

**TRANSPORTATION 2030
COMMENTS ON PRIORITIZATION AND BRTB RESPONSES**

| Summary of Comment | Received From | BRTB Response |
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| <p>Are there provisions for locally operated transit systems that will be affected by the projects? Provisions for expansions?</p> | <p>Joe Gann, Baltimore Washington Chamber</p> | <p>The long-range transportation is geared to major capital projects through the year 2030. Local systems are not directly included in this process; however, capital projects with connectivity to transit systems are awarded extra points to support MTA and local transit systems.</p> |
| <p>Encourage continued community participation in developing and approving Transportation 2030</p> <p>Carroll County’s MD 140/91 improvements are critical and need to be moved up.</p> <p>Bike & pedestrian issues are very important.</p> | <p>John Lopez, President, Finksburg Planning Area Council</p> | <p>The BRTB is committed to public participation throughout the development of the long-range transportation plan. A Speaker's Bureau is also available to augment regularly scheduled meetings for the Plan.</p> <p>Carroll County submitted nine highway projects for the long-range transportation plan. There are several other projects that Carroll County believes are currently higher priority than the new interchange at MD 140/91. With limited funds, the project at MD 140/91 is proposed as a planning study. This means the State Highway Administration could start the early stages of planning for the project.</p> <p>Carroll County submitted six bike & pedestrian projects for the long-range plan. One of the projects, the North and West Branch Patapsco Trail will be located in the Finksburg area when it is completed.</p> |
| <p>Would have preferred to have each jurisdiction or agency give a presentation justifying their projects, especially those outside of Priority Funding Areas.</p> <p>Clarify the role public input would have on projects at this point, whether it would change the resulting project score or the project’s likelihood of being included in the Long Range Plan.</p> | <p>Patrick McMahon, Transportation Chair, Greater Baltimore Group - Sierra Club</p> | <p>The BRTB will consider this recommendation in future planning efforts.</p> <p>The BRTB has made a commitment to consider all public comments. Depending on the comment, the member submitting the project has the prerogative to modify or remove the project from the candidate list.</p> |

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Disappointed to see how many projects were entirely outside of Priority Funding Areas (PFAs) (7) or partially outside of PFAs (14) and how many of these received high Project Scores. Finds it difficult to support projects outside of a PFA in the Long Range Plan unless there was a very good explanation. Feels the 5 potential points for PFA status should be increased.

Would like to see an analysis of land use impacts of the proposed projects. The Maryland Dept. of Planning has a modeling program that can analyze land use impacts of transportation projects and I think that the results of such an analysis should factor into the determination of which projects are selected for inclusion in the Long Range Plan for this plan and should be incorporated into the prioritization process in the future.

Supports the transit and bicycle/pedestrian projects listed (although the Yellow Line to Columbia may be of limited benefit for the cost). Strongly support the resurfacing and repair of the existing network where there is no capacity being added.

Not convinced of the need for the MdTA's proposed widenings on I-495 and I-95, but those decisions are being made without the opportunity for public input, despite their significant impact on the air quality for the region.

Continued--
Patrick McMahon,
Transportation
Chair, Greater
Baltimore Group -
Sierra Club

As with the current adopted Plan, a project outside of a PFA will be identified in the listing with a comment that to move forward the project must first be approved by the Board of Public Works to receive state funding for the purposes of right-of-way acquisition or construction.

A subcommittee of the Technical Committee considered the model in use at the Maryland Department of Planning and found that additional testing and understanding would be desirable. This continued review is slated to occur in advance of the next long-range Plan.

The BRTB appreciates your support of the transit and bicycle projects that have been submitted for consideration. A strong commitment to system preservation has been made in advance of capital construction projects.

The Maryland Transportation Authority has opportunities for public involvement at several stages in the development of I-95 alternatives. Recently a public hearing at Perry Hall Middle School had a formal presentation on the alternatives. The presentation included information on purpose and need, environmental resources, description of alternates, anticipated impacts, and potential mitigation measures.

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| <p>Expedite rail transit projects to be completed earlier (by 2010 or 2015). Specific projects include: extend light rail line to Columbia, new MARC station near Hopkins Bayview Center, new light rail station at I-695 and I-83, MARC Camden and Penn Lines improvements for more flexibility, renovation of Amtrak tunnels to accommodate four tracks, extension of Green line to Martin State Airport, proposed Yellow line to Towson and beyond.</p> <p>Shift highway money to Baltimore City to repave its roads, reducing wear on transit buses</p> | <p>Barker B. Much, Citizen</p> | <p>The BRTB supports moving forward transit improvements in the Baltimore Region Transit System Plan but the region is constrained by available funds. The reality is that these proposed projects are capital intensive and are based on comprehensive planning that takes time to complete. Some of these projects are likely to be identified in the long-range plan but not under construction before 2030.</p> <p>Currently Baltimore City uses available state and federal funds to maintain and improve City streets. Highway User Revenue (HUR) funds are apportioned by formula to each jurisdiction with the City receiving the largest share.</p> |
| <p>Heartened that the Red and Green Line Phase I priorities are included as regional priorities, slated for operation by 2015 and 2020 respectively. Encouraged that two southern Yellow Line segments in Anne Arundel and Howard Counties have been submitted as candidates for operation by 2025 and 2030. Applauds the strong local government support for moving these projects forward.</p> <p>Disappointed that the Phase II priority recommendations of the Baltimore Regional Transit System Plan Advisory Committee are not even candidate projects. Phase II priorities consist of a Yellow Line segment from downtown to Johns Hopkins Homewood campus and a connection between that new Yellow Line and the existing "Blue Line" light rail at Penn Station. Suggest evaluating these priorities as candidate projects.</p> | <p>Dan Pontious, Regional Policy Director, Citizens Planning and Housing Association</p> | <p>Since the long-range transportation plan must be financially constrained, the requesting organizations submitted a range of projects that could be funded and operationalized within the time frame of the 2004 long-range transportation plan (2030). Long-range plans are currently updated every three years so opportunities for inclusion of Phase II projects can be integrated as funds become available.</p> <p>Any additional rail lines beyond those already submitted are beyond current reasonable funding capabilities. These future projects will be kept in mind as planning for submitted projects moves forward and system preservation to existing lines occurs.</p> |