul style="list-style-type: none"> ● Invite and involve any interested party into active planning sessions involving further revisions of the plan. 	B'more Mobile	<ul style="list-style-type: none"> ● The BRTB is committed to an open and transparent planning process.
93	<ul style="list-style-type: none"> ● Defer final approval of TO2035 until late 2008 	B'more Mobile	<ul style="list-style-type: none"> ● The BRTB will take formal action regarding <i>Transportation Outlook 2035</i> on November 27, 2007.
94	<ul style="list-style-type: none"> ● Why were responses to public comments not released until after the release of the revised plan? 	Saul Wilson, Irene Poulsen	<ul style="list-style-type: none"> ● The BRTB released their response to public comments in ample time for the public to express additional concerns to the BRTB at the November 1 public meeting.
95	<ul style="list-style-type: none"> ● Why is the document that was provided to the public so incomplete? 	Robert Rueter	<ul style="list-style-type: none"> ● The document released for public review was an Executive Summary of the proposed final plan and included a valid discussion of the region's most pressing issues and their impact on the Baltimore metropolitan region. The transportation investments outlined in <i>Outlook 2035</i> are region's action agenda to these challenges.
96	<ul style="list-style-type: none"> ● The revised plan was developed behind closed doors, in violation of 	MOREtransit	<ul style="list-style-type: none"> ● Informal BRTB work sessions were held to consider revisions to <i>Outlook 2035</i>. Given the nature of the discussions and the absence of

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	the Maryland Open Meetings Act and the Board's own Bylaws.		all BRTB members, the BRTB did not believe it was in violation of Maryland's Open meeting Act. A formal public request for information regarding these events was responded to by the BRTB.
97	<ul style="list-style-type: none"> The BRTB failed to adequately address public concerns or questions submitted as comment, additionally many of the ideas expressed by the public were completely disregarded. 	Irene Poulsen, Robert Rueter	<ul style="list-style-type: none"> The BRTB believes that all public comments received have been addressed to the best of the BRTB's ability.
98	<ul style="list-style-type: none"> Failure to give due consideration to public input makes a mockery of the BRTB's espoused inclusionary intentions. 	Irene Poulsen	<ul style="list-style-type: none"> The BRTB thanks you for your comment.
99	<ul style="list-style-type: none"> Need to change plan-development process – Plans should determine where we need to be by 2035 and then plan actions that will get us there. Mass transit should be part of the mix. 	Bob Bruce	<ul style="list-style-type: none"> The BRTB thanks you for your comment.
Green Line			
100	<ul style="list-style-type: none"> The omission of the Green Line is contrary to the Baltimore Regional Rail Plan which was adopted in 2002 and contemplated a 30 to 40 year build out. The failure to include the Green Line also runs contrary to the current Consolidated Transportation Program of the State of Maryland which provides funding for the planning of the Green Line. To consider only one portion of the Baltimore Regional Rail Plan, the Red Line, in the context of the long range plan questions the region's and elected officials' commitment to a regional rail plan and transit. 	GBC	<ul style="list-style-type: none"> Preliminary planning efforts for the Green Line have started and are included in the CTP and TIP. However, insufficient money to complete the project prevents it from being in the financially constrained <i>Transportation Outlook 2035</i>.
101	<ul style="list-style-type: none"> How is the Green Line not ready for inclusion in the long-range plan? 	Saul Wilson	<ul style="list-style-type: none"> The work scope and project specifications are in the planning stage, however, insufficient money to complete the project prevents it from being in the financially constrained <i>Transportation Outlook 2035</i>.
Red Line (INCLUDING MARC BAYVIEW STATION)			
102	<ul style="list-style-type: none"> Strong support for the construction of the Red Line and the interchange with MARC at Bayview. 	Jonestown Planning Council	<ul style="list-style-type: none"> The BRTB supports the Red Line and its connection to an East Baltimore MARC station.
103	<ul style="list-style-type: none"> Is the 2015 date is realistic given the projected funding? Urge strongly that additional sources of funding be explored, including urging our representatives in the U.S. House and Senate to provide added 	Jonestown Planning Council	<ul style="list-style-type: none"> The State and its elected federal representatives are actively pursuing all federal sources in support of BRAC related needs.

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	federal assistance to help us meet the challenge presented by BRAC in a timely fashion.		
104	<ul style="list-style-type: none"> Keep Red Line off grade in a tunnel in the downtown and adjacent areas to keep the service level up and travel times down. 	Jonestown Planning Council	<ul style="list-style-type: none"> The Maryland Transit Administration is currently considering various construction options for the Red Line.
105	<ul style="list-style-type: none"> Why has the Red Line corridor been so delayed? 	Robert Rueter	<ul style="list-style-type: none"> The development of a major capital transportation investment regardless of mode type requires a long planning phase. Given the federal, state and local mandates associated with this type of action the development of the Red Line appears to be moving forward.