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**From:** Chris Merriam  
**Sent:** Friday, May 06, 2011 1:24 PM  
**To:** comments@baltometro.org  
**Subject:** Baltimore and Potomac Tunnel Study comments  
**Follow Up Flag:** Follow up  
**Flag Status:** Red

Hello,

This proposal is extremely important for Baltimore's future. Penn Station needs to be able to support true, European style high speed rail between DC and Boston. This is crucial not just to improve mobility but to support economic growth in the city. More capacity for high-speed trains means more capacity for commuter trains and even freight.

It is long past time to fix this huge regional backup through Baltimore. Let's get it done.

-Chris Merriam

Baltimore MD 21211

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**From:** Gus Williamson  
**Sent:** Friday, April 29, 2011 6:45 PM  
**To:** 'Steve Lauria'; 'BRTB CAC'  
**Cc:** 'Monica Haines Benkhedda'  
**Subject:** RE: [BRTB CAC] comments due today on TIP amendments

Regarding the Baltimore and Potomac Rail Study, I believe that updating and expanding the tunnel is critically needed, for both passenger and freight service, and this study is a key first step.

The bigger question is where and how to fund the billions in upgrade costs.

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**From:** michele rosenberg  
**Sent:** Friday, April 29, 2011 11:02 PM  
**To:** Gus Williamson  
**Cc:** Steve Lauria; BRTB CAC; Monica Haines Benkhedda  
**Subject:** Re: [BRTB CAC] comments due today on TIP amendments  
**Follow Up Flag:** Follow up  
**Flag Status:** Red

Steve,

As you know from an earlier email I attended the meeting dealing with the tunnel study and was disappointed with the presentation which did not contain much more than had been presented in announcements/press releases.

I was upset to learn that no community groups were notified of this meeting (I questioned Regina Aris and that was her answer). I did not have time to learn whether or not elected officials who represent the area were informed. I do know that individual candidates for city council were not informed

As we so often complain it is important to get in on a project at the beginning, not at a later stage when input is not feasible or useful.

Why is the public being left out of this equation?

Incidentally, the only members of the public at this meeting were myself and someone representing an engineering firm who might have an interest bidding on the project when/if construction was actually imminent

Michele Rosenberg

**A RESOLUTION REGARDING  
AMENDMENTS TO THE BALTIMORE REGION FY 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
BY THE CITIZEN ADVISORY COMMITTEE (CAC)  
OF THE BALTIMORE REGIONAL TRANSPORTATION BOARD (BRTB)**

**WHEREAS**, the BRTB, the Metropolitan Planning Organization for the Baltimore region responsible for transportation planning and policy making for the Baltimore region, has prepared the proposed amendments to the 2011 – 2014 TIP and requested comment on its content from the CAC; and

**WHEREAS**, the CAC Serves as an advisory body to the BRTB, charged with providing independent, region-oriented citizen advice to the BRTB on issues related to the development of the Baltimore Regional Transportation Plan (BRTP), Unified Planning Work Program (UPWP), Transportation Improvement Program (TIP) and amendments that affect the region’s conformity with federal air quality requirements, the public involvement process, regionally significant land use issues, and other regional transportation-related issues, as appropriate, promotes public awareness and participation in the regional transportation planning process and promotes equity in the regional transportation planning process; and

**WHEREAS**, the CAC has reviewed and discussed the FY 2011-2014 TIP Amendments;

**THEREFORE BE IT RESOLVED**, the following advisory comments pertaining to the amendments to the 2011 – 2014 TIP are hereby submitted by the CAC to the BRTB for consideration of incorporation into the projects:

**TIP # 92-1101-99 Baltimore and Potomac [Rail] Tunnel Study**

The CAC endorses the proposed TIP amendment conditional on the following provisions:

1. Studies shall not duplicate efforts of prior rail and tunnel studies performed
2. Community associations, residents and businesses potentially impacted by the tunnel construction, operations and other environmental impacts shall receive sufficient and advanced notice of such potential activities and impacts. Said groups shall be provided multiple or continuous opportunities for involvement review and comment.
3. Tunnel studies shall not be conducted in isolation but rather, shall consider and address all mitigating and associated factors related to rail access through the Baltimore region including but not limited to;
  - a. the potential need for improved or additional passenger rail stations, transit linkages and associated parking to facilitate greater/increased rail use and access,
  - b. Improvements to other associated constrained portions of track with the northeast corridor shall be addressed,
  - c. Impacts of the tunnel improvements on locations and operations of port and rail freight terminals and their locations
  - d. associated, interconnected rail tunnels shall be included in the study
  - e. environmental impacts of construction and operation shall be addressed
  - f. comprehensive economic impacts of construction and operation shall be addressed
  - g. opportunities for improvements of public utilities, roads and other infrastructure associated with tunnel improvements or associated with their construction shall be investigated and addressed

**BE IT FURTHER RESOLVED**, the advice and recommendations regarding these TIP Amendments are approved by the Policy and Legislation Subcommittee and the BRTB Citizen Advisory Committee.

**BE IT FINALLY RESOLVED**, the CAC thanks the BRTB for this opportunity to participate through this opportunity to comment on the BRTB TIP Amendments. The CAC thanks the BRTB staff for facilitating our participation.

Submitted by;

Stephen Lauria  
Vice-Chair, BRTB Citizen Advisory Committee  
Chair, Policy and Legislation Subcommittee

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**Comments from CAC members during e-vote:**

- I suggest that we include statement that CAC recognizes major regional importance of this project for Northeast corridor as well as for economic development of Balt. region.
- I suggest changing statement on previous studies to state that this study should recognize and incorporate previous studies rather than a blanket statement that this study not duplicate previous studies. I don't know when previous studies were done and they may need updating