



# Appendix E:

## Public Outreach and Engagement





# PUBLIC OUTREACH AND ENGAGEMENT

As described in Chapter 1 of this document, federal law requires MPOs to consult with state and local officials, transit operators, and the public when conducting transportation planning.



## Public Participation Plan

MPOs are required to develop a public participation plan that defines a process for providing the public and interested parties with reasonable opportunities to be involved in the planning process.



While federal laws and regulations set a framework for public involvement, the BRTB seeks to go beyond the letter of these laws to fulfill the true spirit of full public participation. This means an open process that offers reasonable access to information, timely public notice, full public access to key decisions, and support for early and continued involvement of stakeholders in the metropolitan transportation planning process.

The BRTB Public Participation Plan clearly outlines the policies and procedures for public involvement in the regional transportation planning process.

### Strengthening the Public Participation Plan – 2018 Changes

BMC staff made several changes in the 2018 Public Participation Plan to reflect changes in law and regulations as well as comments from the Public Advisory Committee and the public at large. These changes are summarized below:

#### Change # 1: Update the list of interested parties to meet current regulations

Recent updates to federal metropolitan transportation planning regulations expanded the list of interested parties that an MPO must engage:

- Public ports
- Private providers of transportation, including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program
- Travel and tourism agencies
- Officials responsible for natural disaster risk reduction

BMC staff has added these interested parties to the PPP. Throughout the past several years, representatives of these interested parties have presented information to the Technical Committee and to the BRTB on topics related to regional transportation issues.

### Change # 2: Updated process for making amendments to the TIP and the Long-Range Transportation Plan

- Any project proposed for inclusion in the TIP or Plan that requires a conformity assessment will automatically trigger a 30-day public review and public meeting.
- All amendments, regardless of 30-day review, will go to the Technical Committee and BRTB for consideration and approval. A resolution with project information will be available online for the public to view 6 weeks prior to a BRTB vote.
- The Executive Committee will continue to review and approve Administrative Modifications (minor amendments).

**Change # 3: Complete minor updates** – That is, address updates such as adding Queen Anne’s County.

### Engaging All Stakeholders

Federal law also stipulates that the public participation plan consider the needs of people and groups traditionally underserved by transportation systems, including low-income and minority households.

Throughout the planning process to develop *Maximize2045*, the BRTB provided members of the public and other stakeholders with opportunities to review draft plans, attend public meetings, and give the BRTB feedback.

#### E-Newsletters

BMC staff periodically sent e-newsletters to people on the BRTB mailing list to inform them about opportunities to participate.

#### Twitter and Facebook

Throughout the process, the BMC website contained links through which people could follow *Maximize2045* progress on [www.twitter.com/maximize2045](http://www.twitter.com/maximize2045) and [www.facebook.com/maximize2045](http://www.facebook.com/maximize2045).



## Public Comments on *Maximize2045*

The BRTB conducted a public comment period on the draft *Maximize2045*, including the Preferred Alternative list of programs and projects. This comment period ran from May 9 through June 18, 2019, with public meetings in each jurisdiction. Details are shown below:

### Public Open House Meetings

Monday, May 20 from 6 to 8:30 p.m.  
Harford County Government Center, Room 157  
220 S Main Street, Bel Air, MD 21014

Tuesday, May 21 from 5 to 7:30 p.m.  
Enoch Pratt Free Library - Pennsylvania Avenue Branch  
1531 W North Avenue, Baltimore, MD 21217

Thursday, May 30 from 5 to 7:30 p.m.  
Kent Island Senior Center  
891 Love Point Road, Stevensville, MD 21666

Tuesday, June 4 from 6 to 8:30 p.m.  
Arundel Mills Mall, Harmons Community Room  
7000 Arundel Mills Circle, Hanover, MD 21076

Wednesday, June 5 from 6 to 8:30 p.m.  
CCBC Essex, Administrative Building  
7201 Rossville Boulevard, Baltimore, MD 21237

Thursday, June 6 from 6 to 8:30 p.m.  
Carroll County Government Center, Reagan Room #3  
225 N Center Street, Westminster, MD 21157

Monday, June 10 from noon to 1 p.m.  
On-line meeting

Tuesday, June 11 from 5 to 7:30 p.m.  
Elkridge Public Library, Belmont/Hockley Room  
6540 Washington Boulevard, Elkridge, MD 21075



**Public Comments and BRTB Response**

Public comments came in through discussions at public meetings, e-mail, Twitter, in writing via survey/comment card, and through online survey/comment cards. BRTB members received all comments made regarding the draft plan. Following is a table showing the public comments received on *Maximize2045*, the FY 2020-2023 Transportation Improvement Program, and the Air Quality Conformity Determination and the BRTB responses to those comments.

Comment	BRTB Response
<b>Commenter: Steve Sprecher</b>	
<p>... bring back a Red Line of some sort, even if is not the same as the one envisioned. Baltimore needs an east-west rail route. The new infrastructure bill would be a great choice.</p>	<p>The State and regional partners are evaluating the transit needs in central Maryland through the Regional Transit Plan (<a href="https://rtp.mta.maryland.gov/">https://rtp.mta.maryland.gov/</a>). We look to provide a vision for the next 25 years with this plan.</p>
<p>I do love the 310 Commuter Bus service from Columbia to my job in downtown Baltimore! Keep up the good work in advocating for these routes.</p>	<p>Good to hear from a rider when a service is working out.</p>
<b>Commenter: David and Constance Highfield</b>	
<p>Carroll County needs to have the Metro extended to Finksburg to provide a timely connection to Owings Mill and points south to Johns Hopkins.</p> <p>We also need a more direct connection to BWI air and Amtrak.</p>	<p>The policy of Carroll County, through our adopted plans and Board of County Commissioners’ resolutions, has always been to provide transit services only within the County. There are currently no plans to expand this type of service outside of the County.</p> <p>The County is however in the process of updating our Transit Development Plan (TDP), which will provide a plan for public transportation improvements in the County over the next five years. Please contact Stacey Nash at 410 386-2301 to provide input into the TDP process.</p>
<b>Commenter: Baltimore-Washington Rapid Rail (BWRR)</b>	
<p>Update the description of SCMaglev in Chapter 2 of the Plan.</p>	<p>Maximize2045, the regional long-range transportation plan, includes a brief description of the SCMaglev project in a section called “mega-regional projects.” This intent of this section is to keep regional planners and decision makers informed about potential major projects that, while not directly under the BRTB’s influence, could affect regional travel patterns in the future.</p> <p>The BRTB will include some of the information you have suggested in an enhanced project description to provide planners and decision makers with additional context. However, even the projects in the plan’s Preferred Alternative do not have detailed descriptions since their scopes for the most part are conceptual. The regional long-range transportation plan is updated every four years, so the development of the next plan will afford another opportunity to revisit where projects may be in the development process.</p>

Comment	BRTB Response
Suggested changes to SCMaglev content in the TIP.	Most of the changes suggested were incorporated into the TIP, particularly the revised funding update.
Support of and coordination with four projects in the Plan. (MD 198 widening, Hanover St Bridge over Middle River, MD 32 widening in AA Co, and I-95 Port Covington Access Improvements.)	<p>Thank you for your support of the projects in the plan and for noting their relationship to a possible SCMaglev project in the immediate vicinity.</p> <p>Regarding I-95 Port Covington Access Improvements, there are no changes proposed that would affect or eliminate this turn onto Annapolis Road.</p> <p>From a more general perspective, three of these projects are not at a level of design to enable anything beyond speculative comments. The BRTB expects the MD 198 and Hanover Street Bridge projects to be implemented before the MD 32 project, assuming current conditions and future expectations hold steady. This could change over time as conditions evolve and future funding sources become clearer. Project sponsors will continue to consider the potential interactions among these projects.</p>
Support of and coordination with four projects located in Baltimore City included in the TIP. (Hanover St Bridge Study, Hanover St Bridge over CSX, Reconstruct Patapsco Avenue, and Waterview Avenue Bridge over MD 295.)	<p>The Hanover Street Bridge is moving forward in the investigation as to whether to rebuild or rehab the structure. At this time the State of Maryland is taking steps to bank funds for the bridge’s rehabilitation/rebuild. It is unknown at this time whether the building of a Maglev station and stop in Cherry Hill would affect the LOS of the Hanover Street Bridge, that would have to be investigated. The study did determine that the increase of traffic due to Port Covington would not necessarily affected the LOS for the Hanover Bridge once reconstructed; except during peak hours. The structural condition of the Hanover Bridge St. over the CSX has been rated fair to poor. BCDOT is working to improve the condition of the bridge, however the load rating has not been affected by this structure condition rating.</p> <p>Patapsco Avenue and Waterview Avenue Bridge roadway and bridge improvements have begun and these improvements would benefit SCMaglev.</p>
<b>Commenter: Despacito Nibbva</b>	
Well you see I used the transportation once, all I gotta say is clean up.	Without knowing more, your comment about conditions should be addressed to the particular agency, whether highway or transit. They would appreciate hearing about your experience as a way to improve the customer experience.



Comment	BRTB Response
<b>Commenter: Frederick Leong</b>	
<p>No consideration to extending WMATA's DC Metro from Greenbelt to BWI via Columbia, with connectivity to Fort Meade.</p>	<p>In the Washington area where WMATA operates, there have been studies looking at expanding WMATA's service north, however at this time WMATA is not in an expansion phase.</p> <p>In the Baltimore region, both Anne Arundel and Howard counties have initiatives or projects:</p> <p>Included in Maximize2045 however is a Bus Rapid Transit (BRT) project submitted by Howard County that is studying the use of BRT in the U.S. 29 corridor that would provide a connection from Columbia into Prince George's County.</p> <p>In Anne Arundel County's 2018 Transit Development Plan, the communicated a desire to connect Anne Arundel County to the Greenbelt Metro Station. The proposal would extend existing bus route 502, which is a regional route operated by Regional Transit Agency of Central Maryland(RTA). The goal is to bring service on MD 198 to the Baltimore-Washington Parkway, into Fort Meade, and continuing past Arundel Mills to BWI Airport as proposed. Service into Fort Meade will be contingent on the transit bus being able to access the base with general public riders onboard.</p>
<p>...plans for connecting Howard County to Fort Meade and National Business Park appear both inadequate and are often deferred.</p>	<p>The U.S. 1 corridor, MD 175, and access to Columbia Gateway are all being looked at or are in various stages of study. Howard County has many needs and the County and State are looking at most if not all of them.</p>
<p>MD 200 is vastly underused...need is for a connection to the Dulles Corridor</p>	<p>MD 200 is outside of the Baltimore region. However, improvements to MD 295 are being considered, just not at a point to be included in this plan.</p> <p>While at this time the MDTA has no plans in its six-year Consolidated Transportation Program to extend the ICC (MD 200) beyond where it is located today, we appreciate your suggestion to extend the ICC westward towards Virginia and eastward towards MD 295.</p>
<b>Commenter: Ben Martorana – Director of Planning City of Havre de Grace</b>	
<p>...improvements to the very complex and highly stressed U.S. 40 / Otsego St / Ohio St intersection which is very near the Hatem Bridge...</p>	<p>Harford County is aware of the importance of this project to the City of Havre de Grace and to the region. The County will continue to work with MDOT and the BRTB to pursue this project. However, this MDOT SHA roadway competes statewide for limited funding. Should funding become available in the future, this project will be one of many considered by BRTB and its partners.</p>

Comment	BRTB Response
<b>Commenter: Columbia Town Center Community Association</b>	
<p>...as more options such as the North South Connector are designed, please adhere to the Howard Co Complete Streets plan.</p>	<p>Your comments regarding Projects 16-1901-42, 16-2001-67 as well as encouragement to conform with air quality standards, adopt complete streets policies to make biking and walking safer and a more viable option are all in line with County Executive Ball's transportation priorities. Howard County is in the process of finalizing a complete streets policy and will be working with developers to ensure that transportation improvements completed in support of increased development do not compromise and could potentially improve our ability to expand walking and biking as alternatives in Columbia.</p> <p>We hope this helps, and if you have any questions, please feel free to reach out to the Howard County Office of Transportation with any other concerns.</p>
<p>Support for BRT on U.S. 29, this and other BRT projects are important alternatives to single-occupant car use.</p>	<p>With respect to Bus Rapid Transit (BRT), Howard County is continuing its evaluation of BRT options along the U.S. 29 corridor by identifying choke points and modifications to the corridor that will make enhanced transit service competitive to vehicle travel in the corridor. As part of the Central Maryland Regional Transit Plan Commission, Howard County is also requesting MDOT MTA increase their investment in both short-term service improvements and longer-term studies and plans to increase Bus and MARC service along congested corridors such as I-95 that help provide Howard County residents increased access to employment opportunities and reduce the negative impacts of congestion on the environment and livability of the Central Maryland Region.</p>
<p>Several proposed widenings (U.S. 29, MD 32, I-70, and U.S. 1 should consider impacts to landscapes, drainage, and sufficient wildlife crossings incorporated.</p>	<p>MDOT SHA takes all of these impacts into consideration through the National Environmental Policy Act (NEPA) process. Your concerns have been noted and forwarded to MDOT SHA.</p>
<b>Commenter: William Cowan</b>	
<p>Since the LOOP Tunnel project is included in the TIP as a viable project, MD should assume this means that tunneling costs would decrease in the future – and thus making transit tunnels cost effective.</p>	<p>At the request of the FHWA, the Loop project has been removed from the final version of the TIP. Instead, the final version of Maximize2045 will include a general description of the technologies an underground transport system might use. This section is in Chapter 3: "Emerging Technologies."</p> <p>Over the next several years, the BRTB and its state partners will make every effort to stay informed about tunneling techniques and costs.</p>

Comment	BRTB Response
<p>For Map ID 43, does this infer that the widening will use ROW for the previously studied yellow line?</p>	<p>The project, MD 100: Howard County line to I-97, may use right-of-way considered as part of the Yellow Line light rail project. At this time, this project is not expected to be implemented until possibly after 2035. The situation could change in the meantime, depending on future traffic conditions, future funding availability, and future regional and/or local priorities. The regional long-range transportation plan is updated every four years, so the development of the next plan will afford another opportunity to revisit where projects may be in the development process.</p>
<p>LOS measures should be change to VMT and density based on persons (person trips). Utilizing standards LOS as a 2045 measure does not take into account decreased headways for autonomous vehicles and is soon becoming an outdated measure.</p>	<p>We agree that LOS is an older measure and several other measures have been developed/adopted using observed real time data. The region’s current aggregate trip based model and static highway assignment has limited capabilities. The region is developing/implementing disaggregate travel behavior (Activity Based Model) and traffic simulation (Dynamic Traffic Assignment) tools that will provide horizon year simulated data to calculate additional performance measures.</p> <p>It’s too early in autonomous vehicle development to fully understand their impact on travel behavior, traffic, and location choice decisions. National and other metropolitan area autonomous vehicle simulation studies have relied on scenario planning using “what if” assumptions in estimating the range of possible outcomes.</p>
<p>Include previous rapid transit plans. Baltimore and suburban communities will not thrive without a modern transportation network built around walking, biking, and transit.</p>	<p>By Federal regulation, neither the TIP nor the plan are “wish lists,” meaning only projects expected to be paid for by reasonably available funding are considered. However, the State and regional partners are currently evaluating transit needs in central Maryland through the Regional Transit Plan (<a href="https://rtp.mta.maryland.gov/">https://rtp.mta.maryland.gov/</a>). This activity looks to provide a transit vision for the next 25 years.</p>
<p>Previously the City was committed to studying removal of the lower portion of the JFX. As part of the TIP, this alternative should be studied in order to foster economic development east of the current elevated JFX.</p>	<p>Currently Baltimore City is not looking at removing the lower part of the Jones Falls Expressway (I-83).</p>

Comment	BRTB Response
<b>Commenter: Gloria Moon</b>	
<p>... widening highways is a stop-gap measure at best. Congestion will continue when widened lanes lead to more development where none was readily accessible.</p> <p>Transit needs to be increase and made east in the Baltimore-DC area.</p> <p>The use of ETs is not financially viable as it will not pay its way. Instead it destroys more valuable land instead of just increasing the interstate lanes. There is no real justification for ET lanes. Use HOV instead.</p>	<p>Please see <a href="https://mdta.maryland.gov/I95section200/home.html">https://mdta.maryland.gov/I95section200/home.html</a> for a description of these projects. ETLs have a revenue source attached to them to pay for their construction, while HOV does not. ETLs are an economical approach to providing additional capacity. The State is not able to afford building more lanes and maintain them without some additional revenue source.</p> <p>The current ETLs within Section 100 have been utilized at greater numbers than anticipated and are considered to be very successful in reducing congestion, improving safety, and allowing routine maintenance to occur safely and efficiently. It is anticipated that the extension of the ETLs into Section 200 will have similar results.</p> <p>The MDTA has coordinated with MDOT MTA for the corridor in regards to transit improvements. MDOT MTA's priority is on rail transit with improvements directed at the MARC service. The I-95 ETL NB Extension improvements are being designed to accommodate MDOT MTA bus service.</p> <p>Congestion – The I-95 ETL NB Extension is being designed to address these current and forecasted needs. Congestion is forecasted to continue to grow worse based upon approved land use and regional trends.</p> <p>MDTA has evaluated HOV-ETL options in the past and will continue to explore these solutions in the future to address congestion need. The original I-95 Master Plan considered several options including HOV lanes. It was determined during the planning process with the federal and state agencies that the ETL alternative was the preferred solution.</p> <p>Other – MDTA is working with Baltimore City to ensure that the 108" waterline is protected or replaced when conditions merit that work. The revenue from toll dollars can not be shifted to other public needs.</p>
<p>The park-and-ride at MD 152 is a major concern for those living in the area. It MUST be confined to the designated Development Envelope growth area and not placed in the wetland areas zoned Agricultural.</p>	<p>Both MDTA and Harford County disagree with this interpretation. Harford County has provided direction that the MD 152 park-and-ride is consistent with HarfordNEXT, their latest County Master Plan. MDTA is evaluating the potential to include the MD 24/MD 924 Park-&amp;-Ride facility within the proposed Program.</p> <p>The current MD 152 park-and-ride will be impacted and cannot remain in the current location. The relocation is being finalized in conjunction with resource/permitting agencies and Harford County.</p>

Comment	BRTB Response
<b>Commenter: Judy Rose</b>	
<p>I am still opposed to any highway expansion of I-95. I do not believe ET lanes are the answer to congestion and I am not convinced this state has the ability to maintain its existing roadways. Transit is what the people want and need for the future and our elected officials apparently do not have the political will or incentives to pursue it. Maybe because it just makes sense.</p>	<p>The MDTA has coordinated with MDOT MTA for the corridor in regards to transit improvements. MDOT MTA's priority on rail transit improvements is to the MARC service and does not see the value in another rail transit line within the I-95 right-of-way. The I-95 ETL NB Extension improvements are being designed to accommodate MDOT MTA bus service.</p>
<p>Our air quality in Harford County is not the best thanks to vehicular emissions and we have a high rate of cancer, COPD, and heart issues which could be attributed to the close proximity of such highways. We are losing vegetative growth, forestation, and wetland areas which we cannot afford to lose.</p>	<p>The reduction in congestion with the ETL improvements will improve overall air quality. As part of the evaluation a detailed air quality analysis was completed.</p>
<b>Commenter: James Rice</b>	
<p>From Woodlawn to Bayview it takes 4 buses when previously it took 1 bus. Why? Fix it please.</p>	<p>MDOT MTA will consider these comments in our next service change evaluation. Service changes are made three times per year.</p> <p>Current changes for September 2019 are nearing completion so this comment will be considered in the next round. A minor service change, if implemented, could occur in February 2020. If this is a major service change and implemented, it will require public meetings and if implemented it would change in September 2020.</p>
<p>Need bus stop at Liberty Rd. and Northwest Hospital. Was previously but they canceled. It's 3 blocks to catch a bus going east into town. It wasn't like that at first and should be a bus stop at or by the corner of Liberty Rd. and Old Court Rd.</p>	<p>MDOT MTA will consider these comments during a service change evaluation. Service changes are made three times per year.</p>
<p>Lime Bus Please.</p>	<p>By "Lime Bus," we assume you mean the CityLink bus running from Northwest Hospital to Harbor East. It would be helpful if you would let MDOT MTA know any specific concerns you have about this particular service.</p>

Comment	BRTB Response
<b>Commenter: John Pawlus</b>	
<p>Please provide Manchester Bypass. I live on Hanover Pike. Traffic is brutal.</p> <p>Option to Manchester Bypass: Widen Bachman Valley Road, direct traffic to Bachman Valley Road then to 97 where your expansion is. Have weight limit for trucks going through Hanover Pike.</p>	<p>Carroll County submitted the MD 30 (Manchester Bypass) project for consideration as part of the development of the 2015 regional long-range transportation plan. The BRTB did not select this project to be included in the 2015 plan. This decision was based on a combination of factors, including the relative merits of the project compared to other projects under consideration and the amount of revenues expected to be available to pay for future projects. That is, there would not be enough money in the future to pay for everything that the local jurisdictions and state agencies would like to build. By federal law, the region must show fiscal constraint in its regional transportation plans (i.e., estimated future project costs cannot exceed the revenues forecasted to be available in the future). Given this fiscal reality, projects determined to have more potential regional benefits moved forward while projects determined to have fewer potential regional benefits did not.</p> <p>Carroll County chose not to submit the Manchester Bypass project for consideration for <i>Maximize2045</i> because the county is currently working on a Countywide Transportation Master Plan. This plan will evaluate MD 30 for these issues. The County, Town and MDOT SHA are working together on MD 30 efforts.</p>
<b>Commenter: Walt Seymour</b>	
<p>... suggest a traffic light at Mayfield Ave. and Meadowridge Rd. Bad blind spot due to the hill and people not adhering to speed limit.</p>	<p>The challenges at this intersection have also been raised by other members of the community. This intersection is on a state road, therefore Howard County reached out to MDOT SHA for information.</p> <p>MDOT SHA informed us that they have evaluated this intersection many times in the past. The last study was conducted in 2017. MDOT SHA uses, as required by Maryland vehicle law, the Manual on Uniform Traffic Control Devices (MUTCD) to guide traffic signal studies and installations.</p> <p>The analysis performed at this location included:</p> <ul style="list-style-type: none"> <li>• 13-hour traffic count on a typical weekday to capture the traffic volume on each leg of the intersection</li> <li>• an analysis of crash data</li> <li>• on-site observations of traffic operations during peak travel periods</li> </ul> <p>Based on the results of the study, MDOT SHA did not recommend installation of a traffic signal at this intersection.</p> <p>We hope this clarifies how decisions to install new traffic signals are made. If you have any questions or need additional information, please do not hesitate to contact the Howard County Office of Transportation.</p>

Comment	BRTB Response
<p>Support for BRT on U.S. 29, this and other BRT projects are important alternatives to single-occupant car use.</p>	<p>With respect to Bus Rapid Transit (BRT), Howard County is continuing its evaluation of BRT options along the U.S. 29 corridor by identifying choke points and modifications to the corridor that will make enhanced transit service competitive to vehicle travel in the corridor. As part of the Central Maryland Regional Transit Plan Commission, Howard County is also requesting MDOT MTA increase their investment in both short-term service improvements and longer-term studies and plans to increase Bus and MARC service along congested corridors such as I-95 that help provide Howard County residents increased access to employment opportunities and reduce the negative impacts of congestion on the environment and livability of the Central Maryland Region.</p>
<p>Several proposed widenings (U.S. 29, MD 32, I-70, and U.S. 1 should consider impacts to landscapes, drainage, and sufficient wildlife crossings incorporated.</p>	<p>MDOT SHA takes all of these impacts into consideration through the National Environmental Policy Act (NEPA) process. Your concerns have been noted and forwarded to MDOT SHA.</p>
<p><b>Commenter: Anonymous</b></p>	
<p>Eliminate Beltway active shoulder projects. Convert to peak hour transit. This undermines much of the TDML work currently under construction.</p>	<p>Using the shoulders on I-695 during peak travel hours is an example of how MDOT SHA has begun to emphasize operational approaches to addressing traffic congestion, as opposed to the traditional approach of adding lanes.</p> <p>The State and regional partners are evaluating the transit needs in central Maryland through the Regional Transit Plan (<a href="https://rtp.mta.maryland.gov/">https://rtp.mta.maryland.gov/</a>). As for ETLs please see <a href="https://mdta.maryland.gov/I95section200/home.html">https://mdta.maryland.gov/I95section200/home.html</a> for a description of these projects.</p>



Comment	BRTB Response
Eliminate MDTA Section 100 completion and Section 200 through Harford County.	The current ETLs within Section 100 have been utilized at greater numbers than anticipated and are considered to be very successful in reducing congestion, improving safety, and allowing routine maintenance to occur safely and efficiently. It is anticipated that the extension of the ETLs into Section 200 will have similar results.
Promote U.S. 50 BRT project.	<p>Anne Arundel County's Transportation Master Plan, promotes the development of options along major corridors, with U.S. 50 being one. The strategies include operation of an all-day weekday high-quality transit service (four routes) along this corridor with stops in Annapolis, Navy Stadium Park-&amp;-Ride lot, Parole Town Center, Davidsonville, Bowie and continued service to key destinations in downtown Washington, D.C. The transit service would be permitted to run in the carpool lanes at all times. Another benefit is "Enhancing Active and Event Traffic Management" through the implementation of variable speed limits, dynamic lane marking, Variable Message Signs, and enhanced traveler information system this is a corridor identified at both the local and regional level.</p> <p>Specifically, U.S. 50 Bus Rapid Transit (BRT) project covering the distance from Parole in Anne Arundel County to New Carrollton in Prince George's County is included in <i>Maximize2045</i>.</p> <p>The State and regional partners are currently evaluating the transit needs in central Maryland through the Regional Transit Plan (<a href="https://rtp.mta.maryland.gov/">https://rtp.mta.maryland.gov/</a>).</p>





Comment	BRTB Response
<b>Commenter: Anonymous</b>	
<p>Eliminate Beltway active shoulder projects. Bike infrastructure badly needed in Elkridge.</p> <p>3 choke points: CXS and U.S. 1, Montgomery Road over I-95, Lawyers Hill to Marshall.</p> <p>Connect Meadowridge to Ducketts and Loudon Ave. over 100.</p> <p>Elkridge kids should be able to ride bikes to our parks too. Access to Rockburn and Troy should be comparable to the existing access to Centennial and Blandair.</p> <p>Elkridge commuters should be able to bike and walk to the Dorsey MARC too!</p>	<p>Thank you for your comments regarding cycling and walking access in the Elkridge community. We understand your frustration and concerns. BikeHoward’s goal is to create a connected network of bicycle facilities countywide, including in Elkridge, which are accessible to all ages, especially to children. Specifically, BikeHoward calls for the following improvements in the mid- to long-term, which correspond to your suggestions:</p> <ul style="list-style-type: none"> <li>• Refurbishment and reopening of the tunnel under the CSX tracks in Elkridge to reconnect the two sides of Main Street</li> <li>• Addition of shoulders and bike lanes along Montgomery Road to facilitate access between Elkridge, Rockburn Park, and areas west</li> <li>• Building of protected bike lanes or shared-use path along U.S. 1 to access Troy Hill Drive</li> <li>• Construction of a bridge from Santa Barbara Court to a new pathway on the east side of the CSX tracks, which will provide access under MD 100, to Oxford Square, and to the Dorsey MARC station.</li> </ul> <p>We hope this helps, and if you have any questions, please feel free to reach out to the Howard County Office of Transportation with any other concerns. And while it’s early in the process, Howard County, Baltimore County and the Baltimore Metropolitan Council are currently writing a Request for Proposals to conduct a feasibility study for a segment of the Patapsco Regional Greenway from Guinness Brewery to Elkridge that should provide bike infrastructure in the Elkridge community.</p>
<b>Commenter: James Himel – Elkridge Rotary Club</b>	
<p>Eliminate Beltway active shoulder projects.</p> <p>De-construct 1.5 miles of I-895 from I-95 north to I-195. This is a low-traffic/obsolete stretch of I-895 that should be served by existing I-95 and I-195.</p> <p>Benefits redevelopment of historic U.S. 1 Elkridge and returns open space to Patapsco State Park for needed parking and recreation. Eliminates multiple bridges from future MDOT maintenance with new construction limited to 2 ramps at I-95 and I-895 existing overpass.</p>	<p>MDOT does not agree with your assessment, the connection to I-95 is an essential component of the roadway.</p> <p>While at this time the MDTA has no plans in its six-year Consolidated Transportation Program to eliminate I-895 between the I-95 southern interchange and I-195, we appreciate your suggestion. Your comment has been forwarded to MDTA Planning and Program Development Director Melissa Williams, so that she is aware.</p>

Comment	BRTB Response
<p>Eliminate MDTA Section 100 completion and Section 200 through Harford County.</p>	<p>The current ETLs within Section 100 have been utilized at greater numbers than anticipated and are considered to be very successful in reducing congestion, improving safety, and allowing routine maintenance to occur safely and efficiently. It is anticipated that the extension of the ETLs into Section 200 will have similar results.</p>
<p><b>Responses to Comments from Public Advisory Committee</b></p>	
<p>... with respect to the rapidly transforming transportation environment, it is important that the plan focus on creating choice, reliability and both mitigate and adapt to the impacts of climate change because these are the factors that are driving trends and they will comprise the future that we are planning for.</p>	<p>The BRTB acknowledges that the transportation environment is rapidly transforming and that creating safe and reliable travel options for users of the system is important for both travelers and for the environment. The BRTB will shortly issue a solicitation that will help BRTB members identify which choices and travel options work for people (“Practices for changing mobility”) and new guidelines for how development will impact the transportation network (“Regional traffic impact study guidelines”). Better data and practices can help us identify which of these choices and options provide the best environmental benefits and how we might achieve these benefits.</p>
<p>Chapters 2 and 3 of the Plan present an overview of a number of trends in the Baltimore region. However, the policies, analysis and investments contained in the fiscally constrained plan do not directly address a number of trends and advancements in communication and transportation technologies, including but not limited to, the integration of connected and automated vehicles (both automation of passenger and freight vehicles) into the transportation network. Other trends in transportation that are not accounted for in the <i>Maximize2045</i> analysis and investments include mobility as a service, scooters and bike share programs.</p>	<p>The BRTB recognizes the need to have information on future trends and conditions inform the decision making related to selection of projects. This is a key reason for including these types of discussions in the plan.</p> <p>During the development of the 2015 long-range regional transportation plan, the BRTB held a workshop to conduct some initial exploratory scenario planning. One of the topics considered was the potential effects of autonomous and connected vehicles. The intent of this workshop was to get decision makers thinking about trends that might have major effects in the future.</p> <p>This is part of a continual process of hearing periodically from transportation service providers in order to stay informed about developments in these trends, including mobility as a service and scooter and bike share programs, and how they might affect travel behavior and patterns in the future.</p>

Comment	BRTB Response
<p>Performance Measures: Quality of performance in terms of transit should be tracked and presented, particularly to inform decisions related to project prioritization and selection. Access to a transit stop or station is not valuable to riders if the service does not provide access to destinations, frequencies, or travel times. The same goes for a measure that states number of jobs accessible by a bus stop or rail transit station. If the option is not reliable to provide good quality access in a reasonable amount of time, it doesn't matter how close the station is. This is also very important for meeting the transportation needs of underserved and vulnerable populations. Recommendations for measures to consider include assessing the number of jobs accessible by premium public transportation (bus transfer center, rail transit station, major bus route) within 30, 45 and 60 minutes. Additionally or in place of that measure, there could be a measure of the percentage of jobs in the region accessible by walking, transit, and other non SOV/non-driving method of travel.</p>	<p>Some general points about performance measures: Over the past three plans, the BRTB has recognized the importance of—and attempted to be proactive in establishing—relevant performance measures. This plan is the first one to incorporate fully all of the federally required performance measures and targets, owing to the fact that not all of the federal regulations were in place during the development of previous plans.</p> <p>The BRTB will continue to try to remain proactive in following a performance-based approach to planning and programming projects. At the same time, the region must carefully consider which performance measures (for example, to address accessibility issues) should be added to the measures already required by federal law and regulations. With the number of federally required measures reaching 25, the FHWA and other MPOs caution against adopting an amount of measures that would make data gathering and monitoring too difficult in terms of time, staff availability, and data availability. The BRTB will attempt to find the correct balance between these concerns and the desire to be responsive to the needs of the traveling public.</p> <p>The environmental justice (EJ) analysis in <i>Maximize2045</i> addresses transit accessibility, travel times, and proximity to key destinations. Specifically, it assesses the impact of the preferred alternative on EJ and non-EJ transportation analysis zones (TAZs) in the context of a number of accessibility and mobility measures. These include: average number of jobs accessible; average number of shopping opportunities accessible; average commute time; average travel time for shopping purposes; average travel time to the closest hospital; and the percentage of the population close to a supermarket, hospital, and college/university. Each of these were evaluated individually for both auto and transit.</p> <p>This analysis represents a significant expansion of the EJ analysis conducted for previous plans. However, there are certainly opportunities to improve. The job accessibility measure used a transit travel time of 60 minutes. While a variety of time thresholds (15, 30, 45, 60 minutes) were analyzed for proximity to supermarkets, hospitals, and colleges/universities, as a recommendation of BMC staff, BRTB members agree that it would be useful to expand the job accessibility analysis to include multiple time thresholds. The chosen modes for the EJ analysis (auto and transit) could also be expanded in the future to include walking accessibility.</p>

Comment	BRTB Response
<p>Performance Measures: Congestion on highways should not be measured as a LOS or volume/capacity ratio, but in terms of travel times and delay which better reflect user experience and perspective. Adding capacity to highways is known to induce additional demand and is therefore an unsustainable long term strategy for addressing highway capacity and congestions.</p> <p>These measures focus attention on building capacity for vehicles rather than serving trips and travel purposes. There is a variety of published literature and research available to support the adoption of measures that help evaluate transportation performance from the perspective of transportation system users, from personal travelers and commuters to goods distributors and consumers.</p>	<p>The performance measures in <i>Maximize2045</i> (described in Chapter 5) address delay and travel time reliability. Level of service (LOS) is one of the factors in the project evaluation criteria (described in Appendix B of <i>Maximize2045</i>) and is not included in any of the performance measures. As part of the development of the next regional long-range transportation plan, the BRTB will continue to refine the methodologies used in selecting the most effective set of projects to carry forward.</p> <p>BMC staff is aware of the published literature and research on performance measures and is currently using INRIX probe data to monitor user's experience of existing conditions. The region's aggregate trip base model and static highway assignment has limited capabilities. The region is developing and is moving towards adoption of a micro-simulation - disaggregate activity based model (travel behavior) and dynamic traffic simulation (traffic). Disaggregate micro-simulation of individual user's travel behavior and vehicle trajectories provides horizon year simulated data needed to calculated performance measures from a user's perspective.</p>
<p>Performance measures and analysis should help identify and target highway and system investments to address barriers to efficient travel across the network, such as conflicts between freight and commuter travel.</p>	<p>See discussion above about the need to carefully consider which performance measures should be added to the measures already required.</p>

Comment	BRTB Response
<p>Performance Measures: More attention should be paid to the performance of networks and systems over individual units within them (such as individual highways or transit routes) within the networks. In many cases, systems are served by multiple modes, services and facilities. For example, the network of highways, railways and water based services and facilities serving freight travel should be analyzed for its performance in delivering goods locally and serving the national and international freight distribution taking place via the Port of Baltimore, rail and highway transportation networks.</p>	<p>The travel demand model that BMC staff uses to predict the potential effects of projects in the TIP and the regional long-range transportation plan considers these potential effects across the multimodal transportation network. This includes considering the effects of travel in areas contiguous to the Baltimore metropolitan area (for example, the Washington, DC area; the Wilmington, Delaware area; and so on).</p> <p>It is a good point about attempting to measure how effectively the freight network moves goods within and throughout the region. At this point, the sole freight-related measure involves the reliability of truck travel times. This is a federally required measure. The BRTB will continue to consider additional measures, beyond those that federal laws and regulations require, to address other regional concerns.</p>
<p>Funding: Transportation needs far outstrip the dollars available to fund them. The PAC encourages the BRTB to fully investigate and analyze methods of supplementing state and federal funding with regionally collected revenues, which may require a change in State law to implement.</p>	<p>It is true across the country that needs outstrip available dollars. The BRTB will ask BMC staff to explore available information on regional transportation funded processes and possibly undertake broader efforts to explore this in a future UPWP.</p>
<p>Funding: the BRTB should encourage MDOT and the State of Maryland to consider alternatives to the motor fuel tax as the primary source of revenue in light of well documented research that the gas tax is not a sustainable source of revenues. Opportunities for capturing revenues should at a minimum be considered for electric vehicles (currently under paying to the Transportation Trust Fund due to their lack of gasoline consumption).</p>	<p>In response to a similar comment from the PAC on the UPWP, the BRTB provided a response that is applicable here.</p> <p>The BRTB is aware of MDOTs efforts to actively monitor and participate in national discussions on this complex topic. That said, MDOT further advised the BRTB:</p> <p>“Through participation in regional and national organizations and committees, such as the American Association of State Highway and Transportation Officials (AASHTO) and the I-95 Corridor Coalition, the Maryland Department of Transportation (MDOT) is monitoring the potential impacts of increased corporate average fuel economy (CAFE), including the economic impacts of alternative fuel vehicles such as electric vehicles. The current and projected population of electric vehicles is a very small percentage of the fleet population. In fact, electric vehicles will comprise less than one percent of the light-duty vehicle fleet population in 2020.</p>

Comment	BRTB Response
<p>The plan appears to favor areas other than Carroll County. The items in Carroll County planned to start sooner are relatively inexpensive streetscape projects, while major improvements, such as the MD RT140 and MD RT91 intersection/corridor improvements are pushed again, out to 2035 or later.</p>	<p>All projects submitted by Carroll County, in consultation with MDOT SHA, have been included in <i>Maximize2045</i>. The reason these projects appear in the first phase of the plan are because they are further along in the overall development process (i.e., they have a percent of design complete and some funding is committed as well as having a reasonable cost that can be funded). These are major considerations in the timing of projects.</p>
<p>Project prioritization and selection needs to be less focused on individual jurisdictions and more focused on how to reach regional transportation goals and objectives. How do these investments improve the performance of full systems of transportation services and facilities?</p>	<p>Projects in the TIP and <i>Maximize2045</i> are grouped by jurisdiction simply to allow for easier review by stakeholders. In terms of project selection, the criteria with the most weight—technical criteria—do not consider jurisdiction outright (more on specific location or corridor) and is calculated by BMC staff. Policy scores are determined by the project sponsors and reflect their role as the decision-makers on the BRTB.</p>
<p>Central Maryland Regional Transit Plan: Included in the Central Maryland Regional Transit Plan should be an analysis of funding and finance options for public transportation. We hope that included in this plan will be consideration of methods for seamless payment of transportation service alternatives such as public transportation, bike share, parking and other mobility services.</p>	<p>The BRTB encourages you to participate in MDOT MTA’s Regional Transportation Plan process. We have forwarded your suggestion to MDOT MTA for consideration in this plan process.</p>



Comment	BRTB Response
<p>Central Maryland Regional Transit Plan: the regional transportation forum, BRTB could partner with MTA to provide modeling analysis and impact assessment of different scenarios and conduct studies to demonstrate the impact and implications of new shared mobility services and transportation options on road congestion, safety, transit ridership, revenues, etc. For example, BRTB could identify and test a variety of scenarios that include a range of potential outcomes caused by the growth of MaaS (mobility as a service), OnDemand services by Ubers and Lyfts alike and the possible design of networks that include high capacity and/or on-demand bus services. The transit plan could seek to identify a model in which more people can have access to the full range of modes in a newly designed system, which is competitive in travel time and cost to car.</p>	<p>MDOT MTA's Regional Transportation Plan (RTP) process, while run on a completely separate mandate and timeline from BRTB's Maximize2045, will overlap in so far as there is BMC and several BRTB members participating in the MDOT MTA run RTP. The BRTB is in the process of issuing a solicitation to identify which choices and travel options work for people ("Practices for changing mobility") and new guidelines for how development will impact the transportation network ("Regional traffic impact study guidelines"). However it is not clear that the MTA will be able to use results from these efforts as they are mandated to have a draft Plan by April 2020.</p>
<p>TIP: The PAC recommends that the TIP be presented as a regional program of projects rather than by individual jurisdiction. There should be efforts to show the connectivity of the individual projects within the context of a regional transportation system and network of services and infrastructure with the purpose of meeting regional transportation goals and needs.</p>	<p>Projects in the TIP and <i>Maximize2045</i> are grouped by jurisdiction simply to allow for easier review by stakeholders.</p> <p>While the BRTB and BMC staff have utilized various methods to show what is being asked here (to show connectivity within a regional context and the connection to regional goals and needs), the BRTB will explore better ways to accomplish that suggestion.</p>

Comment	BRTB Response
<p>TIP: BRTB members are encouraged to use the MPO forum to analyze locally defined transportation projects and needs within the regional context. Land use modeling could also be woven into these analyses and should be done using a regional model so that all the same basic factors and assumptions are woven into the model. The BRTB staff and the forum are there to facilitate this analysis and develop such a blueprint.</p>	<p>Similar to the response above, the process used to analyze projects is done on a regional basis. The travel demand model looks at trips by individuals to and from specific locations and not at a high level such as a jurisdiction. Land use via cooperative forecasts are included as a basic building block of the model.</p> <p>There is a Cooperative Forecasting Group (committee) that meets every two months to discuss issues and occasionally the Planning Directors in the region meet to discuss significant issues. Several years ago this Directors group met extensively to understand the densities needed to support major transit projects and therefore make informed decisions during the comprehensive zoning process. BRTB members have also engaged in several scenario planning exercises to better understand impacts on travel in the region.</p> <p>The BRTB encourages the PAC to outline additional steps they feel would be useful to pursue.</p>
<p>Central Maryland Regional Transit Plan: Included in the Central Maryland Regional Transit Plan should be an analysis of funding and finance options for public transportation. We hope that included in this plan will be consideration of methods for seamless payment of transportation service alternatives such as public transportation, bike share, parking and other mobility services.</p>	<p>The BRTB encourages you to participate in MDOT MTA’s Regional Transportation Plan process. We have forwarded your suggestion to MDOT MTA for consideration in this plan process.</p>
<p><b>Responses to Comments from Individual Members of the Public Advisory Committee</b></p>	
<p>Project prioritization and selection should be looking to measuring the quality of improving transportation issues on individual jurisdictions while showing how these projects improve regional transportation goals and objectives. Continuously supporting and improving Smart growth strategies in our transportation systems. This initiative will better serve more people while fostering economic vitality for both businesses and communities.</p>	<p>The BRTB does not disagree with such an approach. The 2-year process has entailed numerous types of analyses and evaluations to result in projects that support the goals the BRTB identified and support. There is a great deal of interaction and at times it is difficult to tell what specifically impacted a particular result.</p> <p>Through interaction with other MPOs and national organizations, and through local experiences, the BRTB strives to improve the process it pursues when making decisions with considerable impact and cost.</p>



Comment	BRTB Response
<p>I support the PAC comments, and add that no funds should be spent on projects that do not immediately begin to eradicate inequity, reduce carbon emissions, or shift mode away from personal automobiles. We are in a global climate crisis and the survival of billions of people relies on a coordinated effort to radically change our transportation and land use planning. This TIP and <i>Maximize2045</i> hardly begin to address this reality.</p>	<p>The BRTB collaborates with all members for workable solutions to address what you are suggesting. MDOT supports a wide range of climate-related programs and Initiatives to reduce greenhouse gas emissions, as does the Maryland Department of the Environment. MDOT has also reinvigorated a program called Commuter Choice to assist people in choices other than SOV travel and promotes equity in its plans and programs.</p>
<p>It's hard to give a yes or no answer to a broad statement for a large metropolitan area. There is emphasis on transportation resources changing (bikeshare, scooters, Lyft, Uber....) but no mention of the fact that in the largest city in our consideration, there is a large fraction of the population totally reliant on public transportation.</p>	<p>The metropolitan area the BRTB covers has a diverse set of transportation needs and concerns. The challenge is to come up with a mix of projects that balance these needs and concerns while remaining fiscally responsible and while remaining mindful of the need to find equitable ways of helping people reach the places they need to go. As a regional agency, the BRTB affords opportunities for proponents of varying approaches to have conversations about the best ways to move forward.</p>



Comment	BRTB Response
<p>Carroll County is seeing its rural nature erode, but the only projects mentioned there are for more highways, something which is out of what seems to me the general thrust of the board.</p>	<p>No new highway projects are being proposed in <i>Maximize2045</i> by the county. The county is proposing capacity enhancement projects to account for existing and future demand on Carroll County roads. Streetscape projects are also included and are some of the higher ranked projects. These projects are intended to enhance the main streets of the towns they are in as well as address much needed infrastructure upgrades at the same time.</p>
<p>The issue of lessening congestion in the region is not directly addressed.</p>	<p>The BRTB will work with a consultant to improve the regional Congestion Management Process (CMP). Work on this contract is expected to begin shortly after the adoption of the final <i>Maximize2045</i>.</p> <p>Appendix D of the plan discusses the CMP and specific strategies to manage congestion in the region. This includes a table with descriptions of congestion management approaches the jurisdictions and agencies propose as part of the scopes of both highway and transit projects (see the table starting on Page 11 of Appendix D).</p> <p>MDOT SHA and the local jurisdictions are placing greater emphasis on multimodal and operational approaches to addressing traffic congestion, as opposed to the traditional approach of adding lanes. Some examples:</p> <ul style="list-style-type: none"> <li>• MDOT SHA proposes to use the shoulders on I-695 during peak travel hours to relieve congestion (see Page 9 of Chapter 7, Map ID 12)</li> <li>• To encourage modes other than single-occupancy vehicle (SOV), Harford County proposes to add a high-occupancy vehicle (HOV) lane as part of its MD 22 project serving Aberdeen Proving Ground (see Page 11 of Chapter 7)</li> <li>• Anne Arundel and Howard counties propose to establish Bus Rapid Transit (BRT) service along major corridors as a means of decreasing reliance on auto travel.</li> </ul>

**Comments as Submitted**

The following pages include images of the comments as they were submitted.

5/15/2019 Baltimore Metropolitan Council Mail - Fw: Transportation Matters; So Does Your Opinion: BRTB Seeks Public Comments on Regional Tr...



Public Comments <comments@baltometro.org>

**Fw: Transportation Matters; So Does Your Opinion: BRTB Seeks Public Comments on Regional Transportation Plans Totaling Over \$15 Billion in Projects**

Steve Sprecher <spsprecher@yahoo.com> Thu, May 9, 2019 at 1:46 PM  
To: "comments@baltometro.org" <comments@baltometro.org>

Hello

My main comment is to try to bring back a Red Line of some sort, even if is not the same as the one envisioned. Baltimore needs an east-west rail route. The new infrastructure bill would be a great choice. i would write to Congressman Coummings' office but he has never acknowledged a single letter/email from me. An extremely uncommunicative office for sure.

I do love the 310 Commuter Bus service from Columbia to my job in downtown Baltimore! Keep up the good work in advocating for these routes.

Thank you!

Steve Sprecher  
11414 High Hay Drive  
Columbia MD 21044

— Forwarded Message —

**From:** Baltimore Metropolitan Council <cblue@baltometro.org>  
**To:** "spsprecher@yahoo.com" <spsprecher@yahoo.com>  
**Sent:** Thursday, May 9, 2019, 8:29:27 AM EDT  
**Subject:** Transportation Matters; So Does Your Opinion: BRTB Seeks Public Comments on Regional Transportation Plans Totaling Over \$15 Billion in Projects



**TRANSPORTATION MATTERS; SO DOES YOUR OPINION**  
*BRTB seeks public comments on regional transportation plans totaling over \$15 billion in projects*

**FOR IMMEDIATE RELEASE**  
**CONTACT: Ciara Blue**  
Communications Associate  
(410) 732-9564

BALTIMORE, MD (Wednesday, May, 9th, 2019) - The Baltimore Regional Transportation Board (BRTB), as the federally recognized metropolitan planning organization for the region, is asking the public to weigh in on \$15.66 billion in key transportation projects planned for the region over the next 25 years. The Baltimore Metropolitan Council (BMC) provides staff support to the BRTB in its regional transportation planning efforts.

5/15/2019

Baltimore Metropolitan Council Mail - Red Line



Public Comments <comments@baltometro.org>

**Red Line**

stuart stinman <sstainman@gmail.com> Thu, May 9, 2019 at 9:43 PM  
To: Monica Haines Benkhedda <comments@baltometro.org>

Does long range 2045 transport. plan include study of alt. east-west red line for canceled light rail line?  
S

6/18/2019

Baltimore Metropolitan Council Mail - Transportation wish



Public Comments <comments@baltometro.org>

**Transportation wish**

1 message

David Highfield <davidhighmd@gmail.com>  
To: comments@baltometro.org

Tue, Jun 18, 2019 at 10:37 AM

Carroll County needs to have the Metro extended to Finksburg to provide a timely connection to Owings Mills and points south to Johns Hopkins. We also need a more direct connection to BWI air and Amtrak.

David Highfield  
Westminster



Baltimore Office  
6 South Gay Street  
Baltimore, MD 21202  
(443) 759-8360

May 22, 2019

The Baltimore Regional Transportation Board  
Attn: Public Involvement Coordinator (Monica Haines Benkhedda)  
1500 Whetstone Way, Suite 300  
Baltimore, MD 21230

**Re: Comments on BRTB Maximize 2045 / 2020-2023 TIP** (Submitted via email to: [comments@baltometro.org](mailto:comments@baltometro.org))

Dear Ms. Benkhedda:

Thank you for the opportunity to provide comments on the referenced draft reports.

**BRTB Maximize 2045**

SCMaglev Project Description (Chapter 2, p28) - Proposed Revised Description

The Baltimore-Washington Superconducting Maglev (SCMaglev) project is a privately sponsored initiative led by the Baltimore-Washington Rapid Rail (BWRR), which envisions a 15-minute ride between Baltimore and Washington, D.C., with an interim stop at Baltimore/ Washington International (BWI) Thurgood Marshall Airport. In 2015, Federal Railroad Administration (FRA) issued a Notice of Funding Availability (NOFA) for development of a Maglev project between Baltimore and Washington, D.C. MDOT and BWRR were selected to deploy a system using SCMaglev technology. An Environmental Impact Statement (EIS) is being prepared in compliance with NEPA and other applicable regulations and procedures to evaluate the potential impacts of constructing and operating the SCMaglev system. The EIS is funded under the FRA's Maglev Development Program, which encourages the development and construction of transportation systems using Maglev technology. The draft EIS is anticipated to be published in fall 2019.

The SCMaglev is the latest advancement in the world of high-speed ground transportation. It operates using a magnetic levitation system that uses powerful magnetic forces for all aspects of operation—acceleration, deceleration, guidance and levitation—resulting in operating speeds of over 300 miles per hour. SCMaglev is in full operation in Japan along a 26-mile long line that has been operating since 2013 and has carried over 270,000 passengers. Full build-out of the 175-mile line will be in 2027.

Ultimately, besides being a transformational change to the Northeast Corridor, in the near term, SCMaglev will directly benefit the Washington and Baltimore Metropolitan areas by easing highway congestion and diverting auto trips to SCMaglev. This, in turn, would cut down on lost hours stuck in traffic, thus increasing productivity. It would also bring BWI Airport one step closer to being fully integrated into the ground transportation system, similar to how train systems in Europe directly serve international airports with stations located directly below the terminals.

Future Projects / Interface with SCMaglev**Chapter 7**

- Page 6, MD Route 198 Widening  
BWRR supports this 2024-2034 planned project and asks for BRTB to recommend that the Maryland SHA coordinate with BWRR to ensure the MD Route 198 widening construction does not interfere with potential SCMaglev viaduct construction.
- Page 7, Hanover Street Bridge over Middle Branch  
BWRR supports this 2024-2034 planned project.
- Page 21, MD 32 widening in Anne Arundel County  
BWRR supports this 2035-2045 planned project but asks that BRTB work with Maryland SHA to develop a preliminary ROW need for the widening; thereby, allowing BWRR to design the SCMAGLEV viaduct piers to accommodate the future widening project.
- Page 36, I-95 Port Covington Access Improvements  
It is not clear from the recently released EIS if the new proposed Exit 52 ramp from I-95 NB to Russell Street would affect the existing intersection between the off-ramp and Annapolis Road. BWRR supports the new Exit 52 Russel Street ramp as long as the connection to Annapolis Road is maintained to allow vehicles to connect from I-95 NB to Annapolis Road SB. BWRR also supports the new proposed connection between I-95 NB to Hanover Street via McComas Street at Exit 52.

**2020-2023 Transportation Improvement Program**

- p29 – Project Status should be updated; suggested revision:  
As of June 2019, the NEPA study is in the mid-stage of the draft Environmental Statement development. The FRA's preferred alignment and station locations will be shared with contributing and participating agencies in mid-summer 2019, with a goal of sharing with public in Fall, 2019.
- p75 – table should be revised to be consistent with p301 which splits grant funding (\$34.75m) between the BRTB (50%) and TPB (50%) TIPs – or \$17.40m each.  
Suggested Revision: Federal Funds: \$13.9m / Matching Funds: \$3.48m
- p301 – Connection to Long Range Transportation Planning Goals – recommend inclusion of:
  - 5C (fuel efficient best management practices and zero emission vehicles),
  - 7D (invest in local and state designated growth areas), and
  - 7H (promote tourism)
- p302 – See response for p75
- p400 – The matrix should add additional available TIP-related criteria for prioritizing projects in the TIP:
  - 1. Preserves the regional transportation system  
SCMaglev would reduce the vehicle miles traveled (VMT) in the transportation system and thus increasing the time before bridges and pavement need to be rehabilitated.

- 4. Consistent with applicable short-and long-term plans  
SCMaglev is consistent with TIP plans to expand transportation options and to decrease air emissions associated with decreased VMT.
  - 8. Enhances social, energy and environmental efforts  
SCMaglev's extreme efficiency uses least amount of energy per seat when compared to traditional modes of large-scale transportation.
  - 14. Enhances transportation safety  
SCMaglev project will be deployed utilizing operating protocols developed by the safest railroad in the world – Japan Central Rail (JRC). Two central aspects of JRC operating protocols, e.g. fixed guideways and full automation eliminate the most common causes of railway accidents: collisions and operator error. SCMaglev may also reduce congestion in areas with existing safety issues on the regional highway system.
- P417 – see response for p400

Future Projects / Interface with SCMaglev**Baltimore City**

- Page 126, Study how to best maintain the Hanover Street Bridge  
The Hanover Street Bridge will provide a critical link between the proposed Cherry Hill SCMaglev station and points north and east in Baltimore City. BWRR supports this 2020 study and encourages BRTB to work with Maryland state Highway Administration to design the rehabilitated or new bridge to handle the potential vehicle demand from the proposed SCMaglev station in Cherry Hill, in addition to the proposed Port Covington development project.
- Page 152, Replace Hanover Street Bridge over CSX  
BWRR supports this 2022 funded project.
- Page 160, Reconstruct Patapsco Avenue  
BWRR supports this 2023 funded project and recommends the funding year be coordinated with BWRR to fund the project after the potential SCMaglev construction concludes along Patapsco Avenue to avoid any interference between the projects.
- Page 164, Waterview Avenue Bridge over MD 295  
BWRR supports this 2021 funded project and recommends the final lane striping and traffic signal plan consider the future potential traffic demands generated by the SCMaglev station in Cherry Hill.

Should you have any questions or comments, please do not hesitate to contact me at [dhenley@bwrappidrail.com](mailto:dhenley@bwrappidrail.com) or 443 759-8360.

Sincerely,



David Herley  
Project Director

6/18/2019

Baltimore Metropolitan Council Mail - BRTB Comment Form message from the website



Public Comments <comments@baltometro.org>

**BRTB Comment Form message from the website**

1 message

Baltimore <info@baltometro.org>  
 Reply-To: despacito <dagan.schill@gmail.com>  
 To: comments@baltometro.org

Mon, May 27, 2019 at 10:17 PM

**This message is submitted through BRTB Comment form:**

**Name of Business/Organization/Agency:** Apple Inc

**First Name:** despacito

**Last Name:** nibbva

**Address 1:** 617 ayrlic water Rd

**Address 2:**

**City:** Gibson island

**State:** Maryland

**Zip/Postal Code:** 21056

**Phone:** 4109169835

**E-mail:** dagan.schill@gmail.com

**Message:** Well you see i used the transportation once, all i gotta say is clean up

6/12/2019

Baltimore Metropolitan Council Mail - Public Comments on BRTB Transportation Plans



Public Comments <comments@baltometro.org>

**Public Comments on BRTB Transportation Plans**

Frederick Leong <leong.fred@gmail.com>  
 To: comments@baltometro.org

Mon, Jun 10, 2019 at 2:54 PM

I haven't reviewed all of the transportation plans systematically and in-depth, but I was unable to find projects that I think are critical for the economic development of the Central Maryland and Baltimore Regions.

I believe economic development should have priority because it would play an outsized role in funding all other initiatives and be an important driver for the entire area.

Specifically:

1. There is no consideration being given to extending WMATA's DC Metro from Greenbelt (or similar stations) to BWI via Columbia, with connectivity to Fort Meade.

- This is the glaring shortfall for Central Maryland and a major reason it is uncompetitive with other jurisdictions.
- In short, we need to follow the money and not run counter to what people naturally want to do.
- And it is in Baltimore's best interests to draw the significantly larger amount of money from the DC area up to meet it, especially since DC will always have a large component of national-level funding.
- MARC is simply not adequate. It's expensive and doesn't run frequently enough to be useful for anyone besides commuters, creating a chicken-and-the-egg condition where it can never achieve critical mass to drive development.

2. More locally, the plans for connecting Howard County and Columbia to Fort Meade and NBP appear both inadequate and are often deferred to at least 2035-2045.

- The most pressing, urgent needs are to rework the intersections of Route 1 and MD-32 and MD-175, which create significant bottlenecks for the Route 1 Corridor.
- Similarly, MD-175 narrows down to two lanes immediately west of National Business Parkway, creating a bottleneck on a major commuter and commercial corridor.
- Not only should Route 1 traffic be optimized to facilitate north-south traffic, but these east-west improvements should also include direct connections to Columbia Gateway, which is currently isolated from Route 1 by I-95.
- I-95 acts as a huge barrier or wall preventing the free flow of people and goods.

3. Finally, MD-200 is vastly underutilized because it doesn't go anywhere useful for the majority of people.

- The most obvious need is for a connection to the Dulles Corridor. This would create a high-tech transportation corridor linking Dulles, Sterling, Rockville, Columbia, Laurel, Fort Meade, and BWI and also relieve congestion on I-495.
- To fully realize this, MD-200 would also have to be connected to MD-295, which in turn must also be upgraded to facilitate access to Fort Meade and BWI, and from there to Port Covington, Inner Harbor, and Johns Hopkins.
- Eventually the goal should be to create a dynamic economic corridor that stretches from Hunt Valley in the north, through Baltimore, BWI, Columbia, DC, and Dulles.
- While it may seem this neglects neighboring jurisdictions, I believe this is a rising tide that will lift all boats and all of Maryland will benefit. It's about linking existing economic centers and trying to extend their benefit to everything around them, and thus also incentivize the development of additional centers.

Although many of these projects would be very long-term, they are necessary to expand the economic advantages currently enjoyed by DC and Montgomery County to the rest of the state, and help return Baltimore to its rightful place as an economic engine for the State of Maryland.

I strongly believe that building upon Maryland and Baltimore's strengths, and leveraging them to fund and drive further development, will be a far more successful strategy than trying to force development to go where it doesn't naturally exist.

Fred Leong  
 Laurel, MD



Public Comments <comments@baltometro.org>

TIP and Maximize 2045 Plans

1 message

Ben Martorana <benm@havredegracemd.com>

Mon, Jun 17, 2019 at 6:43 PM

To: comments@baltometro.org

Cc: Mayor Bill Martin <billm@havredegracemd.com>, Steve Gamatoria <steveg@havredegracemd.com>, Patrick Sypolt <patrick@havredegracemd.com>, Tim Whittle <timw@havredegracemd.com>, Shane Grimm <shaneg@havredegracemd.com>, Dianne Klair <diannek@havredegracemd.com>, Bradley Killian <bfkillian@harfordcountymd.gov>

Mayor Bernard Young, Chairman
Baltimore Regional Transportation Board (BRTB)
1500 Whetstone Way - Suite 300
Baltimore, MD 21230

Honorable Mayor Young and BRTB Members,

Thank your for this opportunity to offer input into the BRTB 2020-2023 Transportation Improvement Program (TIP), and the Maximize 2045 long range plan.

My name is Ben Martorana, and I represent the City of Havre de Grace as the Director of Planning. For most of my career I was the Municipal Engineer and Municipal Administrator, as well as Planning Board Member for a community in Essex County in northern New Jersey. That experience has certainly provided me with an understanding and appreciation of your mission, work and the many competing priorities that you face in development of these plans.

I would like to take this opportunity to ask you to consider recognizing a project that is important to the City of Havre de Grace as well as Harford County, and one that surely would have a significant impact on our regional transportation network. To emphasize both the importance of this project and how closely it conforms to the mission of the BRTB, we are very proud to say that this project is included in the Harford County Priority Letter of Transportation Projects and was just rated No. 2 overall in the Chapter 30 Scoring Plan for the entire State of Maryland, the only project in Harford County to be so recognized in this important method of determining project priority and need.

Just a few years ago our City submitted this project for consideration by Harford County in their Priority Letter of Transportation projects "needed for the safe and efficient flow of all modes of Transportation on the County's State Highway Network," as described in the County's letter. Our project was awarded with inclusion in the Harford County Transportation Priority Program in the first year of submission, and continues to be listed in the most current plan. The project includes improvements to the very complex and highly stressed Route 40 / Otsego Street / Ohio Street intersection which is very near the Hatem Bridge and is a key location in the movement of regional traffic on an every day basis. However our project offered much more than the critical safety and capacity improvements that are so essential to our community and region. We also included proposals relating to methods of toll collection coordination between the parallel routes of I-95 and US 40 that could also further enhance safety and capacity. Equally important, we believe these improvements will have a measurable positive impact on air quality in this region. But that is not all. We believe that the project will also provide significant pedestrian safety and bicycle safety improvements at an intersection with known and previously intractable hazards. It will also enhance community cohesion by eliminating or minimizing barriers that actually cause reluctance for many of our residents in traversing this intersection, creating artificial barriers between large residential areas and our thriving downtown. In accomplishing this goal we would also be improving the quality of life for all of our residents. This certainly is an impressive and ambitious list of possible accomplishments, but I deeply believe that our recognition as the second most important project in the entire State of Maryland in the Chapter 30 Scoring plan reflects the reality of these projections.

It is for these many reasons that we respectfully request recognition by the BRTB in the 2020-2023 Transportation Improvement Program as well as mention in the Maximize 2045 long range Plan.

Thank you very much for your consideration.

Benedict F. Martorana, P.E., P.P.
Director of Planning
City of Havre de Grace, MD
410-939-1800, X1122
benm@havredegracemd.com



Town Center Community Association

Public Comments to BRTB

June 17, 2019

Town Center Community Association represents the residents of Columbia Town Center and it is our mission to encourage and support the highest quality of life possible in our community, by promoting responsibility and engagement, creating unity and a sense of community throughout our neighborhoods, and fostering a sense of security.

On behalf of our residents, we recognize the importance of good infrastructure maintenance, finding solutions to traffic congestion, and expanding public transit options. It is important to reduce the number of single-occupant cars on the road, while making better automobile and public transit connections to the region, including to BWI, MARC, Amtrak, Baltimore City, and Washington, DC.

We would like to highlight two important projects listed in the TIP report and Maximize2045:

16-1901-42 US 29/Broken Land Parkway Interchange and North-South Connector road (2022). We understand this project is in the conceptual design phase, moving towards preliminary design. The connector road will reduce congestion along Broken Land Parkway, providing direct access from either Route 29 or Broken Land Parkway to the new Merriweather District.

As part of the growth of Town Center/Downtown Columbia, more route options like a North South Connector are important. However, we also ask that new roads in Town Center adhere to the Howard County Complete Streets plan, for pedestrian and cyclist safety. We are especially concerned about crosswalk design and signaling that protect the pedestrian while in the median, and leave enough time to make the crossing, especially for slower, vulnerable populations. We ask that future plans not create so many new lanes that the road width compromises the pedestrian experience.

16-2001-67 Bus Rapid Transit (Long Range). We understand the Bus Rapid Transit has been chosen by the region and state as the preferred new mode for public transit. We believe when completed, BRT will take thousands of cars off the road. The new BRT line up Rt 29 to the future Town Center Connection Transit Station is important in adding an alternative to single-occupant car use.

The proposed widening and interchange improvements on RT 29, RT 32, I-95, I-70, US 1 are important, but impacts to the local landscape, drainage and sufficient wildlife crossings should be included to avoid accidents as part of the highway designs.

In addition, air quality is important as Town Center continues to grow. Conformity to National Air Quality standards is important, as we hope that result will be improved, exceeding requirements on air quality.

Please continue the efforts to increase public transit options while also improving existing road infrastructure. Regionally, improvements to MTA, and MARC, as well as forward-looking LOOP and Maglev projects mentioned in Maximize2045, are important to future regional growth and connectivity.

5430 Vantage Point Road, Columbia, MD 21044 w ColumbiaTownCenter.org
P 410.730.4744 F 410.730.1823 E VillageManager@ColumbiaTownCenter.org

5/20/2019

Baltimore Metropolitan Council Mail - Carroll County Transportation



Public Comments <comments@baltometro.org>

**Carroll County Transportation**

1 message

David Highfield <davidhighmd@gmail.com>  
To: comments@baltometro.org

Thu, May 16, 2019 at 1:17 PM

As mature citizens we would like a seamless transportation connection from Carroll County to BWI Airport and Rail Station. We would like Metro extended to Finksburg, Carroll County, Maryland. Thank you. David & Constance Highfield Westminster, MD.



Public Comments <comments@baltometro.org>

**Maximize 2045 and TIP Comments**

1 message

William Cowan <william.c.cowan@gmail.com>  
To: comments@baltometro.org

Tue, Jun 18, 2019 at 11:00 AM

As a former Maryland resident who may move back to Maryland in the future, the TIP and Maximize 2040 does not entice me to become a resident again. I want to move to a state that embraces transit and planning based around people - not cars.

The plan is mainly focused on roadway widening, which does nothing to foster community, improve health, substantially improve safety, or invest in proven transportation options to increase density in established and TOD communities. Some specific notes:

1. Since the LOOP Tunnel project is included in the TIP as a viable project, MD should assume this means that tunneling costs would decrease in the future - and thus making transit tunnels cost effective.
2. For Map ID 43, does this infer that the widening will use ROW for the previously studied yellow line?
3. LOS measures should be changed to VMT and density based on persons (person trips) . Utilizing standards LOS as a 2045 measures does not take into account decreased headways for autonomous vehicles and is soon becoming an outdated measure.
4. Include previous rapid transit plans. Baltimore and suburban communities will not thrive without a modern transportation network built around walking, biking, and transit.
5. Under Mayor Rawlings-Blake administration, the city was committed to studying removal of the lower portion of the JFX. As a previous member of the PAC, we requested this plan from the city as part of a request when reviewing the TIP regarding redecking. Since Baltimore's delegate / BRTB never provided the material, I assume it was never studied. As part of the TIP, this alternative should be studied in order to foster economic development east of the current elevated JFX.

Thanks,  
Will Cowan





Public Comments <comments@baltometro.org>

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**Maximize2045**

1 message

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**Gloria Moon** <agmoon300@gmail.com>  
To: comments@baltometro.org

Tue, Jun 18, 2019 at 11:52 AM

General comments are that widening highways is a stop-gap measure at best. Congestion will continue when widened lanes lead to more development where none was readily accessible.

Transit needs to be increased and made easy in the Balto-DC area.

" Construct express toll lanes, including [MD 152](#), [MD 24](#), [MD 543](#), and MD 22 interchanges ." The use of ETs is not financially viable as it will not pay its way. Intead it destroys more valuable land instead of just increasing the interstate lanes. There is no real justification for ET lanes. Use HOV instead. Most other areas have done so. The Park & Ride at Rt 152 is a major concern for those living in the area. It MUST be confined to the designated Development Envelope growth area and not placed in the wetland areas zoned Agricultural.

Gloria Moon  
[2519 Jerusalem Rd](#)  
[Joppa MD 21085](#)



Public Comments <comments@baltometro.org>

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**Maximize2045**

1 message

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**judy rose** <joppajudy@msn.com>  
To: "comments@baltometro.org" <comments@baltometro.org>

Tue, Jun 18, 2019 at 5:26 PM

Howdy:

Thanks again for the reminder and for the opportunity to comment.

I am still opposed to any highway expansion of I-95. I do not believe ET lanes are the answer to congestion and I am not convinced this state has the ability to maintain its existing roadways. Transit is what the people want and need for the future and our elected officials apparently do not have the political will or incentives to pursue it. Maybe because it just makes sense.

Our air quality in Harford County is not the best thanks to vehicular emissions and we have a high rate of cancer, COPD and heart issues which could be attributed to the close proximity of such highways. We are losing vegetative growth, forestation and wetland areas which we cannot afford to lose.

Judy Rose  
[1215 Old Mountain Rd S](#)  
[Joppa, MD 21085](#)

# MAXIMIZE 2045

A PERFORMANCE-BASED TRANSPORTATION PLAN

## COMMENT CARD



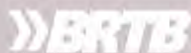
Please provide any comments, thoughts, or ideas about Maximize2045:

Smaes Ave

From Wadsworth to Bayview +/- Buses when you could do it in 1 Bus. W/ H.P. Fix it please

Need Bus stop at Liberty rd. & Northurst Hospital. Was 1 but they cancelled it please replace it. It's 3 blocks to catch a bus going east into town. It wasn't like that at first and should be a bus stop at or by the corner of Liberty rd. & ~~the~~ Old Court rd.

Line Bus. Please



For more information, please visit [maximize2045.com](http://maximize2045.com)

# MAXIMIZE 2045

A PERFORMANCE-BASED TRANSPORTATION PLAN

## COMMENT CARD



Please provide any comments, thoughts, or ideas about Maximize2045:

1 Please provide MANCHESTER By pass

I live on Hanover Pike, Traffic is BRUTAL

2 Option to Manchester By pass

When Bashman Valley Road, ~~Direct~~ Direct Traffic to Bashman Valley Road then to 97 where your expansion is. Make weight limit for trucks going thru Hanover Pike

OTHER COMMENTS

- HANOVER PIKE HAS 2 SCHOOLS, TRAFFIC IS BOTTLED IN MANCHESTER, SCHOOL BUSES, 4 RED LIGHTS
- TRAFFIC IS BOTTLED UP FROM SHOOTZ past Ron's AUTO IN AM
- TRAFFIC IS BOTTLED UP FROM SHOOTZ past WALMART IN PM.

Thank you

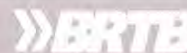
JOHN PAWLOS

4322 HANOVER PIKE  
MANCHESTER MD  
21102

443 -740-5882 (cell)

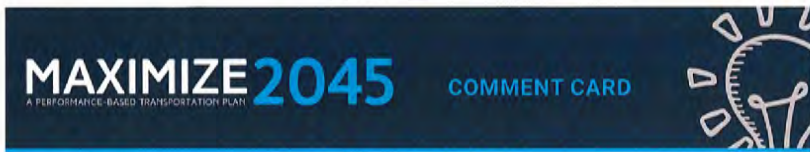
JPAWLOS@ARCZIP.COM

410-374-8737 (home)



For more information, please visit [maximize2045.com](http://maximize2045.com)

John Pawlos



Please provide any comments, thoughts, or ideas about Maximize2045:

!!! Would highly suggest  
 a traffic light at Mayfield Ave  
 and Meadow Ridge Rd.  
 Bad blind spot due to  
 the hill and people not  
 adhering to speed limit.

Waltseymour @ comcast.net



For more information, please visit [maximize2045.com](http://maximize2045.com)



Please provide any comments, thoughts, or ideas about Maximize2045:

Eliminate Beltway active shoulder projects ~  
 convert to peak hour transit  
 This undermine much of the TDM work currently  
 under construction

Eliminate MDTA Section 100 completion and Section 200  
 thru Harford County

Promote US50 BRT project



For more information, please visit [maximize2045.com](http://maximize2045.com)



Please provide any comments, thoughts, or ideas about Maximize2045:

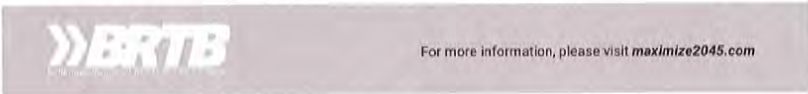
BIG INFRASTRUCTURE BADLY NEEDED  
IN ELKRIDGE.

3 CHOKG POINTS

- CSX ROUTE 1 I-95
- MONTGOMERY ROAD OVER ~~THE~~ LINCOLN HILL TO MARSHALL
- CONNECT MEADOWRIDGE TO OVERPASS & LOUDON AVE  
OVER 100

ELKRIDGE RIDERS SHOULD BE ABLE TO RIDE BIKES  
TO OUR PARKS TOO & ACCESS TO ROCKBURN  
& TROY SHOULD BE COMPARABLE TO  
THE EXISTING ACCESS TO CENTENNIAL & BLANDAIR

ELKRIDGE COMMUTERS SHOULD BE ABLE TO  
BE BIKE & WALK TO THE DORSEY MARC TOO!



Public Comments <comments@baltometro.org>

**BRTB Comment Form message from the website**

1 message

Baltimore Metropolitan Council <info@baltometro.org>  
 Reply-To: James <jhimmel@hotmail.com>  
 To: comments@baltometro.org

Wed, Jun 19, 2019 at 4:12 PM

**This message is submitted through BRTB Comment form:**

Name of Business/Organization/Agency: Elkridge Rotary Club

First Name: James

Last Name: Himmel

Address 1: 20 N Beaumont Ave

Address 2:

City: Catonsville

State: Maryland

Zip/Postal Code: 21228

Phone: 4104462366

E-mail: jhimmel@hotmail.com

**Message:** De-construct 1.5 miles of I-895 from I-95 north to I-195.

This is a low traffic/obsolete stretch of I-895 that should be served by existing I-95 and I-195. Benefits redevelopment of Historic MD Rt 1 Elkridge and returns open space to Patapsco State Park for needed parking and recreation. Eliminates multiple bridges from future MDOT maintenance with new construction limited to 2 ramps at I-195 and I-895 existing overpass.



Supported by staff of the  
Baltimore Metropolitan Council  
1500 Whetstone Way, Suite 300,  
Baltimore, MD 21030  
P. 410.732.0500  
[maximize2045.com](http://maximize2045.com)

Check us out on social media!

**MAXIMIZE 2045**  
A PERFORMANCE-BASED TRANSPORTATION PLAN  
Rethinking Legacy  Finding Opportunity