

| GENERAL COMMENTS ON: MAXIMIZE2040 AND CONFORMITY DETERMINATION | | | |
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| 1 | a) Objects to a 3 rd Bay Bridge near Annapolis | Janet Shenk | a) There are no projects in <i>Maximize2040</i> dealing with an expanded or additional Bay Bridge. |
| 2 | a) Wants express bus on I-97 between Annapolis and Baltimore. The #14 takes 3-4 hours. | Richard Fraenkel | a) The Hogan Administration's proposed BaltimoreLink includes 3 new Commuter Bus routes one of which has service connecting Baltimore and Annapolis. For more information please visit mta.maryland.gov/baltimorelink . |
| 3 | a) I grew up in NYC with public transportation before the depression. Need reliable transit now between Annapolis and Baltimore. Also consider a high speed ferry connection. | Robert Herman, MD | a) In the near term the Hogan Administration's proposed BaltimoreLink includes 3 new Commuter Bus routes one of which has service connecting Baltimore and Annapolis. For more information please visit mta.maryland.gov/baltimorelink . |
| 4 | a) Ineffective transit and no improvement of transit service compounded by more roads that causes congestion and slow buses. | Katharine Rylaarsdam | <p>a) The Baltimore Regional Transportation Board (BRTB) members had to examine their individual plans and budgets and included only those projects and policies that are financially feasible in <i>Maximize2040</i> as required by federal law. These requirements mandate that the plan be fiscally constrained, meaning it can only include those projects believed to have a reasonable chance of receiving funding within the planning period. The programs and projects included in this plan represent the best judgment of the BRTB about what is desirable and possible, given existing conditions and future expectations. While it is anticipated that some future targets will not be achieved during this plan period, the programs, projects, and policies included reflect the priorities of the individual members of the BRTB. It is anticipated that, with each successive plan update, the BRTB will monitor performance against the measures and targets to get a sense of how investments are (or are not) enabling the region to reach its goals. <i>Maximize2040</i> is the best response to the plans and programs of its constituent members and reflects social, economic, and environmental requirements and objectives for the region as a whole. Importantly, the plan advances our region's ability to continue to grow and opportunities for the citizens and businesses throughout the planning period.</p> <p>In the near term, the BaltimoreLink system announced by Governor Hogan on 10/22/2015 provides a variety of strategies for improving transit service, connectivity, and frequency. For more information please visit mta.maryland.gov/baltimorelink.</p> |
| 5 | a) Extend Green Line out toward Bayview MARC. | "clippersnlions" | a) As the lead on this project at this time, the Baltimore City DOT is in the preliminary stages of this extension and is reviewing recommendations for modifications to the alignment. BCDOT will take this comment under consideration as the project planning moves forward and will |

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| | <ul style="list-style-type: none"> b) Is Amtrak going to put a station east of the tunnels? c) Do MARC improvements include expansion at BWI Rail Station? | | <p>also coordinate with MTA.</p> <ul style="list-style-type: none"> b) Amtrak is currently studying how to improve or replace the B&P Tunnel and to date we are unaware of any Amtrak station being planned for the east side of the tunnel. c) At a recent (May 2015) public meeting, project features were discussed, including: a new fourth track between Halethorpe and Odenton, new platform arrangement and an additional platform at BWI, and a replacement BWI rail station building. |
| 6 | <ul style="list-style-type: none"> a) Two projects should be added to the list: MD 24: I-95 to MD 7 and MD 152: U.S. 1 to I-95. | Tim McNamara | <ul style="list-style-type: none"> a) Each county ranks potential projects by priority and the ranking determines whether a project is included in the final list of projects. Harford County ranked projects along MD 24 and MD 152, with limits similar to those mentioned in the comment, as lower priority projects which did not make it into the draft plan due to funding limitations. As county priorities change, the county may re-evaluate these projects with a higher priority to make it into the next plan. |
| 7 | <ul style="list-style-type: none"> a) Need TOD plans b) Need P-&-R lots by I-695 and I-83 interchanges c) Try HOV lanes on I-695 d) Construct access from I-695 to Metro at Old Court Station. | Stuart Stainman | <ul style="list-style-type: none"> a) TOD plans create a means and opportunity to organize transportation and land use decision-making that now occur separately. Individual departments (Planning and Public Works agencies) within the jurisdictions control permits for building and land use and local streets, while MTA and SHA control transportation decisions and permits at the state level for state systems. The BRTB will consider how the MPO might best engage the partners in this area. b) The State Highway Administration maintains multiple park-and-ride lots along I-83 north of I-695, in addition to the lots along I-695 at Providence Road, Cromwell Bridge Road, and Hammonds Ferry Road. A map of all SHA park-and-ride facilities can be found under the Commuter & Travel tab at www.roads.maryland.gov. c) Current projects, including the I-695 (Baltimore Beltway) bridge replacement and widening between MD 41 and MD 147, Outer Loop between US 40 and MD 144, and Inner Loop over US 1, Amtrak, and Benson Avenue are being constructed to accommodate future “managed” lanes which may include HOV provisions. Funding for an overall managed lane project has not been identified and cannot occur until significant stretches of such lanes can be provided (i.e. pinch points that will need to be widened before managed lanes can be constructed). d) At the time I-795 was planned in the 1970’s this was considered and rejected during the planning process, along with a decision to not continue the freeway inside I-695. At this point, constructing the ramps would be very costly (in terms of money, community and traffic disruption) to justify a limited benefit. Currently, motorists can access the Owings Mills Station via I-795. |



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| 8 | <p>a) Based on Brookings article there are opportunities to do better planning: 1) infrastructure requires visionary leadership that is also nimble, 2) need to build the expertise and capacity of public sector employees in new areas, 3) Fifty states plus countless localities each have their own procurement process that drives up cost, and 4) public sector procurement pits the public sector against the private sector, and need a more balanced approach.</p> | <p>Jim Leanos</p> <p>a) Thank you for sharing the Brookings article “Opportunities for infrastructure reform.” The article has been shared with all of the Board members, and we find it very relevant. The article provides interesting perspective and advice on the importance of forethought and vision, having good staff with flexible and responsive processes and practices. Additionally, the article offers some interesting suggestions on how collaboration and standardization can improve project selection and speed project delivery. Each of these issues is of high importance to the Board.</p> |
| 9 | <p>a) Title says a performance based plan yet congestion, accessibility and transit mode share measures fail to meet goals. Be clear in summary about that.</p> <p>b) Is the safety goal met based on tabulation?</p> | <p>Richard and Carol Nau</p> <p>a) The BRTB members had to examine their individual plans and budgets and included only those projects and policies that are financially feasible in <i>Maximize2040</i> as required by federal law. These requirements mandate that the plan be fiscally constrained, meaning it can only include those projects believed to have a reasonable chance of receiving funding within the planning period. The programs and projects included in this plan represent the best judgment of the BRTB about what is desirable and possible, given existing conditions and future expectations. While it is anticipated that some future targets will not be achieved during this plan period, the programs, projects, and policies included reflect the priorities of the individual members of the BRTB. It is anticipated that, with each successive plan update, the BRTB will monitor performance against the measures and targets to get a sense of how investments are (or are not) enabling the region to reach its goals. <i>Maximize2040</i> is the best response to the plans and programs of its constituent members and reflects social, economic, and environmental requirements and objectives for the region as a whole. Importantly, the plan advances our region’s ability to continue to grow and opportunities for the citizens and businesses throughout the planning period. As the plan is updated, the measures and targets may be adjusted to reflect evolving facts on the ground.</p> <p>b) As you point out, the Maximize2040 Plan Maryland (MD) has adopted a Safety goal and targets that are in line with those for the State of Maryland called “Toward Zero Deaths (TZD)”. The TZD strategy and has implemented interim goals of reducing fatalities by at least 50% in the next two decades (592 in 2008 to 296 in 2030). The safety targets and performance measures were adopted based on Maryland’s Strategic Highway Safety Plan methodology. The number of roadway fatalities has declined 15% and serious injuries have</p> |



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| <p>c) Limited reference to reducing single occupant vehicles, why not more HOV, any TDM included?</p> <p>d) Why are the majority of transit projects after 2030?</p> <p>e) Were any other investment strategies considered?</p> <p>f) What is the value of regional planning if a long planned project is canceled by one individual?</p> <p>g) Does removal of the Red Line impact performance, or EJ?</p> | | <p>been reduced by nearly 10% in recent years (2009 to 2013). It is important to note that these data cannot be forecasted but are estimated against trends and ongoing activities to reduce accidents and injuries. Going forward, performance against these standards will be continuously monitored. Continuing toward these goals will require a sustained and steadfast commitment from state agencies, local agencies and other safety partners. As the Maximize2040 Plan is updated, performance will be measured against established targets and will be monitored and updated as necessary.</p> <p>c) Based on federal requirements, the emphasis of the plan is on major projects proposed for the next 20 years. But we do not forget smaller projects, see pages 4-12 through 4-16 for a description of programs that the BRTB is dedicating funding for that includes TDM. Regarding HOV, usually during project planning there is a consideration of various alternatives and HOV would figure in to that discussion. From the perspective of SHA, they are currently evaluating operational improvements such as HOV and TDM strategies, as well as new technologies statewide.</p> <p>d) Originally the Red Line with its funding was the major transit project in the first half of the plan. The project was canceled late in the long-range plan process, leaving a gap. Some transit projects in the later part of the plan are not far enough in the planning process to advance to the first half. The BRTB, MDOT, and the local jurisdictions will look at projects that are far enough into the process to determine which might be able to advance.</p> <p>e) The BRTB looked at travel demand model results for four scenarios: 1) build only the projects currently in the region’s Transportation Improvement Program (TIP), 2) build the TIP projects, all of the projects in the preferred alternative, and the Red Line, 3) build the TIP projects and all of the projects in the preferred alternative, with no Red Line, 4) build the TIP projects as well as every project (both roadway and transit projects) submitted by the local jurisdictions and state agencies. The travel demand model results showed relatively minor variations in vehicle miles traveled and congestion among these scenarios. Land use and mode preference changes are needed to make more of a difference.</p> <p>f) It is unfortunate that the project was canceled so late in the process; it did affect the regional planning process. However, the state was the project sponsor and has indicated it did not desire to pursue the project. No other project sponsor with the means to finance and build the project has come forward.</p> <p>g) Staff conducted performance and Environmental Justice analysis with and without the Red Line. Small differences were detected but no significant impact, after all the current MTA</p> |
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| | <p>h) Why is the Green Line not on the MTA website? Two projects are on the website but not in the plan.</p> <p>i) Do the highway projects include bicycle and pedestrian facilities?</p> <p>j) Queue jumping in the MD 22 project.</p> | | <p>buses in that corridor will continue to be available.</p> <p>h) The Green Line has not started project planning or the NEPA process, while the Purple line and Corridor Cities Transitway are going through NEPA.</p> <p>i) The <i>SHA Policy for Accommodating Bicycles and Pedestrians on State Highways</i> states that SHA shall make accommodations for bicycling and walking a routine and integral element of planning, design, construction, operations and maintenance activities as appropriate. All projects shall evaluate opportunities to improve bicycle accommodations. Bicycle accommodations refer to both on-road (including marked bicycle lanes and shared lane applications) and off-road facilities. It is SHAs policy to provide these accommodations as part of all roadway projects to the maximum extent feasible based upon design guidance.</p> <p>j) MD 22 improvements are identified for the 10+ mile stretch from MD 543 to APG. Bicycle lanes and “Share The Road” signage would be placed throughout the corridor in both directions. There are places throughout the stretch where a separate bike lane will not work due to r-o-w constraints such as through Churchville. Pedestrian access is also included throughout. However, in places where there isn’t a huge pedestrian demand such as the stretch between MD 155 and I-95, there would be no sidewalk construction. The queue jump lane would be for Harford Transit buses only. The queue jump lane would give priority to the eastbound buses at the intersection of MD 22 and MD 543, forcing vehicles to wait and provide an incentive for people to use transit. Like HOV lanes, queue jump lanes provide time savings for commuters. The estimated cost does include bicycle and pedestrian access or the queue jump lane.</p> |
| 10 | <p>a) Rethink using investment for people and not cars</p> | Sabrina Fu | <p>a) Since the emphasis of the plan is on major projects proposed for the next 20 years it may seem that the focus is on vehicles. With people as the focus we include a range of smaller projects that aren’t the center of attention because details are not available. However, see pages 4-12 through 4-16 for a description of programs that the BRTB is dedicating funding for that clearly is people focused, details for these types of projects are typically found in the annual TIP.</p> |
| 11 | <p>a) Restoration of commuter bus between Harford County and Baltimore City is welcome.</p> <p>b) The increase in the MTA bus fleet</p> | Ed Cohen | <p>a) There had been continuing support for the service after loss of JARC revenue. It is anticipated that ridership will be strong to access employment opportunities.</p> <p>b) The proposed BaltimoreLINK system includes a total revamp of the core bus service and</p> |

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| <p>should address severe overcrowding. However, these buses would not be enough if BNIP were implemented. The priority should be to alleviate overcrowding before expansion. Ideally the fleet should be restored to the 1,300 buses of 35 years ago to augment the 730 coaches of today.</p> <p>c) No service other than bus should be implemented until a new freight tunnel, high speed rail tunnel, the existing railroad tunnels are addressed and an automated Metro are completed.</p> <p>d) West Baltimore MARC reconstruction should be halted until final design of the B&P tunnel and Red Line replacement.</p> <p>e) Bayview MARC should go to Orangeville due to bus connections in all directions and a pedestrian ramp access to the station platform.</p> <p>f) U.S. 50 BRT is not as good an option as utilizing the rail service branching off of the Penn Line along the old WB&A</p> | | <p>includes a review of fleet size to address improved connectivity. There are currently numerous opportunities for public involvement for that proposal.</p> <p>c) Amtrak is currently studying how to improve or replace the B&P Tunnel and to date the MTA is unaware of any Amtrak station being planned for the east side of the tunnel. MTA’s West Baltimore MARC Station is slated for improvements depending on the alignment of the B&P Tunnel.</p> <p>d) Depending on the alignment of the B&P Tunnel, the West Baltimore MARC Station is slated for improvements. Baltimore City continues to work in cooperation with MTA on this reconstruction project. As this is an MTA lead project, Baltimore has continued to provide comments and feedback and to work on integrating the project into the surrounding community. BCDOT has been investing in adjacent transportation infrastructure projects as part of the overall West MARC Station project. The infrastructure projects already completed have made a positive impact to the surrounding communities and improved access to the West Baltimore MARC Station. BCDOT remains flexible and committed to the transportation infrastructure improvements on the west side.</p> <p>BCDOT is working with MDOT on the B & P Tunnel project and is advocating for a tunnel alignment and improvements that meet the goals of both the State and the City</p> <p>e) BCDOT is working with MTA on the Bayview MARC Station project. As this project moves forward, BCDOT will take under advisement your detailed comments regarding the Orangeville location, pedestrian access, and transfer to bus transit. BCDOT will also keep the security and emergency access issues identified at the MARC Bayview Station location on East Lombard Street at the forefront of discussion and consideration moving forward. BCDOT will share your comments with MTA directly.</p> <p>f) The BRTB is and will continue to consider suggestions made by its members and the public and further evaluate proposals as appropriate. This process is one example of how this is achieved.</p> |
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| | <p>ROW near Odenton.</p> <p>g) U.S. 29 BRT is puzzling. Little congestion between MD 108 and Burtonsville. North of Columbia could be served by an automated Metro line from Baltimore City.</p> <p>h) Dorsey Rd to BWI BRT should consider LRT to Arundel Mills, MD 175 to Columbia Mall and then the Hospital and Community College – after all heavy rail.</p> <p>i) Green Line should follow different route to minimize tunneling and increase ridership. MSU could be served by a line off of Maryland Avenue.</p> <p>j) Transit projects should be drafted by riders and then offered to the BRTB for discussion.</p> | | <p>g) Advancing the planning and design of projects to address congestion and improve transit in the U.S. 29 corridor is one of Howard County’s transportation priorities, and enhanced transit service is an important tool in meeting the county’s goals. The county views the U.S. 29 BRT project as a multi-jurisdictional and collaborative effort that will reduce both automotive and transit congestion, improve transit access and enhance transit capacity in the U.S. 29 corridor. The impacts of enhancing transit in the corridor in both counties will be multiplied if both systems are planned and designed to complement each other and enable riders to access a high capacity transit system that reaches more homes, businesses and destinations in both counties.</p> <p>While the other suggestions have their merits, their effectiveness is also dependent on significant service and capacity enhancements on a corridor operated by CSX and the development of the Red Line from the City of Baltimore. The Red Line project has been cancelled and the Maryland Department of Transportation is in the process of reallocating funds to other transit and transportation projects.</p> <p>h) Transit options along the corridor will be evaluated in response to requests by elected officials in response to new development; recommended outcomes will be weighed for cost effectiveness and ridership demand. The suggestions warranted further evaluation by the BRTB and MTA as the project becomes better scoped and need better defined.</p> <p>i) As the lead on this project at this time, the Baltimore City DOT is in the preliminary stages of this extension and is reviewing recommendations for modifications to the alignment. BCDOT will take this comment under consideration as the project planning moves forward.</p> <p>j) The public involvement process for Maximize 2040 is one avenue for riders to suggest transit projects and share them with the BRTB members.</p> |
| <p>12</p> | <p>a) More money for the elderly and disabled. Revamp routing system of Mobility and replace vehicles with bad suspension.</p> | <p>Michele Rosenberg</p> | <p>a) The BRTB members had to examine their individual plans and budgets and included only those projects and policies that are financially feasible in <i>Maximize2040</i> as required by federal law. These requirements mandate that the plan be fiscally constrained, meaning it can only include those projects believed to have a reasonable chance of receiving funding within the planning period. The programs and projects included in this plan represent the best judgment of the BRTB about what is desirable and possible, given existing conditions</p> |



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| | <p>b) Place curb cuts where wheelchairs can navigate, not near large trees.</p> | | <p>and future expectations. <i>Maximize2040</i> is the best response to the plans and programs of its constituent members and reflects social, economic, and environmental requirements and objectives for the region as a whole. Importantly, the plan advances our region’s ability to continue to grow and opportunities for the citizens and businesses throughout the planning period.</p> <p>The MTA annually distributes federal funds to the locally operated transit systems for elderly and disabled services. A decision as to what these funds go for is made by the local operator. In addition, Mobility vehicles must meet a certain standard and are regularly serviced to assure safe service.</p> <p>b) BRTB agencies including the State Highway Administration strive to improve ADA compliant access to and along roadways. Improvements and repairs to sidewalks and crossings are regularly added to roadway projects, as an accepted policy aimed at achieving greater access for the elderly and disabled.</p> <p>Please identify curb cut locations that are problematic along state roads. The public can report all highway emergency situations not requiring police assistance, such as traffic signal outages or sinkholes to our Statewide Operations Center toll free at 1-800-543-2515 or locally at 410-582-5650. For non-emergencies the public can access the complaint report form online at marylandsha.force.com/customer-care/request-for-service.</p> |
| <p>13</p> | <p>a) A failure to provide a comprehensive plan for traffic management between northern Baltimore city and southern Baltimore County. A serious impediment to economic development and job growth.</p> | <p>Dr. Shelley Sehnert North Roland Park Association + Safer Roads for North Baltimore County</p> | <p>a) The scale of the regional plan covers Anne Arundel, Baltimore, Carroll, Harford and Howard Counties and Baltimore City. The BRTB serves as a forum for both technical and policy issues and the Plan establishes a set of goals to frame these discussions. Key among these goals is the promotion of prosperity and economic opportunity.</p> <p>As funding for projects was limited, the County and City did not submit a project(s) that would address your specific concerns for that part of the region. In fact, due to the limitations of financial resources available, many needed projects could not make the cut to be included. The specific projects called for reflect the priorities of the individual members of the BRTB and are guided by federal requirements. These requirements mandate that the Plan be “fiscally constrained” meaning it can only include those projects believed to have a reasonable chance of receiving funding within the planning period. The members have looked at their plans and budgets and have suggested those projects and policies that have financial requirements that they believe are feasible.</p> <p><i>Maximize2040</i> is both responsive to the plans and programs of its constituent members and reflects social, economic, and environmental requirements objectives for the region as a</p> |



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| | | | whole. Importantly, the Plan advances our region's ability to continue to grow jobs and other opportunities for the citizens and businesses throughout the Planning period. |
| 14 | <p>a) Plan is lacking a subway connection between Owings Mills and Towson. Many people make that commute and the current transit to downtown and back out is 1 ½ hours. Also, consider the benefit of subway from Westminster to Owings Mills to access family events.</p> | M. P. Hassan | <p>a) The cost of building, operating and maintaining heavy rail (subway) is prohibitively expensive, especially when service is to such a small part of the region (Owings Mills, Westminster and Towson). The cost for such a system is beyond the financial capacity of the region. There may be options for commuter bus that can also provide connections.</p> |
| 15 | <p>a) Cost estimates should include ROW and who will pay</p> <p>b) On page 2-6, for the chart on emissions please explain the 2 entries for each year.</p> <p>c) On page 4-3, do not hide the identity of the Red Line. As a result there is a need for more buses.</p> <p>d) On page 4-14, need bus service to Harford CC from several Harford population centers. As important to train people as to get them to jobs.</p> <p>e) On page 4-16, recognize effective transit reduces congestion and emissions, earning transit greater support.</p> | Morita Bruce | <p>a) Project costs estimates do include costs for ROW at the year of expenditure. These are often very difficult estimates to get exact especially if projects are in the out years of the Plan.</p> <p>b) The first entry shows the results of the emissions model and the second is the target established by MDE. The first number of 50.7 is what the model produced and 106.8 is the target, or cap, therefore the projects in the transportation network are not generating unacceptable levels of pollutants.</p> <p>c) We have identified the "New Start" funded project as the Red Line light rail project and have updated the plan to reflect that. Also, MTA has a robust bus replacement program in support of "State of Good Repair" and also submitted two projects, one in the first half (\$60M) and one in the second half (\$95M) of the plan for bus expansion.</p> <p>d) Local bus routes were not included in the regional long-range plan but can be addressed by Harford Transit and in the update to the Harford County Comprehensive Plan.</p> <p>e) The BRTB recognizes that increasing transit service can help to reduce single-occupant vehicles and thus could reduce traffic congestion and motor vehicle emissions. This text has been added to page 4-16: "To avoid duplication, this list does not include TERMS that are identified in the lists showing Transportation System Management and Operations strategies, Ladders of Opportunity recommendations, or Complete Streets / bicycle-pedestrian strategies. It also does not include existing transit service or specific new major transit projects; new transit projects are covered in the tables shown in preceding pages."</p> |
| 16 | <p>a) Generally well balanced, yet impacts from major events and traffic jams in</p> | Thomas Lipka | <p>a) In addition to the projects identified in the Plan, the BRTB supports several regional efforts that reduce congestion through improved coordination and cooperation for no-notice</p> |

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| | <p>Baltimore have huge impacts in region so I suggest these projects be implemented quickly to ameliorate these problems over the next decade or so.</p> <p>b) Too much emphasis on bike lanes in close proximity to heavily traveled state roads. Suggest prohibiting bikes on certain roads, during certain times (rush hours, night, etc.) and suggest that better facilities be designated as cycling roads. This protects everyone.</p> | | <p>incidents as well as at planned special events. The Traffic Incident Management for the Baltimore Region Committee convenes emergency responders from all disciplines to discuss incident-related issues of common concern and to identify ways to enhance incident detection, notification, and response to improve safety and mobility. Another group, the Transportation & Public Works Committee, brings transportation/public works representatives together to discuss ways to improve day-to-day transportation/public works efforts and to improve coordination during emergency events needing support from their agencies.</p> <p>b) In Maryland, bicycles are permitted on all roadways except where the posted maximum speed limit is more than 50 miles an hour or they are specifically prohibited with signs, i.e., most controlled access highways. On roads where the posted speed limit is more than 50 mph, bicycles may use the shoulder adjacent to a roadway and enter the roadway only if making or attempting to make a left turn; crossing through an intersection; or the shoulder is overlaid with a right turn lane, a merge lane, a bypass lane, or any other marking that breaks the continuity of the shoulder. Changing these prohibitions would require a change in state law.</p> <p>In regard to designated cycling roads, SHA evaluates all projects to evaluate opportunities to improve bicycle accommodations. This includes both on-road and off-road facilities. Per SHA design guidelines, “it is SHA’s policy to provide these accommodations as part of all roadway projects to the maximum extent feasible based upon design guidance.” Local jurisdictions also evaluate roadway projects for bicycle compatibility.</p> <p>SHA is currently reviewing and revising bike access policies and documents, including the designation of bike routes and prohibition of bikes on certain roadways. While no radical shift in policy is expected, it is anticipated that policies will be clarified and applied more consistently as a result of this effort.</p> |
| <p>17</p> | <p>a) Priorities are out of whack, too much emphasis on highways which will just get congested. Need a stronger mix of buses and MARC stations. Extend Green Line to MSU and sooner than later.</p> | <p>Grant Corley</p> | <p>a) The scale of <i>Maximize2040</i> is regional, covering Anne Arundel, Baltimore, Carroll, Harford and Howard Counties and Baltimore City. The BRTB serves as a forum for both technical and policy discussions of issues and the Plan establishes a set of goals to frame these discussions. The BRTB members had to examine their individual plans and budgets and included only those projects and policies that have financial requirements that they believe are financially feasible in <i>Maximize2040</i> as required by federal law. These requirements mandate that the plan be fiscally constrained, meaning it can only include those projects believed to have a reasonable chance of receiving funding within the planning period. The programs and</p> |



Note: This matrix includes a summary of comments received during the public comment period with responses from the BRTB. Additional comments that may have been submitted verbally at a BRTB meeting prior to a vote are not included. Please refer to meeting minutes at www.baltometro.org for documentation of any verbal comments received during BRTB meetings.

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| | | | <p>projects included in this plan represent the best judgment of the BRTB about what is desirable and possible, given existing conditions and future expectations. <i>Maximize2040</i> is the best response to the plans and programs of its constituent members and reflects social, economic, and environmental requirements and objectives for the region as a whole. Importantly, the plan advances our region’s ability to continue to grow and opportunities for the citizens and businesses throughout the planning period.</p> |
| 18 | <p>a) Spending priorities are out of balance – and near-term projects are overwhelmingly highway.</p> <p>b) Road widening is not an effective long-term strategy to reduce congestion.</p> <p>c) Limited goals and performance measures for transit, suggest system performance measures similar to roads, freight and emissions.</p> | <p>Brian O’Malley Central Maryland Transportation Alliance</p> | <p>a) The BRTB members had to examine their individual plans and budgets and included only those projects and policies that are financially feasible in <i>Maximize2040</i> as required by federal law. These requirements mandate that the plan be fiscally constrained, meaning it can only include those projects believed to have a reasonable chance of receiving funding within the planning period. The programs and projects included in this plan represent the best judgment of the BRTB about what is desirable and possible, given existing conditions and future expectations. <i>Maximize2040</i> is the best response to the plans and programs of its constituent members and reflects social, economic, and environmental requirements and objectives for the region as a whole. Importantly, the plan advances our region’s ability to continue to grow and opportunities for the citizens and businesses throughout the planning period. Initially <i>Maximize2040</i> included the Red Line project, but that project was canceled late in the plan development process. The state, as the project sponsor, has indicated it does not desire to pursue the project. No other project sponsor with the means to finance and build the project has come forward.</p> <p>b) Creating highway capacity is only one aspect of <i>Maximize2040</i>. The plan offers a wide range of ways to affordably improve the transportation network while accommodating growth.</p> <p>c) This is an objective of the Performance Management efforts at BRTB and will require some time to put into place. Providing information for clarity and consistency of transit waiting and travel times would foster a larger, more satisfied, and more committed base of customers. However it is currently unclear if the current MTA CAD/AVL system provides the trip level data necessary to calculate wait time data. Wait time and on-time performance measures for lines with frequent transit service (headways <15 minutes) makes sense because riders who use high-frequency routes are less likely to consult a transit schedule since they are reasonably assured that a transit vehicle will arrive soon after they arrive at a stop. It is anticipated that with each successive plan update the BRTB will monitor performance against the measures and targets to get a sense of how investments are (or are not) enabling the region to reach its goals. As the plan is updated, both the measures and the targets may</p> |



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| | <p>d) The transit ridership goal is unachievable with the mix of projects.</p> <p>e) Include the Red Line as an illustrative project since it had unanimous support from the BRTB prior to the Governor’s decision to cancel.</p> <p>f) This does not support the goals of the RPSD for providing shorter commute times, improving transit reliability, and increasing non-car commuting options.</p> | | <p>be adjusted to reflect evolving facts on the ground.</p> <p>d) Project sponsors feel that this is a stretch goal. It is anticipated that with each successive plan update the BRTB will monitor performance against the measures and targets to get a sense of how investments are (or are not) enabling the region to reach its goals. As the plan is updated, both the measures and the targets may be adjusted to reflect evolving facts on the ground.</p> <p>e) Projects need to have a project sponsor, one that provides funding support and takes on the planning process. At this time no new project sponsor has been identified.</p> <p>f) BRTB members are committed to continuing to work toward shorter commutes, improving transit reliability and increasing commuting options. Set-aside funding described on page 4-12 will go a long way toward addressing that concern.</p> |
| <p>19</p> | <p>a) The public project ideas and illustrative projects address many procedural flaws of previous plans.</p> <p>b) This plan still underfunds transit.</p> <p>c) If the region wants to develop in a</p> | <p>Saul Wilson</p> | <p>a) Glad to hear that suggestions made by the public during earlier comment periods were acted upon and noticed.</p> <p>b) The BRTB members had to examine their individual plans and budgets and included only those projects and policies that are financially feasible in <i>Maximize2040</i> as required by federal law. These requirements mandate that the plan be fiscally constrained, meaning it can only include those projects believed to have a reasonable chance of receiving funding within the planning period. The programs and projects included in this plan represent the best judgment of the BRTB about what is desirable and possible, given existing conditions and future expectations. <i>Maximize2040</i> is the best response to the plans and programs of its constituent members and reflects social, economic, and environmental requirements and objectives for the region as a whole. Importantly, the plan advances our region’s ability to continue to grow and opportunities for the citizens and businesses throughout the planning period. Initially, <i>Maximize2040</i> included the Red Line project, but that project was canceled late in the plan development process. The state, as the project sponsor, has indicated it does not desire to pursue the project. No other project sponsor with the means to finance and build the project has come forward.</p> <p>c) The BRTB members are partners in the regional transportation planning process that is</p> |



Note: This matrix includes a summary of comments received during the public comment period with responses from the BRTB. Additional comments that may have been submitted verbally at a BRTB meeting prior to a vote are not included. Please refer to meeting minutes at www.baltometro.org for documentation of any verbal comments received during BRTB meetings.

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| | <p>sustainable manner and address equity concerns, focus investments on transit improvements.</p> <p>d) MARC G&I with the Green Line is good but the rest is a stapling of local projects.</p> <p>e) Revise the plan and shift highway dollars to an adequate and coherent urban rapid transit network for Baltimore.</p> | | <p>guided by federal requirements. Among these requirements is the need for the Plan to be “fiscally constrained” and include only those projects that it is believed to have a reasonable chance that it will receive funding within the planning period. The members have looked at their plans and budgets and have suggested those projects and policies that have financial requirements that they believe are financially feasible. Importantly, the Plan advances our region’s abilities to continue to grow jobs and other opportunities for the citizens and businesses in the region.</p> <p>d) As stated above the region is comprised of member jurisdictions so it is no surprise projects emerging from local planning reflect the needs of those communities.</p> <p>e) The planning process does not end with the adoption of a plan. As new transit projects/networks are developed they will be submitted by project sponsors in the next update to the plan.</p> |
| 20 | <p>a) Stunned by lack of notice with only 10 people at the Annapolis meeting.</p> <p>b) Support an eastbound lane on Severn River Bridge as well as a more comprehensive solution.</p> <p>c) Support an AA for the Bay Bridge. There are already serious safety and corrosion issues. If the bridge fails there are no alternatives. Perhaps a multimodal crossing south of Annapolis to divert U.S. 50/301 trips to DC and northern Virginia (understanding the space for approach</p> | <p>Pat Lynch Broadneck Council of Communities, Inc.</p> | <p>a) Notice for six Town Hall meetings was made using the following tools: Print and online advertisements were placed in the BaltimoreSun.com, <i>Towson Times</i>, <i>Howard County Times</i>, <i>Aegis</i>, <i>Carroll County Times</i>, <i>Afro-American</i>, <i>Afro.com</i>, <i>Prensa Libre</i>, <i>Washington Post</i>, and <i>Capital Gazette</i>. Flyers were distributed on Baltimore County Department of Aging / CountyRide, Harford Transit and Howard County Transit (RTA) buses and distributed through ARTMA, BWI Business Partnership, MDOT Tour meetings, and the cities of Annapolis and Baltimore. Social media posts were shared by partner organizations like CMTA, Harford County Rideshare, the City of Annapolis, etc.</p> <p>b) Appreciate the support for improvements to the Severn River Bridge. Additional planning is anticipated for the corridor and can be tracked by going to the project page on SHAs website at: apps.roads.maryland.gov/WebProjectLifeCycle/ProjectInformation.aspx?projectno=AA221112</p> <p>c) The Maryland Transportation Authority is finishing the life-cycle analysis of the Bay Bridge crossings. This analysis should be available to the public some time in 2016.</p> |



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| <p>roads).</p> <p>d) Need public transportation to reduce auto ownership. Consider transit to AACC, AAMC, malls and major employment centers.</p> <p>e) More emphasis needed on multimodal solutions such as biking and walking. Need a solution to reduce conflicts at MD 2 and College Parkway.</p> | | <p>d) The BRTB members had to examine their individual plans and budgets and included only those projects and policies that are financially feasible in <i>Maximize2040</i> as required by federal law. These requirements mandate that the plan be fiscally constrained, meaning it can only include those projects believed to have a reasonable chance of receiving funding within the planning period. The programs and projects included in this plan represent the best judgment of the BRTB about what is desirable and possible, given existing conditions and future expectations. While it is anticipated that some future targets will not be achieved during this plan period, the programs, projects, and policies included reflect the priorities of the individual members of the BRTB. It is anticipated that, with each successive plan update, the BRTB will monitor performance against the measures and targets to get a sense of how investments are (or are not) enabling the region to reach its goals. <i>Maximize2040</i> is the best response to the plans and programs of its constituent members and reflects social, economic, and environmental requirements and objectives for the region as a whole. Importantly, the plan advances our region’s ability to continue to grow and opportunities for the citizens and businesses throughout the planning period.</p> <p>In the near term, the Hogan Administration’s BaltimoreLink system proposes to provide a variety of strategies to improving transit service, connectivity, and frequency. This includes three new Commuter Bus routes one of which has service connecting Baltimore and Annapolis area. For more information please visit mta.maryland.gov/baltimorelink.</p> <p>e) Anne Arundel County is currently in the process of developing a feasibility study conducted with regards to a potential ped/bike bridge across MD 2 in the vicinity of the College Parkway which would ultimately act as a connection between the Broadneck Trail/Anne Arundel Community College and the B&A Trail. Obviously, an improvement of this magnitude will take several years to complete should it prove to be feasible, requiring negotiation/land acquisition with private land owners, the community college, design, construction, etc.</p> <p>With that in mind, the County is also pursuing a more timely response by providing improvements along Jones Station Road, including signage to support on-road bicycle travel as well as trail improvements along the northern portion of Jones Station Road (an alternate means of accessing the community college/Broadneck Trail from the B&A Trail). While Jones Station Road currently functions as a connection, the proposed improvements will provide an alternative for pedestrians and cyclists.</p> <p>The physical characteristics of the MD 2/College Parkway and nearby topography present</p> |
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| <p>f) Need for intermodal facilities at key locations that include options for bike and car rental, Uber and Lyft.</p> <p>g) Should recommend planning for the extension of the Orange Line from New Carrollton to Annapolis. Access by transit to the state capitol is non-existent.</p> <p>h) Address the completion of the Broadneck Bike/Pedestrian Trail to Sandy Point State Park and a connection across MD 2 to the B&A Trail.</p> <p>i) Should include increasing emphasis on protected wider shoulders for walking</p> | | <p>significant challenges with regards to addressing this issue.</p> <p><i>Broadneck Peninsula Trail Phase II (now):</i> Green Holly Drive to Bay Dale Drive – 1.2 miles. Plans are 50% complete, Environmental issues & stormwater management issues have delayed progress on design, Permeable paving will be utilized to help resolve stormwater management issues, Funds have been authorized for construction, \$1.8 million federal grant remains intact, Tentative construction window is Summer 2016.</p> <p><i>Broadneck Peninsula Trail Phase III (future):</i> Bay Dale Drive to Peninsula Farm Road 2.5 miles, Design of this trail segment has been advanced from fiscal year 2019 to fiscal year 2018.</p> <p>f) In the near term the Hogan Administration’s BaltimoreLink system proposes to provide a variety of strategies to improving transit service, connectivity, and frequency to employment centers in the region. That proposal also calls for implementation of last mile strategies at stations which includes bike amenities and Zipcar/Uber coordination. For more information please visit mta.maryland.gov/baltimorelink.</p> <p>g) Anne Arundel County and BMC staff are working on the Bus Rapid Transit / Premium Bus Alignment study. This study is examining the potential for such service from Annapolis along U.S. 50 to New Carrollton and into Washington, DC. This study is examining the demand for such service. Currently, the MTA Commuter Bus has the following services to the Greater Annapolis area:</p> <ul style="list-style-type: none"> • 220 Annapolis/Truman-DC • 230 Severna Park/Annapolis-DC • 240 Kent Island-DC • 250 Kent Island/Davidsonville-DC • 260 Severna Park/Davidsonville-DC <p>h) <i>Broadneck Peninsula Trail Phase II (now):</i> Green Holly Drive to Bay Dale Drive – 1.2 miles. Plans are 50% complete, Environmental issues & stormwater management issues have delayed progress on design, Permeable paving will be utilized to help resolve stormwater management issues, Funds have been authorized for construction, \$1.8 million federal grant remains intact, Tentative construction window is Summer 2016.</p> <p><i>Broadneck Peninsula Trail Phase III (future):</i> Bay Dale Drive to Peninsula Farm Road 2.5 miles, Design of this trail segment has been advanced from fiscal year 2019 to fiscal year 2018.</p> <p>i) SHA continues to include bicycle and pedestrian improvements in roadway construction projects when appropriate and consistent with county land use and transportation plans.</p> |
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| | and biking. j) Request a review of the AA GDP and Broadneck Small Area Plan's transportation be included. | | j) The Anne Arundel County representatives bring that knowledge to the table and consider those documents when submitting projects for consideration. The document would be unwieldy if all such documents from every member in the region asked for them to be included. |
| 21 | <p>a) The priority on roads at the expense of others modes is outdated and ill advised.</p> <p>b) Needs a more concrete proposal for a regional rail system such as the 2002 plan.</p> <p>c) There is still a need for east-west transit and no solution is offered.</p> <p>d) The Green Line should be advanced to 2020-2029.</p> <p>e) Highways create congestion and need to be maintained. Consider that states such as Florida and Iowa are considering abandoning parts of their highway system due to high maintenance costs.</p> <p>f) Before BRT, need a comprehensive</p> | Peter Smith | <p>a) The BRTB members had to examine their individual plans and budgets and included only those projects and policies that are financially feasible in <i>Maximize2040</i> as required by federal law. These requirements mandate that the plan be fiscally constrained, meaning it can only include those projects believed to have a reasonable chance of receiving funding within the planning period. The programs and projects included in this plan represent the best judgment of the BRTB about what is desirable and possible, given existing conditions and future expectations. <i>Maximize2040</i> is the best response to the plans and programs of its constituent members and reflects social, economic, and environmental requirements and objectives for the region as a whole. Importantly, the plan advances our region's ability to continue to grow and opportunities for the citizens and businesses throughout the planning period. Initially, <i>Maximize2040</i> included the Red Line, but that project was canceled late in the plan development process. The state, as the project sponsor, has indicated it does not desire to pursue the project. No other project sponsor with the means to finance and build the project has come forward.</p> <p>b) No reasonable assurance that funding for more transit system projects or services can be promised by sponsor agencies at this time.</p> <p>c) Until a different solution is crafted and funding is identified, 5 bus lines continue to provide service in this east-west corridor.</p> <p>d) No reasonable assurance that funding for that project can be made at this time.</p> <p>e) Thank you for your comments. Your suggestion has been noted and brought to the Board's attention.</p> <p>f) While work continues on addressing transit for the urban core there is no need to abandon</p> |



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| | transit network that connects the densely populated urban core. | | efforts to connect people to jobs in high density corridors. This serves to get people out of cars which reduces congestion and air quality impacts. |
| 22 | <p>a) There is a significant number of road projects, yet more asphalt does not actually relieve congestion.</p> <p>b) Must build a system that connects all people in the region to opportunity not just cars.</p> <p>c) More measurement of effective performance which is especially vital for transit to meet the needs of riders.</p> <p>d) Transit ridership goal will not be achieved so amend the plan to show investment in transit.</p> <p>e) This does not reflect the priorities of the OC for a fully and fairly connected region.</p> <p>f) Need a major east-west connector in this plan – has been called for over many decades.</p> | <p>Dru Schmidt-Perkins 1000 Friends of Maryland</p> | <p>a) Thank you for your comments. Your suggestion has been noted and brought to the Board’s attention. No reasonable assurance that funding for more transit system projects or services can be promised by sponsor agencies at this time.</p> <p>b) The plan is designed to connect people to opportunities and is building off of the region’s existing network. No reasonable assurance that funding for more transit system projects or services can be promised by sponsor agencies at this time.</p> <p>c) This is an objective of the Performance Management efforts at BRTB but will require some time to put into place.</p> <p>d) No reasonable assurance that funding for more transit system projects or services can be promised by sponsor agencies at this time.</p> <p>e) The plan sets aside \$100 million to support “Ladders of Opportunity” strategies drawn directly from the <i>Regional Plan for Sustainable Development</i>. The BMC intends to keep the OC website active to convey information on the implementation of recommendations.</p> <p>f) No reasonable assurance that funding for more transit system projects or services can be promised by sponsor agencies at this time.</p> |
| 23 | <p>a) The many planning activities of the BRTB is very confusing to the average person.</p> <p>b) A major sea-change when new Governor discontinued the Red Line – in the public project ideas 24 persons referred to the Red Line.</p> <p>c) What are the implications of this abandonment? Other possibilities should be explored.</p> <p>d) A natural location for vastly improved</p> | <p>Art Cohen, Convenor b’more mobile</p> | <p>a) There is a lot going on, with the more than 400 MPOs in the country working to meet the federal requirements of regional planning and the critical need to involve the public. The BRTB offers speakers to communities to help educate on the process and also uses infographics, social media and other means to provide easily understood materials.</p> <p>b) It is a change, but as the project sponsor and the party responsible for providing support over the life of the project the state is within its authority to withdraw the project.</p> <p>c) No reasonable assurance that funding for more transit system projects or services can be promised by sponsor agencies at this time.</p> <p>d) In the near term the Hogan Administration’s BaltimoreLink system proposes to use North</p> |



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| | <p>public transportation is North Avenue from Milton to Hilton. This provides tremendous access to many parts of the City. The type of transportation should be a modern streetcar. The choice of North Avenue represents a way to tie together communities after the death of Freddie Gray and address the needs of persons dependent on transit. The presence of fixed rail will encourage growth of small businesses. Funding and construction of a modern streetcar is more affordable and rapid so would not replicate the expense and delays of the Red Line.</p> | | <p>Avenue as a means to provide several CityLink routes between Pennsylvania Avenue and North Patterson Park Avenue. For more information please visit mta.maryland.gov/baltimorelink . Your suggestion has been forwarded to the BRTB for its ongoing consideration.</p> |
| 24 | <p>a) Page S-4 says that the state will continue to coordinate with the BRTB on additional monies due to the elimination of the Red Line. The plan should inform people how to precisely keep track of state plans for future transit investment in the region.</p> <p>b) Monitor how the \$100M in Ladders of Opportunity set-aside relates to the RPSD. Keep OC website active to show implementation of recommendations.</p> <p>c) GBC commends the BRTB on recognizing the transit system does not adequately serve emerging job centers.</p> <p>d) On page S-7, where is BNIP listed – the project has not been eliminated by</p> | <p>Don Fry President & CEO Greater Baltimore Committee</p> | <p>a) Any major projects will show up in the next plan or a plan amendment. Smaller scale activities may be included directly into the TIP.</p> <p>b) While the BMC intends to keep OC website active, the best place to track funding is in future TIPs.</p> <p>c) The BRTB has undertaken analysis that shows while emerging job centers have some access by transit, but it is clear that the frequency and hours in service are not adequate in all areas.</p> <p>d) Projects are submitted by project sponsors. At this time it is apparent that MTA considered BNIP when they crafted BaltimoreLINK. It is likely that components of BaltimoreLINK will appear in the next TIP.</p> |

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| | <p>MTA so should be included.</p> <p>e) On page S-9, mention coordination with MWCOG on the U.S. 29 BRT project, otherwise it does not make sense.</p> | | <p>e) All highway, transit or bicycle projects that go to a jurisdictional boundary include the neighboring jurisdiction and occasionally a neighboring MPO.</p> |
| <p>25</p> | <p>a) The loss of productivity from sitting in traffic should be quantified or addressed qualitatively in stronger terms.</p> <p>b) The impact on drivers from inactivity and exposure to pollutants should be quantified in health care costs and by Disability-Adjusted Life Year.</p> <p>c) The air quality analysis is based on old standards. Seek greater input from MDE-ARMA.</p> <p>d) The failure to invest more in transportation hits lower income persons more because they are less likely to telecommute.</p> <p>e) The foreign-born population (Howard Co is 21%) increasingly depends on public transit so marketing in multiple languages is needed.</p> | <p>Ron Hartman, Chairman, Howard County Public Transportation Board</p> | <p>a) The Texas Transportation Institute (TTI) and INRIX annual regional traffic congestion report cards equate traffic congestion with loss of productivity. Staff will review their methodology and see how to potentially incorporate the cost of congestion when developing the next Long Range Plan.</p> <p>b) The long range transportation plan serves to meet the travel demands of the people of the Baltimore region, and those who travel here. In regard to the “inactivity” comment, while there are health impacts to every activity/or inactivity a person may involve themselves in, the plan does not dictate people’s transportation modes (driving vs. other more active modes). It is the personal decision of everyone how they chose to get where they are going are where they are going to. The BRTB strives to provide an accessible multi-model transportation plan. In regard to the “exposure to pollutants” comment, the exposure would be dependent upon a range of factors such as proximity, traffic level, and time of day. The study you are suggesting is much more in-depth in the area of a public health assessment than is reasonably expected of a transportation plan.</p> <p>c) MDE’s ARMA is highly involved with and an active participant in the BRTB and a number of its subcommittees including the Technical Committee, the Interagency Consultation Group, and the Bicycle and Pedestrian Advisory Committee. The Board will work to clarify the flow of information on this topic with the MDE.</p> <p>d) No reasonable assurance that funding for more transit system projects or services (including those in Howard County) can be promised by sponsor agencies at this time.</p> <p>e) On a regional basis, the BRTB and maintains a Limited English Proficiency (LEP) Plan. This plan (1) identifies where there are substantial numbers of residents of the Baltimore region who do not speak or read English proficiently and (2) seeks to ensure that these individuals have access to the planning process and published information and that public notification is provided in other languages. At this time the BRTB only publishes in Spanish but will review</p> |



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the data on LEP at least once every four years.

The Regional Transportation Agency (RTA) since its inception on July 1, 2014 has similar provisions for LEP individuals as the BRTB. RTA has completed a very comprehensive marketing and outreach support plan for LEP persons. A description of all components can be presented to the PTB on request. As the RTA moves forward, it will expand advertising, marketing, outreach and communication efforts to include growing LEP groups such as Korean, Spanish and Chinese. A key piece of the LEP is providing notice to LEP person:

- On the website, with links to translations of vital documents in 31 other languages.
- Through signs posted on vehicles and in our customer service and administrative offices.
- Through ongoing outreach efforts to community organizations, schools, and religious organizations.
- Through the use of an automated telephone menu system in the most common languages encountered.
- By including the RTA language translation line on all materials.
- By sending translated news releases and public service announcements about the availability of LAP
- By providing information to newspapers and broadcast media that target local LEP communities.
- By including LEP persons in all outreach efforts related to service and fare changes.

Another key piece of the LEP is monitoring/updating. The current plan will be updated periodically based on feedback, updated demographic data, and resource availability. As part of ongoing outreach to community organizations, the RTA will solicit feedback on the effectiveness of language assistance and unmet needs. In addition, RTA will conduct periodic internal meetings with staff who assist LEP persons and review updated Census data or formal studies to determine the adequacy and quality of the language assistance provided, and any needed changes to the LAP program or LEP needs.

Ways to reach the LEP community include: Website: the RTA maintains a comprehensive website; www.transitRTA.com, press releases, rider announcements: send announcements to 28 community organizations via email blast; and make on our [1-800-270-9553](tel:1-800-270-9553) customer service line.

Staff is accessible in person, on the phone; or by mail, fax, or email. Contact information is provided on the agency's website. Also, several drivers speak Spanish and other languages



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| <p>f) There is rapid growth in employment and housing. The lack of transportation options is a disadvantage when meeting the needs of current residents and the growing young creative class that desires options.</p> <p>g) People are ready for alternative means of transportation. To better meet those needs: Even if all funds went to alternatives there would be congestion. The funds devoted to alternatives should be at least 50% if not 70% to maximize our ability to move people. The plan needs to impact land use to favor alternatives. Development of needed density for bus, walk, bike should be internalized and not shifted to the public.</p> | | <p>and can assisted as needed. Our RTA Mobility Manager speaks fluent Spanish and is able to assist customers via phone, email, or web and at public meetings</p> <p>The RTA utilizes the services of Language Line when needed. The Language Line gives us the capability to provide on the spot translation services for any language via phone conference.</p> <p>f) The Baltimore region is growing at an average rate for metro areas. The BRTB members had to examine their individual plans and budgets and included only those projects and policies that have financial requirements that they believe are financially feasible in the Maximize2040 Plan as required by federal law. These requirements mandate that the Plan be fiscally constrained, meaning it can only include those projects believed to have a reasonable chance of receiving funding within the planning period. The programs and projects included in this plan represent the best judgment of the BRTB about what is desirable and possible, given existing conditions and future expectations. The Maximize2040Plan is the best response to the plans and programs of its constituent members and reflects social, economic and environmental requirements objectives for the region as a whole. Importantly, the Plan advances our region’s ability to continue to grow and opportunities for the citizens and businesses throughout the Planning period. Initially the Maximize2040 Plan included the Red Line but that project was canceled late in the Plan development process. The state, as the project sponsor, has indicated it does not desire to pursue the project. No other project sponsor with the means to finance and build the project has come forward.</p> <p>g) The BRTB members had to examine their individual plans and budgets and included only those projects and policies that are financially feasible in <i>Maximize2040</i> as required by federal law. These requirements mandate that the plan be fiscally constrained, meaning it can only include those projects believed to have a reasonable chance of receiving funding within the planning period. The programs and projects included in this plan represent the best judgment of the BRTB about what is desirable and possible, given existing conditions and future expectations. While it is anticipated that some future targets will not be achieved during this plan period, the programs, projects, and policies included reflect the priorities of the individual members of the BRTB. It is anticipated that, with each successive plan update, the BRTB will monitor performance against the measures and targets to get a sense of how investments are (or are not) enabling the region to reach its goals. <i>Maximize2040</i> is the best response to the plans and programs of its constituent members and reflects social, economic, and environmental requirements and objectives for the region as a whole. Importantly, the plan advances our region’s ability to continue to grow and opportunities for</p> |
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Note: This matrix includes a summary of comments received during the public comment period with responses from the BRTB. Additional comments that may have been submitted verbally at a BRTB meeting prior to a vote are not included. Please refer to meeting minutes at www.baltometro.org for documentation of any verbal comments received during BRTB meetings.

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| | <p>Articulate the needed level of investment to achieve a sustainable future.</p> <p>Advance the timing of the U.S. 29 BRT. Shift commuter bus service towards BRTB now with improvements that can be done in a year.</p> | | <p>the citizens and businesses throughout the planning period. As the plan is updated, the measures and targets may be adjusted to reflect evolving facts on the ground.</p> <p>Howard County agrees that implementing and advancing transit improvement in the U.S. 29 corridor should be collaborative and is advancing the project planning with both the MTA and Montgomery County. The planning effort also includes studying and developing a plan to implement incremental improvements to enhance the effectiveness of the current commuter bus service.</p> |
| 26 | <p>Regarding the new MARC rail station and TOD at Bayview:</p> <p>a) What changes will be made to this project as a result of the Red Line's cancellation?</p> <p>b) A possibility is a bus hub, as there are multiple lines serving SE Baltimore. How about adding some intercity buses to the mix? The proposal includes \$\$ for more buses to alleviate overcrowding, but whether there's enough \$\$ for expanded service is in doubt.</p> | David S. Bouchard | <p>a) The specific alternations to the Bayview MARC Station project will be detailed in the upcoming project planning effort.</p> <p>b) In the near term, the Hogan Administration's BaltimoreLink system is proposing a variety of strategies to improving transit service, fleet size, connectivity, and frequency. Transit Hubs, express bus service, and enhanced commuter bus service are also under consideration. For more information please visit mta.maryland.gov/baltimorelink</p> |
| 27 | <p>a) The public project ideas from Harford County apparently did not get support and are not included.</p> | Judy Rose | <p>a) Some public project ideas submitted for Harford County are consistent with the final list of projects the BRTB developed. For example, several respondents suggested adding rail service between Harford County and Baltimore. This is consistent with the inclusion of the MARC Growth and Investment Plan (MGIP). Much of the MGIP involves adding infrastructure and service to better serve Harford, Baltimore, and Howard counties and Baltimore City. For more details on the MGIP, see MTA's website: www.mgip-update.com.</p> <p>Other respondents recommended expanding commuter bus service throughout the region. <i>Maximize2040</i> includes expanded commuter bus service between Harford County and Baltimore City.</p> <p>Several other respondents suggested promoting transit-oriented development (TOD) at MARC stations and improving bicycle and pedestrian access at MARC stations. One of Harford County's projects is the construction of a new Aberdeen MARC station as well as</p> |



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| | <p>b) Much touted BRAC development has fizzled and yet a lot of improvements are included, what about the rest of us.</p> <p>c) Consider more transit options and soon, it will cost less.</p> <p>d) Some roads for safety are needed but not the ones included in the plan.</p> | | <p>TOD investments around the station.</p> <p>Other projects recommended by the public (for example, adding lanes to MD 543) were not included in the final set of projects because of the need to show fiscal constraint in the plan. The MD 543 project is one of the projects in Harford County that the BRTB placed in the Illustrative Projects list. Illustrative projects are ones that will be next in line to advance to the long-range plan should additional funding become available in the future.</p> <p>b) The projects identified near APG in the Long Range Plan are projects with funds committed out to the year 2019. The MD 22 project is not a “BRAC Project” or an “APG Project”. The travel demand forecast shows MD 22, as well as U.S. 1, as congested roadways if no improvements are made.</p> <p>c) Local bus routes were not included in the regional long range plan, but can be addressed by Harford Transit and in the update to the Harford County Comprehensive Plan.</p> <p>d) Safety improvements are of great concern to all members. If there are specific locations where you have noted problems please share them with Harford County or to BMC staff.</p> |
| 28 | a) Consider adding the Downtown Columbia – Oakland Mills Connection Bridge Project to the TIP and <i>Maximize2040</i> . | Friends of Bridge Columbia and Oakland Mills Comm. Assoc. | a) The Transportation Improvement Program (TIP) is a short-range plan that addresses projects over a four-year time horizon. Generally, projects are included in the TIP when a project’s scope and scale is defined and federal funding has been clearly identified and allocated. At this time, Howard County believes the Downtown Columbia Oakland Mills Connection Bridge Project is not far enough along in the planning process to merit inclusion in the TIP. |
| 29 | a) Why was there no mention of current traffic conditions on I-97? Really needs 3 rd lane from U.S. 50 to MD 32 | Robert Gauthier (@yetticrg) | a) Anne Arundel County submitted a project with these limits that did not make it into the draft plan due to funding limitations. As County priorities change, the County may re-evaluate these projects with a higher priority to make it into the next plan. |
| 30 | a) Traffic calming is essential for Baltimore city | @SlowItDownB More | a) City did submit a specific project for consideration. Typically these types of projects are not “regionally significant” and, while talked about generally, are not often included specifically in the regional plan. Further, due to limited financial resources many larger scale projects did not make the cut to be included. |
| 31 | a) MARC Growth and Investment and MTA bus expansion will impact Baltimore, but not in <i>Maximize2040</i> | @Ideal_city | a) <i>Maximize2040</i> includes MARC Growth & Investment at \$258M between the years 2020-2029 and \$410M between 2030-2040. As well, MTA Bus Expansion is included and funded at \$60M between 2020-2029 and \$95M between 2030-2040. |
| 32 | a) Does anyone really read this stuff? | @TheHumanCar | a) While long-range regional transportation planning may not be at the forefront of topics of a great many people, it is important work and regions do rely on a wide range of community |

| GENERAL COMMENTS ON: MAXIMIZE2040 AND CONFORMITY DETERMINATION | | | |
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| | <p>b) Is there detail enough to really know what's it going to be like?</p> | | <p>associations, business interests, private transit operators and advocates to assist in laying the groundwork for transportation infrastructure.</p> <p>b) If the detail you are talking about relates to individual projects, there is less detail in a long-range plan and more as planning begins in a given corridor. The intent is to signal that there is an identified need that will be addressed in the future. As planning does begin the project sponsor engages the public in the details.</p> |
| 31 | <p>a) 57% of major public project ideas called for extensions of the MARC, Metro subway, or light rail (incl. Red Line). However, funding is nearly opposite, with 2020-2040 transit funding at 35% of total and the 2020-2029 transit/road funding split is 17.4% transit, 82.6% roads.</p> <p>b) 89% of all transit spending in the plan is for 2030-2040. In order to meet the goals of <i>Maximize2040</i> substantial investment in transit is needed sooner.</p> <p>c) Funding for the Green Line is only a fraction of the work needed to fulfill the vision of the Baltimore Regional Rail Plan which called for an extension to White Marsh.</p> <p>d) A longer Green Line extension (perhaps to Morgan State University) would use funds more efficiently, thereby scoring higher in the federal funding process,</p> | Ben Groff | <p>a) The BRTB members had to examine their individual plans and budgets and included only those projects and policies that are financially feasible in the Maximize2040 Plan as required by federal law. These requirements mandate that the Plan be fiscally constrained, meaning it can only include those projects believed to have a reasonable chance of receiving funding within the planning period. The programs and projects included in this plan represent the best judgment of the BRTB about what is desirable and possible, given existing conditions and future expectations. The Maximize2040Plan is the best response to the plans and programs of its constituent members and reflects social, economic and environmental requirements objectives for the region as a whole. Importantly, the Plan advances our region's ability to continue to grow and opportunities for the citizens and businesses throughout the Planning period. Initially the Maximize2040 Plan included the Red Line but that project was canceled late in the Plan development process. The state, as the project sponsor, has indicated it does not desire to pursue the project. No other project sponsor with the means to finance and build the project has come forward.</p> <p>b) The "fiscal constraint" requirement establishes a reasonable estimate of "what" financial resources are available "when" throughout the Planning period. The current estimate could not afford advancing such funding at this time.</p> <p>c) The funding identified is only for the portion of the Green Line identified, it is not a proxy for an entire network. Due to financial constraints only parts of the larger rail plan that can be funded are included at this time.</p> <p>d) As the lead on this project at this time, the Baltimore City DOT is in the preliminary stages of this extension and is reviewing recommendations for modifications to the alignment. BCDOT will take this comment under consideration as the project planning moves forward.</p> |



GENERAL COMMENTS ON: MAXIMIZE2040 AND CONFORMITY DETERMINATION

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| <p>because economies of scale work against shorter projects.</p> <p>e) The Red Line (or a similar high capacity, rapid east/west transit line) should be included as an illustrative project.</p> <p>f) A per capita increase in vehicle miles traveled (VMTs) is unacceptable. Regional population projected to grow by 14%, but VMTs by 27%. Re-examine/adjust the plan.</p> <p>g) Consider these projects to meet regional transportation goals in the wake of Red Line cancellation:</p> <ol style="list-style-type: none"> 1. Downtown transit center for Baltimore at Baltimore Street and the present Baltimore Arena 2. A transit/bus hub (similar to Mondawmin Mall) for the NE side of Baltimore is needed (see 2002 Baltimore Regional Rail System Plan). 3. Add MARC Growth and Investment Plan stations at Bayview, btwn West Baltimore MARC + Penn Station, at Madison Square (or other East Balt), etc. 4. A quick bus or high-frequency/limited stop bus service network for important Baltimore corridors and regional destinations and linkages. | | <p>e) Projects need to have a project sponsor, one that will provide funding support and take on the planning process. At this time no new project sponsor has been identified.</p> <p>f) It is anticipated that with each successive plan update of the plan the BRTB will monitor performance against the measures and targets to get a sense of how investments are (or are not) enabling the region to reach its goals. As the plan is updated, both the measures and the targets may be adjusted to reflect evolving facts on the ground.</p> <p>G1&2) In the near term the Hogan Administration’s BaltimoreLink system proposes to provide a variety of strategies to improving transit service, fleet size, connectivity, and frequency. A range of improvements are also under consideration including transit hubs, express bus service, and enhanced commuter bus service. For more information please visit mta.maryland.gov/baltimorelink.</p> <p>G3) The Bayview MARC Station project is subject to evaluation on its own merit, without the Red Line, and a determination will be made on next steps. Other stations along the Penn Line require coordination with Amtrak who owns the Right-of-Way. MTA’s MARC G&I Plan identifies a Bayview Station in a 2015 (near term) timeframe and stations at Madison and Upton in a 2035 (future) timeframe. More information is available on the MARC Growth & Investment Plan.</p> <p>G4) In the near term the Hogan Administration’s BaltimoreLink system proposes to provide a variety of strategies to improving transit service, fleet size, connectivity, and frequency. A range of improvements are also under consideration including transit hubs, express bus service, and enhanced commuter bus service. For more information please visit mta.maryland.gov/baltimorelink.</p> |
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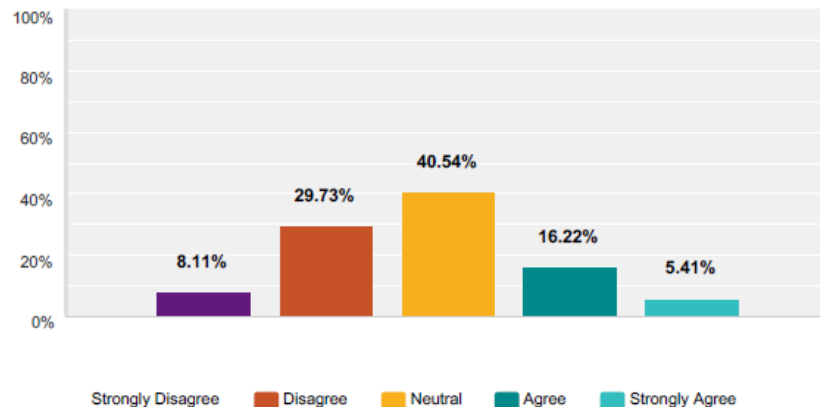


Note: This matrix includes a summary of comments received during the public comment period with responses from the BRTB. Additional comments that may have been submitted verbally at a BRTB meeting prior to a vote are not included. Please refer to meeting minutes at www.baltometro.org for documentation of any verbal comments received during BRTB meetings.

RESPONSES TO THE 4 QUESTIONS ON THE MAXIMIZE2040 COMMENT CARDS AND ONLINE SURVEY

- 1 **Overall funding for operations, preservation, and major expansion makes best use of region’s limited resources:**
- While operations and preservation should come 1st, the amount for expansion is inadequate.
 - Percentage of money to preservation should be higher.
 - A worthy expenditure as it relates to global warming.
 - The mix is less important than the impact on greenhouse gas emissions and air pollution.
 - Need to move away from car-centric communities and spend money on transit, biking and walking paths.
 - Highway expansions require unmanageable share of maintenance funding. Shift money from highway maintenance to transit maintenance/expansion.
 - It’s time to make Maryland’s transportation as effective as our neighbors in DC/ VA/NY/PA/etc. It is a shame that NYC Sunday service is 10x better than rush hour service in MD. More funds for expansion, instead of maintaining what is not working, would generate money for MD.
 - More funds need to be allocated to major expansion projects, especially for improved public transit.
 - More funds for preservation (increase to 30%); less on expansion (decrease to 15%). Right now the roads aren’t maintained properly so adding more will just create additional headaches (at least in Harford County).
 - Major expansion of transit needs to be a main priority.
 - Would like more money for expansion, but if 55% is really needed for operations, then I hope the state can consider increasing the gas tax a couple cents per gallon.
 - Strongly agree with expansion of light rail, but not roads!

Greg Shafer
 Lindsey Reynolds
 John Johnston
 Rebecca Ruggles
 Sabrina Fu
 Online Survey Responses
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Of those people who chose to respond to survey Question 1, most were neutral as to whether or not the plan makes best use of the region’s limited resources. On either end of the scale, more people disagreed than agreed about use of the funds.

Reading the comments that some participants chose to write on the survey, there was clear support for system preservation. Comments relating to the expansion category were related to more people wanting to see funding for transit projects over highway projects.

In the future, with more emphasis on performance-based planning and state of good repair, the state agencies, local jurisdictions, and BRTB will focus more on approaches for project selection that are affordable and can meaningfully contribute to the goals of the plan.



Note: This matrix includes a summary of comments received during the public comment period with responses from the BRTB. Additional comments that may have been submitted verbally at a BRTB meeting prior to a vote are not included. Please refer to meeting minutes at www.baltometro.org for documentation of any verbal comments received during BRTB meetings.

| <p>2</p> | <p>The funding for major expansion makes the best use of the region’s limited resources:</p> <ul style="list-style-type: none"> • Proposed Green Line seems too expensive for the number of people expected to leave cars. • Looking for more transit options. • Increase amount to emission reduction and decrease amount to roadways • Good for small business growth. • Investing in transit must be prioritized as a way of addressing equity and access to jobs. • Wants funding for municipalities to invest in bike racks. (Bel Air and Aberdeen) • Need to maximize transit and minimize car use. • A great idea to expand, if we had a system similar to NY/DC. • Widening highways helps commute times, less stress. • It is inappropriate that most of the major expansion funding is going towards auto-centric projects, instead of transit, bicycle and pedestrian improvements. • Too much emphasis is placed on roadway expansion in the outer suburbs; no attention is paid to the need for a safe reliable and regional transit network. Buying more buses to run same failed system makes little to no sense. • Transit and Complete Streets are far more important than additional roadway spending. • Need more expansion of transit. • Car centric trans. planning is stifling livable communities. • Majority of expansion funds should go to transit, bicycle, and pedestrian infrastructure. Highway expansions are worse return on investment than transit/bike/ped. • Our transit is not good. Examine every route/line of transportation and find a way to connect Prince Georges, | <p>Greg Shafer</p> <p>Lindsey Reynolds</p> <p>Jared DeMarinis</p> <p>John Johnston</p> <p>Rebecca Ruggles</p> <p>Deb R</p> <p>Sabrina Fu</p> <p>Lauren Welch</p> <p>Lise Robinson</p> <p>Online Survey Responses ↓</p> | <table border="1"> <caption>Survey Response Data for Question 2</caption> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Strongly Disagree</td> <td>62.50%</td> </tr> <tr> <td>Disagree</td> <td>12.50%</td> </tr> <tr> <td>Neutral</td> <td>6.25%</td> </tr> <tr> <td>Agree</td> <td>12.50%</td> </tr> <tr> <td>Strongly Agree</td> <td>6.25%</td> </tr> </tbody> </table> <p>Of those people who chose to respond to survey Question 2, 75 percent disagreed that the funding for major expansion makes the best use of the region’s limited resources.</p> <p>Reading the comments that some participants chose to write on the survey, there was a clear preference toward more transit and bicycle/pedestrian projects. This was accompanied by comments that state these types of projects contribute to reduced emissions and more livable communities. On the other hand, someone expressed appreciation for the highway improvement that can reduce stress on commuting trips.</p> | Response | Percentage | Strongly Disagree | 62.50% | Disagree | 12.50% | Neutral | 6.25% | Agree | 12.50% | Strongly Agree | 6.25% |
|-------------------|---|---|---|----------|------------|-------------------|--------|----------|--------|---------|-------|-------|--------|----------------|-------|
| Response | Percentage | | | | | | | | | | | | | | |
| Strongly Disagree | 62.50% | | | | | | | | | | | | | | |
| Disagree | 12.50% | | | | | | | | | | | | | | |
| Neutral | 6.25% | | | | | | | | | | | | | | |
| Agree | 12.50% | | | | | | | | | | | | | | |
| Strongly Agree | 6.25% | | | | | | | | | | | | | | |

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| | <p>Anne Arundel, & Montgomery Counties with rest of MD.</p> <ul style="list-style-type: none"> • Spending money on roads that end up with traffic back-ups makes no sense. Add HOV lanes and improve transit. • Roadways are over-funded, all else is under-funded. • Too much for roads; not nearly enough for transit. Build out the transit network, expand the Metro beyond North Avenue, and keep the Red Line as an illustrative project. • The ratio of road to transit investment needs to switch. • The investment in bicycle/pedestrian infrastructure needs to be five times as high. • More resources for transit and bicycle infrastructure. • Such a large portion of the budget for road expansion is short-sighted and will harm the state in the long run. • 61% for major expansion of roads is far too high. At least 5% should be dedicated to Complete Streets. A full 50% should be dedicated to transit. • Stop prioritizing car owners over livability principles. In order of priority: Transit > Complete Streets, bicycle, and pedestrian infrastructure > Transportation Emissions Reduction Measures > literally anything else > Roadway. • More focus needs to go to quality mass transit systems (railways and buses) – they will move people most efficiently. Impossible to keep up with maintaining and building roads with growing population. • Road expansion is the worst possible use of the region's limited resources. Public input on this plan overwhelmingly favored transit expansion over roadway expansion. That input is backed by significant unimpeachable data. • With growing population, more focus needs to be on mass transit - the ideal method for moving large quantities of people efficiently; Europe is an excellent example. Improved rail and bus system = less congested roads. | <p>Online Survey Responses</p> <p style="text-align: center;">↓</p> | |

| # | Comment | Received From | Response | | | | | | | | | | | | |
|-------------------|---|---|---|----------|------------|-------------------|--------|----------|--------|---------|-------|-------|--------|----------------|-------|
| | <ul style="list-style-type: none"> • Funding for Complete Streets, bike & pedestrian is way too tiny. Transit is in horrible shape. Give transit/bike/ped at least as much investment as highways and bridges. • Too much road and highway expansion • More funds for complete streets and system efficiency. • Focus on mass transit to help the environment and take autos off of crowded, slow roads. • Consider Metro from Owings Mills to Finksburg, Maryland. | Online Survey Responses ↓ | | | | | | | | | | | | | |
| 3 | <p>The project mix provides a maximum benefit to residents and businesses:</p> <ul style="list-style-type: none"> • The project mix yields little value with continued congestion and a minimal increase in transit ridership. • For the project mix, would like commuter bus to DC Metro. • Better job growth! • No benefit unless designed to address resilience in the face of extreme weather events and unless it prioritizes needs of communities with poor transit, and unless it includes investment in electric vehicle infrastructure. Says increasing evidence that highway widenings increase congestion and volume. • More funding to transit. Highways are important but we can't put all of our eggs into one basket. • See little improvement in congestion of transit ridership for the investment. • Rethink how to provide infrastructure to encourage biking, walking & transit use. • Will help my parents get around town better. • If increasing transit then increase security. • The highways will shorten my commute, less stress. • Two projects (U.S. 50 and U.S. 29 BRT) at nearly \$1 billion | Greg Shafer Lindsey Reynolds John Johnston Rebecca Ruggles Paul Kowzan Stuart Stainman Sabrina Fu | <table border="1"> <caption>Survey Response Data for Question 3</caption> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Strongly Disagree</td> <td>33.33%</td> </tr> <tr> <td>Disagree</td> <td>40.74%</td> </tr> <tr> <td>Neutral</td> <td>7.41%</td> </tr> <tr> <td>Agree</td> <td>14.81%</td> </tr> <tr> <td>Strongly Agree</td> <td>3.70%</td> </tr> </tbody> </table> <p>Of those people who chose to respond to survey Question 3, nearly 75 percent disagreed that the projects mix provides a maximum benefit to residents and businesses.</p> <p>Ideally, a regional transportation plan would meet all system operation and maintenance needs and have enough funding left over to address major system rehabilitation and expansion needs for all system users, state agencies, and local jurisdictions. Unfortunately, the plan cannot be all things to all people. Federal law requires the BRTB to ensure fiscal constraint, with the total estimated costs of projects being at or below total forecasted revenues. With the need for fiscal constraint, the programs and projects in <i>Maximize2040</i> represent the best judgment of the BRTB about what is desirable and possible, given statutory and</p> | Response | Percentage | Strongly Disagree | 33.33% | Disagree | 40.74% | Neutral | 7.41% | Agree | 14.81% | Strongly Agree | 3.70% |
| Response | Percentage | | | | | | | | | | | | | | |
| Strongly Disagree | 33.33% | | | | | | | | | | | | | | |
| Disagree | 40.74% | | | | | | | | | | | | | | |
| Neutral | 7.41% | | | | | | | | | | | | | | |
| Agree | 14.81% | | | | | | | | | | | | | | |
| Strongly Agree | 3.70% | | | | | | | | | | | | | | |

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| | <p>stand to give significant benefit to the Washington region. Yet, 100% of the cost is in the Baltimore region's budget. These projects are definitely worthy but the TPB long-range plan should provide a share of the funds.</p> <ul style="list-style-type: none"> • More people benefit from Complete Streets and Transit spending, these areas are lacking and need extra focus. • Roads need to be cut back and transit increased • The greatest need of the Baltimore metro region is to expand the regional rail transit network. This need is inadequately addressed by the current project mix. • I think these projects are a step in the right direction. I am surprised the purple line is not on this list as it is needed. People who live and work in Maryland should not have to take MARC to DC. Maryland should keep its money in Maryland and not share it with WMATA. • The major commercial and population center at the heart of this region gets almost nothing. Spending \$1.7 billion for two extra stops on the subway is an inefficient use of funds and will not create an integrated and effective transit system by the time my son is my age. • Way too many road widening projects. Not enough meaningful transit improvements. • The discrepancy between highways versus transit investment is appalling when you take into account that 101 respondents asked for more transit and only 53 asked for wider or improved roads. • Not for Rte. 22 in Harford County – it will just move congestion from Aberdeen to Bel Air faster. A 4-lane road will increase the road speed, cause more accidents, and greatly reduce the ability to enter + exit homes/businesses. • The Harford County Route 22 expansion will not benefit the residents or businesses – it will just move the congestion from one area to another. Much of the rush-hour travel on this road is people commuting between Aberdeen/Bel Air. Harford | <p>Sherrie Welch Lauren Welch Lise Robinson</p> <p>Online Survey Responses ↓</p> <p>Online Survey Responses ↓</p> | <p>regulatory requirements, existing conditions, and future expectations. The BRTB, working with the public, advisory groups, local jurisdictions, and state agencies, developed a “preferred alternative” for the region. This preferred alternative consists of funding allocated for operation and maintenance of existing systems as well as major system rehabilitation and expansion projects. The BRTB selected these projects by applying a set of evaluation and scoring criteria that reflects federal, state, and local requirements, policies, and measures. In some cases, these projects extend beyond regional boundaries, which will require project sponsors to coordinate project development and funding with other regions.</p> <p>The BRTB also set aside some funding potentially to help the region improve safety, accessibility, mobility, and opportunity for system users. These set-aside areas include:</p> <ul style="list-style-type: none"> • Transportation System Management and Operations strategies – Using technology and coordinating agency activities to operate the existing system as safely, reliably, and efficiently as possible • “Ladders of Opportunity” approaches – Potential investments that could help the region implement some of the recommendations from the <i>Regional Plan for Sustainable Development</i> • Complete Streets / Bicycle-Pedestrian strategies – Ways the local jurisdictions and state agencies can provide additional safe options for people who either cannot drive or choose not to drive • Transportation Emission Reduction Measures (TERMs) – Strategies to mitigate the air quality effects of pollution from mobile sources and to reduce emissions of greenhouse gases. <p>Over the next few years, the BRTB (which includes local jurisdictions and MDOT) will engage the public to address the future of transit in the region, with the potential to add other projects as amendments to <i>Maximize2040</i>.</p> |



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| | <p>County needs to improve the Aberdeen area and promote living where you work to reduce the headaches of travel surrounding Aberdeen. If any expansion, only a turn lane should be added, as well as increased police monitoring of aggressive driving.</p> <ul style="list-style-type: none"> • Before expanding to the suburbs and exurbs, fix what we have (especially MTA service so it's usable and reliable to most people most of the time. • Need more multi-modal ways of getting around in future. • I think the mix isn't too bad. The projects, especially those in Harford County, should minimize connections to the state roads so they can operate more like highways (i.e. create better connectivity between current developments in order to eliminate some of the current access points). • I'm not sure that MD. RT 22 needs an HOV Lane. Growth at APG seems to have come to a stop or at best a slow crawl. • MD 22 probably needs to be widened, however, from MD RT 543 to APG. • I like the 795 widening from Franklin Blvd to Owings Mills. | <p>Online Survey Responses ↓</p> | |
| 4 | <p>How will this plan improve or impact your life:</p> <ul style="list-style-type: none"> • The benefits to Howard County seem significant with improvements on I-70 and MD 32 as well as the Ft. Meade area. • U.S. 50 improvements a big deal for making it to Day Care. • Improve commerce in the region. • Improve mass transit. If subways were expanded I would feel greater connectivity to a less fragmented Baltimore City. • Minimally • Not much. Need transit to connect region and in Ellicott City. • Better transportation for older adults to remain independent. • Heavily invest in the major metropolitan region - Baltimore. | <p>Greg Shafer Lindsey Reynolds John Johnston Paul Kowzan Stuart Stainman Sabrina Fu Lauren Welch</p> | <p>Some commenters see great benefits in the current mix of investments; some do not. In part, this reflects the region's diverse set of needs and expectations, including more reliable commuting, more effective goods movement, additional transit alternatives for people who have no other options, and the continued provision of a range of choices for people who have the means to take advantage of these choices.</p> <p>With the need for fiscal constraint, the programs and projects in <i>Maximize2040</i> represent the best judgment of the BRTB about what is desirable and possible, given statutory and regulatory requirements, existing conditions, and future expectations. This is a snapshot the BRTB can reconsider over the next four years, engaging the public to address how to maintain fiscal constraint while providing an effective balance of transit and roadway projects. This process will include determining the future of transit in the region with the removal of the Red Line project. Any mix of projects should enable the safe movement of people and</p> |



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| | <p>The current plan has zero benefit for me.</p> <ul style="list-style-type: none"> • Other than funds spent on system preservation, I do not see how this plan materially affects my life. There is still no viable way to safely and reliably get from where I live in Catonsville to downtown or Columbia, for example, absent a private vehicle. • I almost moved out of this city and state because of such poor public transit. We are laughable compared to other parts of the nation. • By enabling a better commute to work in Baltimore City from Howard County. • This plan will greatly affect my life by failing to provide adequate public transit to the Baltimore region over the next 25 years. • I know as a commuter, it would make my life easier. It would allow me to be flexible with traveling to DC as needed. I think people who are trying to get to the next level will progress faster. • If we had more reliable transit people could work at better jobs, further their education, live in a better neighborhood and save their money. • I hope to get to work and appointments on time, this improving my quality of life. • It won't! It'll do crap for Southeast Baltimore and the city as a whole – Except for the Bayview MARC station. That's good. Though of limited utility without a Red Line. • Hopefully safety and overall system efficiency will be increased; pollution and fuel use will be reduced ; and travel times from outer counties to/from Baltimore City from the outer counties will be reduced by more lanes and wider roads in bottleneck areas. • It will make my life much worse as cars are increasingly favored over public transit. I just bought a house in Baltimore | <p>Online Survey Responses ↓</p> | <p>goods in ways that provide additional opportunities for individuals and the region while realizing the need for environmental and fiscal responsibility.</p> <p>This being said, the BRTB and BMC staff members appreciate all comments. They show that people care, and they provide a framework for keeping the process focused on real needs in the face of fiscal, environmental, and economic challenges.</p> |



| # | Comment | Received From | Response |
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| | <p>City, but if this trend continues I may be forced to move out of state to another region with better transit.</p> <ul style="list-style-type: none"> • Negatively! I farm and own property along Rte. 22. The expansion will reduce my income by taking away valuable farm land and the ability to serve local customers. Also, a 4 lane road will make accessing our church on route 22 awful. • This plan will worsen my quality of life. Transit needs to be the biggest priority, followed by walkability and bikeability improvements. Road expansion should be off the table. • Our home now sits away from the road where it's safe for our kids to play outside. The road expansion will make our kids vulnerable to high speed traffic, which is not acceptable. We're in this area for the rural lifestyle – that's why we don't live in the city or near a major highway! • Not at all • The revenue going towards complete streets and increased cycling infrastructure is good and will benefit myself and many others. • It will be the lack of effectiveness. I need working buses, light rail, bike paths, sidewalks and other ways to get to work and around Baltimore city. Most of what I use is in deplorable shape. I also travel outside of Baltimore and to the DC suburbs – so far the plan looks like it will fail me. • There is too much emphasis on road projects in low population areas and not enough given to transit options in population centers like Baltimore City. • No improvement. Will continue to encourage and exacerbate sprawl and car-dependence. • It will allow me to better move about my community. I hope it also helps Harford County continue to grow both the community college and the area around it. • Probably not much. I hope to leave Maryland very soon. • Carroll County is still pretty isolated as far as any other | <p>Online Survey Responses ↓</p> | |



Comment

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Response

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| <p>transportation than auto. So I'll still be in my car too much. I wish there was a mass transportation connection from Carroll County directly to BWI and Penn Station.</p> <ul style="list-style-type: none">• We need the Red Line! It is only temporarily down until our next governor is elected.• The chief transportation priority of the Baltimore metropolitan area should be the expansion of the regional rail transit network. This plan insufficiently addresses that need. Significant changes are necessary for this plan to have a positive impact on Baltimore region transportation.• Key focuses should be on maintaining what currently exists; Next improving mass transit.• The Rte. 22 expansion will not provide the return on investment that would be expected – It will just move traffic faster from one congested area to another and result in an even more expensive need for restructuring the Bel Air area roads. The best solution for Rte. 22 would only be adding a turn-lane but definitely not going to 4 lanes!• Focus on maintaining the roads first; next mass transit.• Even though the Red Line was cut, Baltimore City should draw the most funds. If it doesn't have top quality infrastructure, it's never going to rebuild/survive.• The return on investment for the Rte. 22 expansion will not be there as it will only result in the need for spending a larger amount of money in/around Bel Air to handle the traffic that just gets there faster on Rte. 22.• I hope we can do better: Look at user comments, surveys, articles, suggestions on transit in Baltimore and Maryland (ex: Eric Allen Hatch on Light Rail); Look at more modern cities and states making an effort to have everyone "from 8 to 80" able to get around in a safe and natural way.• Give mass transportation priority - trains, light rail, buses, or subways. Thank you. | | |
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OTHER COMMENTS

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| <ul style="list-style-type: none"> • Once again, the BRTB demonstrates its sheer lack of vision and will to achieve regional solutions to regional problems. But for the statutory requirement for an MPO to exist, I don't see it adding any value whatsoever to transportation planning in the region. • I am hoping the public can participate in this process. I hope these proposals will be considered and actually implemented. We are decades behind and many people are leaving our state because our transit is so poor. • This survey honestly seemed to be written in a way to discourage participation. It set a high bar for understanding the plan, rather than asking questions in such a way to inform AND gather information. | <p>Online Survey Responses</p> <p>↓</p> | <p>The BRTB values both positive and negative comments and hope to provide a forum for discussion.</p> |
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COMMENTS ON THE AIR QUALITY CONFORMITY DETERMINATION

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| <p>a) Before making any emissions requirements more stringent, maybe everyone in the US of A should be required to do it. The prevailing wind in MD is west to east. Ensure the west is fully included in the testing before you make our emissions requirement tighter.</p> | <p>Online Survey Response</p> | <p>a) Areas in the U.S. that do not attain the national air quality standards are required to perform a conformity assessment comparing projected transportation emissions to a “budget” set by the state. You are correct that not every area of the country is required to perform a conformity assessment with emission budgets. Transport pollution is addressed in the “Good Neighbor” provision of the Clean Air Act. For more information on the “Good Neighbor” provision, visit the U.S. EPA web site at www3.epa.gov/airtransport/index.html</p> |
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| COMMENTS ON THE TIP AMENDMENTS | | | |
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| 1 | <p>a) Removal of the Red line is inconsistent with previous plans. The conformity determination remains acceptable but there was no with and without analysis.</p> | Richard and Carol Nau | <p>a) The purpose of updating the long-range plan every four years is to make an assessment based on current conditions of what is needed for the future. Occasionally projects drop out of the plan because conditions change and other options are needed. In this case the project sponsor felt the cost was un-necessarily high and would impact many other needed projects. Unless another sponsor with funding and willingness to oversee project management steps up the project will not move forward.</p> <p>Staff conducted travel demand and air quality analysis when the project was included and then reassessed after the announcement. The conformity determination in both cases indicated regional emissions from plan projects were below the level allowed in the State Implementation Plan.</p> |
| 2 | <p>a) Consider adding the Downtown Columbia – Oakland Mills Connection Bridge Project to the TIP and <i>Maximize2040</i>. (FOBC provided information on the project: description, justification, schedule and budget, support for the project, relationship to <i>Maximize2040</i> goals and priorities, and destinations that would be connected.)</p> | <p>Friends of Bridge Columbia (FOBC)</p> <p>Oakland Mills Community Association</p> | <p>a) The TIP is a short-range program that addresses projects over a four-year time horizon. Generally, projects are included in the TIP when a project's scope and scale is defined and federal funding has been clearly identified and allocated. At this time, the county believes the Downtown Columbia Oakland Mills Connection Bridge Project is not far enough along in the planning process to merit inclusion in the TIP.</p> |
| 3 | <p>a) Strongly object to removing the Red Line without an alternative in place. Use the \$4.5 M to fund a study that the Governor will accept.</p> <p>b) In support of the Bayview MARC station</p> | Fleming El-Amin | <p>a) Projects need to have a project sponsor, one that provides funding support and takes on the planning process. At this time no new project sponsor has been identified.</p> <p>b) Your support is noted.</p> |
| 4 | <p>a) No sense to remove the Red Line since there is still an east-west transit need. At least list the Red Line as an illustrative project.</p> | Grant Corley | <p>a) When the project sponsor withdrew their support there was no option other than to remove from the list. Federal requirements dictate the closeout process for a project that ends planning.</p> <p>The Red Line was not included as an Illustrative project for the same reason: no sponsor. The purpose of the list is to identify projects that states or local jurisdictions are prepared to move forward should funding become available.</p> |