

**A RESOLUTION REGARDING AN AMENDMENTS TO MAXIMIZE2040 AND
THE 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
BY THE PUBLIC ADVISORY COMMITTEE (PAC) OF THE BRTB**

WHEREAS, the BRTB, the Metropolitan Planning Organization for the Baltimore region responsible for transportation planning and policy making for the Baltimore region; and

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

WHEREAS, the PAC has reviewed and discussed the amendments to the *2018-2021 Transportation Improvement Program (TIP)* and/or *Maximize2040: A Performance-Based Transportation Plan* for five Maryland State Highway Administration (SHA) projects and one Maryland Transportation Authority (MDTA) project;

THEREFORE, be it resolved, the PAC submits the following recommendations and comments:

- **I-695: I-70 to MD 43** – The PAC *does not endorse* this project as presented.
- **I-695: I-95 to MD 122 (Southwest Beltway) and I-70 at I-695: Triple Bridges Study** – The PAC supports removal of these two projects from the TIP.
- **I-95 Express Toll Lane (Section 200)** – The PAC *does not endorse* this project as presented.
- **US 40: Bridge Replacements over Little & Big Gunpowder Falls project** – The PAC supports the replacement of this bridge, however, members feel that protected bicycle facilities should be included on the bridge as US 40 is a bicycle route and part of the East Coast Greenway. Previous and current bridge reconstruction projects along US 40 did not provide any MOT for bicycles, forcing them to share the lane at 60+ mph. In addition, unlike along the typical section of roadway, a bicyclist has nowhere to bail out to the side of the road on a bridge. Although not required as part of AASHTO design guidelines, an 8-10' shoulder appears to be able to be incorporated without any major changes to the bridge design.
- **I-83: Bridge Replacement over Padonia Road project** – The PAC supports this bridge replacement.

BE IT FINALLY RESOLVED, the PAC thanks the BRTB for this opportunity to participate by sharing comments on these amendments. The PAC thanks the BRTB staff for facilitating its participation.

Submitted by:

Eric Norton
Chair, BRTB Public Advisory Committee