

Many of the comments below are shortened for purposes of space. Full comments were shared with all BRTB, Technical Committee, and Interagency Consultation Group members and are also located on the [BMC website](#).

Let us say up front that we are very appreciative of the effort so many individuals and organizations have gone through to review materials and send in comments. This is informative for all of our members and does have an impact on the planning process. As is customary for the BRTB, we share all comments and responses with everyone who commented as well as on the BMC website and include them in the TIP and Conformity Determination documents.

1. Lori Franceschi

Comment: There's a lot of stuff I could say, but really, the thing that stands out the most is basically none of this money is for improving stuff INSIDE Baltimore. Who cares about highways? The roads in the city are enough to damage most vehicles. There is no rail; and 4b\$ would fund that.

BRTB Response: Baltimore City projects total over \$227 million in the FY 2022-2025 TIP. While many of the projects are roadway rehabilitation and bridge replacement projects, many of these projects contain elements that enhance bicycle and pedestrian accommodations. Most of these projects include new or upgraded ADA compliant sidewalks. Please see this [full list of Baltimore City sponsored projects](#) for additional information. One constrain to note is that Federal formula funding for roadway projects is distributed by USDOT separately from transit funding. It would require federal legislation to alter that formula and distribution of funds in this region. Funds distributed for transit are being utilized for a variety of MDOT MTA and local projects.

The East-West Bus Corridor is a comprehensive suite of investments that will facilitate more efficient transit trips, improve multi-modal connections, and address existing safety issues. This project will address existing challenges in the corridor, offering near-term transit investments to better connect people to jobs, education, amenities, and leisure activities while the region considers long-term options via the Regional Transit Plan.

Additionally Baltimore City is funding several non-motorized improvements. The 25th Street Rehabilitation from Greenmount Avenue to Kirk Avenue includes a mixed-use trail for pedestrians and bicyclists and the \$2.2 million Middle Branch Phase 2 project constructs 0.8 miles of trail as part of the Baltimore Greenway Loop.

The FY 2022-2025 TIP also includes several projects not listed under Baltimore City that do not include roadway improvements. MDOT MPA is committing over \$400 million in funds, including over \$200 million of state funds, to reconstruct the Howard Street Tunnel. When complete, the new tunnel will allow double-stacked containerized cargo to and from the Port of Baltimore, thus alleviating a major freight rail bottleneck on the east coast and reducing truck trips within Baltimore City.

MDOT MTA has numerous pedestrian, bus, light rail and MARC improvement projects that fall within the limits of Baltimore City or are of a regional nature that benefit the City. The Patapsco Pedestrian Bridge Connection is a Transportation Alternatives Program project that includes over \$780,000 to provide a bicycle and pedestrian connection between Cherry Hill and the Patapsco Light Rail Station.

MDOT MTA also includes \$192.2 million over the next four years for Bus and Rail Preventive Maintenance projects. These projects for buses, light rail and metro systems will help to ensure safety, reliability and comfort for passengers.

MDOT MTA has also \$394 million in state funds for Metro and Light Rail Rolling Stock Overhauls and Replacement to provide modern and reliable equipment which will enhance passenger comfort and ensure better reliability and improved safety. Additionally, \$26.3 million, including \$9.3 in state funds is dedicated to MARC Rolling Stock and Replacement. This will extend the life of trains and provide safe and reliable MARC service.

MDOT MTA has also committed over \$187 million to Metro and Light Rail System Preservation and Improvements which will improve service and safety of the Light Rail and Metro Systems.

And finally, MDOT MTA is providing \$62.2 million including over \$8 million in state funds, for MARC improvements which will help improve and maintain safety and quality of the MARC infrastructure.

2. Brian Seel

Comment: Its 2020, and we are still rolling out millions of dollars for projects that will expand roads, but are allocating just a few million for bike projects, and a bit more for generally unconnected transit projects. While climate change is not as steep of a curve as COVID, its still a looming crisis, and many of these projects will be around and in use 50 years from now. Seriously, are we still going around and widening the beltway? Even a tenth of that \$281 million could be revolutionary for bike or transit projects.

BRTB Response: There is a wide range of projects in the TIP which support all modes of transportation. There are a number of transit and bicycle projects in the planning stage with support in the current Unified Planning Work Program and more that sponsors have requested RAISE grants for; such as Dobbin Road and Baltimore Greenways.

3. Greater Washington Partnership

Comment: We commend the Board for the addition of the East-West Priority Bus Corridor to the TIP, an essential project to better connect the Baltimore metro area, improve transportation equity, and improve access to employment centers for East and West Baltimore residents. This is a critical first step to realizing the region's Central Maryland Regional Transit Plan.

BRTB Response: The BRTB appreciates support for this project. In FY 2022 Baltimore City will complete engineering and move to construction beginning in FY 2023. This is a critical corridor and we look forward to service beginning in 4 years.

Comment: With MDOT MTA, we encourage you to work to identify other short-term Priority Bus Corridors projects from the Central Maryland Regional Transit Plan that can be advanced in the next four years, such as the North-South corridor from Towson to Downtown Baltimore City.

BRTB Response: BMC coordinates regularly with MDOT MTA via the RTP Implementation Team to discuss progress on corridors as well as other recommendations from the RTP. While two corridors have been identified by MDOT MTA to begin further planning, MDOT MTA has worked with the BRTB to allow the BMC and consultants to begin to screen corridors to prepare information on which are prepared to apply for FTA funding under the Capital Investment Grant guidelines. BMC is exploring a screening process now and plans to release an RFP this Fall for assistance in screening several corridors in FY 2022. It is anticipated that there will be a similar task in the FY 2023 UPWP.

Comment: With Amtrak and MDOT, we encourage you to coordinate to see if there is a need to identify near-term funds in the TIP for the replacement of the B&P Tunnel, which will be named the Frederick Douglass Tunnel, or speed up the redevelopment and track enhancements at Baltimore

Penn Station. The tunnel replacement project was formally announced June 18, with Governor Hogan directing MDOT to coordinate with Amtrak and USDOT to create a funding plan for the project which is still a few years away from breaking ground.

BRTB Response: A significant project to undertake, the new tunnel will replace the deteriorated B&P Tunnel and will address ongoing issues with fire/life safety systems, congestion and delays (as this is the largest rail bottleneck between Washington and New Jersey), increase redundancy. As this was a relatively recent announcement by MDOT and Amtrak, we are working with them to understand what the next steps will be. The improved tunnel is scheduled to be operational in 2026.

Comment: With the City of Baltimore, we encourage you to identify funding opportunities in the TIP for the completion of the Baltimore Greenway Trails Network, a 35-mile loop around the city of Baltimore that will provide safe pedestrian and bike access to many of the city's employment centers. 25 miles are already complete, but a few segments, such as the Norfolk Southern Corridor and the BGE corridor, are not currently in active design or construction phases.

BRTB Response: As the recent federal discussions focused on providing funds for improved infrastructure begin to solidify and the Biden Administration gets its staffing at USDOT in place, we expect that more and significant grant funding will be forthcoming for these types of projects. Be assured that the BRTB and the City of Baltimore remain vigilant in identifying and seeking such funds for the Baltimore Greenway as well as other significant greenway/shared use facilities.

Comment: With the City of Baltimore, MDOT, and the Federal Delegation, we encourage you to support a planning process to remove the Highway to Nowhere (US 40) that divides West Baltimore and limits social and economic mobility for far too many residents and businesses.

BRTB Response: As the recent federal discussions focused on providing funds for improved infrastructure begin to solidify and the Biden Administration gets its staffing at USDOT in place, we expect that more and significant grant funding will be forthcoming for these types of projects. Be assured that the BRTB and the City of Baltimore remain vigilant in identifying and seeking such funds.

Comment: As the Baltimore Region Transit Governance and Funding Study is expected to wrap up this summer, which identifies options for governance and funding reform, we encourage the Board to identify a next step, such as study that identifies the preferred reform option and lays out a regional implementation strategy.

BRTB Response: The BRTB was asked by legislative leaders, the Central Maryland Regional Transit Plan Commission and the MDOT MTA to provide alternatives and options for consideration. The study and the final report will outline six alternative options but will not be narrowing these down to a single option or recommendation.

4. Paul Emmart

Comment: Incorporate health impacts to the modeling & assessment modules. ...there should be evaluations of expanded human health metrics related to the TIP projects and the human health risks should be weighted and included in the prioritization of projects to be funded. The TIP and the Conformity Determination are required because the Baltimore region does not meet the national standard for ground-level ozone. The EPA also has classified the region as a "maintenance" area for carbon monoxide (CO) and fine particulate matter (PM2.5). Related to socioeconomic forecasting, the *air quality effects of growth* should in my view include the quantification of the impact on environmental justice and human health outcomes. The TIP should incorporate an alternatives

analysis to determine which projects are most necessary from the perspective of public health and which are most damaging. Without these linked aspects, the decision makers are not evaluating the full set of "effects."

BRTB Response: The Environmental Protection Agency (EPA) sets National Ambient Air Quality Standards (NAAQS) for six criteria pollutants in order to provide public health protection, including protecting the health of "sensitive" populations such as asthmatics, children, and the elderly. As required under the Clean Air Act, it must be shown that the adoption of a TIP conforms to the purpose of the State's State Implementation Plan (SIP) for meeting these Federal air quality standards. The Clean Air Act outlines how conformity supports the purpose of the SIP – which means federal approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone. For an MPO in nonattainment of the standards, this is demonstrated by meeting emissions budgets as determined in coordination with the EPA based on the SIP. The conformity determination emissions analysis for the 2022-2025 TIP and 2019 Long Range Transportation Plan (*Maximize2045*), as completed through interagency consultation and in concert with the Maryland Department of the Environment, resulted in emissions well below the SIP budget and therefore demonstrates conformity with the NAAQS protecting public health.

The BRTB recognizes that more can be done to protect public health. There is a Healthy Communities study underway as part of the FY 2021 UPWP to look at current and best practices in the areas of Capital Improvement Programs (CIP) and promoting healthy communities. This effort will be completed by late September or early October. The final report will include recommendations for jurisdictions to better to promote healthy communities through the built environment. BMC staff will work with local jurisdictions as future TIP and LRTP(s) are developed to find ways to include the recommendations from this study into individual projects. Please note, the Baltimore region is no longer within nonattainment or maintenance of CO or PM_{2.5}.

Comment: Develop planning scenarios which exceed the required thresholds and base projects on the most stringent criteria, not necessarily the required minimum. Related to signal timing, ... planning needs to ratchet down and plan for a horizon that is even stricter in term of the federal standards applied. The same general comment goes for the statement in the Conformity document that it uses "the base year 2012." The question to me is why would Maryland base its calculations on a budget that is outdated by 9 years?

BRTB Response: Emissions were estimated for each horizon year and compared to the 2012 8-hour ozone Reasonable Further Progress (RFP) State Implementation Plan (SIP) budget. The 8-hour ozone RFP SIP was prepared by the Maryland Department of the Environment (MDE) and contains motor vehicle emissions budgets for volatile organic compounds (VOC) and nitrogen oxides (NO_x), the precursors to ozone. The RFP budgets were determined by EPA as adequate for use in conformity determinations, as [published in the Federal Register on February 22, 2016](#).

Comment: The TIP Budget Dedicates Too Small a Portion to Emission Reduction Strategy (ERS) Projects. I urge the TIP staff to seek more opportunities and direct more funds to ERS as opposed to other surface projects.

BRTB Response: Members are actively applying to discretionary grants and are pursuing the inclusion of more ERS projects. Outside of the TIP, members look to funding through grants offered by the Maryland Energy Administration and MDE and also participate in the Volkswagen (VW) settlement program to promote electric vehicle deployment and renewable energy in Maryland.

Comment: Address Climate Change Reduction Actions in Relation to the TIP. The term ‘climate change’ is used only six times in the TIP and it is identified in footnotes for the road projects. How will these TIP projects increase or decrease impacts from climate change by 2045?

BRTB Response: Members are looking into ways to incorporate climate change considerations. One major task in the UPWP involves infrastructure in a changing climate, under which a Baltimore region-wide toolkit is being developed to guide operations and maintenance departments in including climate change considerations in their decision making. This activity will be extended further to address areas of interest expressed by BRTB members.

Comment: Associated with this question is also need to identify the cumulative impact from TIP projects. I believe that all TIP projects should be accounted for and not made exempt or non-exempt and should be explicitly modeled to understand cumulative effect. I urge the TIP staff to quantify the environmental and human health impacts from road expansion. I would also like to have the benefit of knowing what the impact of associated air emissions from air/port and rail transportation sectors, which should be factored in to the TIP. If the conformity determination process ensures that long-range transportation plans and short-term programs contribute to air quality improvement objectives delineated in the State Implementation Plan, then it is important to identify and link the SIP to the TIP.

BRTB Response: Transportation conformity is required under CAA Section 176(c) to ensure that Federally-supported transportation activities are consistent with (“conform to”) the purpose of a State’s SIP. Transportation conformity applies to surface transportation projects and establishes the framework for improving air quality to protect public health and the environment. The Clean Air Act outlines that conformity to the purpose of the SIP means federal approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone. For an MPO in nonattainment of the NAAQS, this is demonstrated by meeting emissions budgets as determined in coordination with the EPA based on the SIP. Since the Baltimore region is in nonattainment of the 2008 and 2015 Ozone NAAQS, an air quality conformity determination in which ozone precursors are estimated is required. Code of Federal Regulations (CFR) Part 93 Section 126 identifies a list of projects which are exempt from the requirement to determine conformity. Additionally, CFR Part 93 Section 127 identifies a list of projects which are exempt from regional emissions analysis requirements. Through interagency coordination, more specifically the Interagency Consultation Group, the exemption status of each TIP project is confirmed prior to completing the regional conformity determination emissions modeling. Projects identified as exempt are therefore not included in the emissions analysis. Quantifying the environmental impacts of TIP projects is completed at the project level by the project sponsor, as opposed to regional level, during the National Environmental Policy Act review process. The EPA considers public health when setting National Ambient Air Quality Standards.

General conformity is a similar Clean Air Act requirement to transportation conformity, but applies to projects and plans outside of surface transportation such as airport activities. The Maryland Department of the Environment carries out robust air quality monitoring and improvement programs, including the Mobile Sources Control Program, which work to reduce emissions from non-road vehicles such as aircraft, marine vessels, and locomotives.

5. CMTA

Comment: MDOT MTA's Capital Needs Inventory is not directly referenced in the TIP so it is difficult to verify whether funding to address those specific needs has increased. ... we are encouraged to see that this year's TIP has the highest amount, both in real dollars and as a percentage of the Budget.

BRTB Response: The BRTB recognizes that the traditional framework of the TIP does not help the public to identify important transportation priorities that have been funded in State spending plans such as MDOT MTA's CNI. BMC staff will meet with MDOT MTA to determine ways to improve the identification of MTA CNI projects in future TIPs if they are also included in the MDOT MTA's Capital Needs Inventory.

Comment: ADA is referenced ... but since it is not its own discrete category it is difficult to know whether funding has increased. ... lack of ADA compliance suggests that this is an area where the region should be directing more resources.

BRTB Response: The BRTB is committed to improving bicycle and pedestrian safety and access across the region. MDOT has introduced new technologies such as the HAWK Beacons that are improving pedestrian crossing conditions in Annapolis and elsewhere in the State. The region searches for discretionary grant opportunities at the Federal and State level to help provide more resources but isn't always successful in identifying enough programs for needed investments. When possible, targeted investments are possible such as the trails you mentioned. These are key investments that will improve active transportation connectivity and safety.

Comment: Similar to ADA, bicycle facilities are often spread throughout many projects and it's difficult to track overall regional spending levels. We're glad to see a portion of the Greenway Trails Network included in this program. We do not see evidence that other trails or separated bike facilities are being prioritized.

BRTB Response: Another place in the TIP to look for bicycle projects is under MDOT SHAs Areawide Transportation Alternatives Project. The TIP include \$28.6 million for a range of projects. Some of them awarded funding from the previous year are located in [Appendix D](#). However the TIP is specifically to identify requests for federal funding, a source of funding outside if the TIP includes the Maryland Bikeways Grants, where Baltimore City was awarded funding in each of the last three years. Other jurisdictions in the region have also had funds awarded through this program.

Comment: We are pleased to see "East-West Bus Corridor", which corresponds with an Early Opportunity transit corridor identified in the RTP. However, that is the only project that mentions the RTP.

BRTB Response: The BRTB is pleased that the MDOT MTA has produced the RTP and that MDOT has programmed funding for an East-West Bus Corridor study from the RTP. The East-West Priority Corridor will provide a broad range of investments designed to address existing challenges in the corridor, offering near-term investments to facilitate more efficient transit trips, improve multi-modal connections, and address existing safety issues. Planned strategies include dedicated bus lanes, peak only bus lanes, intersection queue jump for buses, transit signal priority, bus stop optimization and accessibility improvements, and bus bulbs. The BRTB is also pleased the MDOT MTA is studying a bus hub in Towson. The BRTB will be studying additional corridors this year to help accelerate the pace of planning, analysis and future investment.

6. Transit Choices

Comment: Ineffective - The single largest category of spending in the Draft TIP is for highway capacity projects that are supposed to “fix congestion”.

BRTB Response: Nearly seventy percent of the funds under the highway capacity category go to one project being advanced by the Maryland Transportation Authority. This project is not utilizing any federal funds, it is in the TIP for air quality purposes. The I-95 corridor is a major trade and travel corridor and serves major distribution facilities and the Port of Baltimore. The I-695 project includes improvements to the inner shoulder to allow additional capacity in the morning and evening commute periods. The I-695 project includes improvements focused on making better use of the existing facility by allowing limited access to (or “use of”) the inner shoulder during peak hours to alleviate current congestion

Comment: Inequitable - Investments in transportation do not impact all populations equally. The proposed 21-24 TIP’s lopsided investments in widening highways are aimed at improving mobility for higher income people and those with private automobiles. Additionally, it will further entrench structural inequities that disadvantage some populations over others.

BRTB Response: Every region supports a robust multimodal system where a variety of improvements are supported. Significant efforts are underway to assess and deliver a transportation system that supports all segments of our society.

Comment: Unhealthy - Transforming our dirty transportation system has long been an urgent public health issue.

BRTB Response: The EPA sets National Ambient Air Quality Standards (NAAQS) for six criteria pollutants in order to provide public health protection, including protecting the health of “sensitive” populations such as asthmatics, children, and the elderly. EPA conducts research that provides the critical science to develop and implement Clean Air Act regulations that protect the quality of the air we breathe, and EPA is required by the Clean Air Act to perform periodic reviews of the science upon which the standards are based and the standards themselves. As required under the Clean Air Act, it must be shown that the adoption of a TIP conforms to the purpose of the State’s State Implementation Plan (SIP) for meeting these Federal air quality standards. The Clean Air Act outlines that conformity to the purpose of the SIP means federal approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone. For an MPO within nonattainment this is demonstrated by meeting emissions budgets as determined in coordination with the EPA based on the SIP. The conformity determination emissions analysis for the 22-25 TIP and 2019 Long Range Transportation Plan, as completed through interagency consultation and in concert with the Maryland Department of the Environment, resulted in emissions well below the SIP budget and therefore demonstrates conformity with the NAAQS protecting public health.

Comment: Environmentally unsustainable - Widening highways while shortchanging investment in public transportation does not meet the challenge of climate change. We understand that the vast majority of the highway capacity spending is on two projects already underway (the I-95 Express Toll Lane Extensions and I-695 widening), and that it may be impractical to cancel these projects. However, there are five highway capacity projects that are new to the 21-24 TIP (see Table II-2: New Projects in the 2021-2024 TIP).

BRTB Response: As stated elsewhere, no new highway capacity projects were added to the TIP while new transit projects have been included.

7. Baltimore-Washington Transportation Research Group

- Regarding SCMAGLEV, the proposed project to be wholly inconsistent with the widely-accepted transportation needs of both the corridor of focus, as well as the wider region.
- SCMAGLEV would represent a major misallocation of scarce transportation dollars (and even more scarce rail dollars), a huge step backwards in the relationship between mass transportation and the environment ... we urge the rejection of any funding consideration or support by the State of Maryland for this project, and instead push for the immediate funding of what we have determined to be the "Preferred Option" for fast train service in the Baltimore-Washington corridor: Express MARC Service.
- we have determined that MARC ...could run a full express service (1 train each way per hour, Baltimore to Washington, 6am-8pm every workday) on existing tracks with existing equipment, tomorrow, if it chose to do so.
- who is going to buy that \$60 ticket for this service when \$8 tickets are available that take only 14 minutes longer, and drop the passenger in a more central location?

BRTB Response: We appreciate your opinion on the SCMAGLEV project. At this time the project is in the planning phase utilizing Federal Railroad Administration funds. While some jurisdictions are already on the record opposing this project, it will advance through planning before a decision of its future is determined.

8. Shayna

Comment: Looking at Baltimore City, remember there is a Complete Streets ordinance.

BRTB Response: The BRTB is aware of the ordinance and recognizes that other jurisdictions in the region have similar efforts. Several years ago the BRTB funded a study to advance Complete Streets planning and Baltimore City has shared their work with the BRTBs Bicycle and Pedestrian Advisory Group.

Comment: Show Maglev at Camden Yards, not Penn Station

BRTB Response: Thank you for finding that inconsistency, the maps have been corrected.

9. Graham Projects

Comment: We need East West choo choo

BRTB Response: Presently a train or light rail is not planned within the TIP project along the East-West Corridor. This project is slated to be completed in 2025.

10. Eli Pousson

Comment: Regional transportation priorities are terrible.

BRTB Response: We appreciate your opinion and will continue to advance a regional program based on guidance from our members.

11. Jed Weeks

Comment: We challenged the PAC so they stopped meeting

BRTB Response: We regret that is your perception of what occurred. The BRTB approved a consultant task to evaluate the effectiveness of a wide range of public involvement activities and products. The team, led by WSP provided a range of recommendations. One recommendation did relate to the PAC. The BRTB has decided to explore the option of building a virtual advisory panel in order to engage a wider audience from around the region. If the larger, virtual panel works well, that may be the main vehicle for input moving forward. If it does not the BRTB will consider a revised format for the PAC. Staff are currently working with a consultant team to outline what a virtual panel would look like and how it would operate. We hope you'll stay tuned for updates and consider applying for the virtual panel in the future.

12. Myles Muehlberger

Comment: Increasing vehicular lanes along the inner loop of 695 would only serve to create more vehicular traffic. This phenomenon is known as "induced traffic demand" and is well documented and proven to occur. As a current driver of this route for work, I strongly oppose the additional lane proposal. Instead the proposed space for the lane and some existing lanes should be used to create a rail and/or trail system. We are far past the time to continue focusing travel on automobiles rather than public transit. A rail and trail system would provide greater opportunity for all residents in the area, especially those who are people of color and lower income, the primary residents within the area inside the beltway, to travel to destinations as needed. It would also provide sustainable reuse of the highway space as Baltimore County, Maryland, the US, and the world need to move away from automobile infrastructure that contributes to global warming.

BRTB Response: MDOT SHA considered possible uses of the space available and determined that the inner shoulder would be suitable for morning and evening use to alleviate the strain of "rush hour" traffic.

13. Daniel Paschall

Comment: Greenway Middle Branch Phase 2: This is an important project for the Baltimore Greenway Trails Network and the East Coast Greenway.

BRTB Response: Thank you. We agree it will be a critical link.

14. Robert Waldman

Comment: Parole Transportation Center - Without the opportunity to give it much thought, take my comment for what you think is its worth. The Sears site at the Annapolis Mall is maybe adequately situated at Route 650 and ramps to/from I 97, and there is already public transit and parking. But it is removed from the bulk of the population of Annapolis, which is closer to Parole. I suggest a presentation to the Planning Commission of Annapolis as to your thinking. Please contact Dr. Sally Nash, Dir of Planning & Zoning, City of Annapolis.

BRTB Response: The Anne Arundel and Annapolis members of the BRTB have contacted you regarding the Parole Transportation Center project. Your suggestions are welcome and we hope you continue to engage with our members on issues you are concerned about.

Comment: McKendree Road Culvert over Lyons Creek - This is the first I have heard of this nearly \$2M project, and I am not only on the Annapolis Planning Commission but also am the Chairman of the

local community association. I would appreciate, and would collaborate with, a presentation (even by Zoom) to the local community and another to the Planning Commission. You may contact me as to both. I am concerned that this project may miss stormwater benefits and that the community knows nothing about it.

BRTB Response: The Anne Arundel and Annapolis members of the BRTB have contacted you regarding this bridge project. Your suggestions are welcome and we hope you continue to engage with our members on issues you are concerned about.