



## SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

### 2025-2028 Transportation Improvement Program and Air Quality Assessment

#### 1. Michael Martin

Despite the marketing spin, the actual funding is heavily weighted towards highway maintenance and construction. I would much rather see it shift towards emphasizing transit and bike and pedestrian improvements. We should not be adding SOV lane capacity anywhere in central Maryland. E.g. why can't bike+ped improvements be made to Snowden River Pkwy without having to add vehicular lanes as well? I urge BMC to reconsider their priorities in this plan.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment.

The Howard County Office of Transportation has provided an update on their recent actions for this project. Since the Snowden River Parkway project was initiated, the county's transportation needs, and priorities have evolved and changed, and these priorities have been reflected in the County's Complete Streets Policy and design manual updates. These changes should be influencing how we talk about and describe such projects.

The Office of Transportation has met with the Department of Public Works to discuss the purpose and need for this project. As a next step, the Office of Transportation and the Department of Public Works will work toward a revised scope of the project based on the needs and updated policies guiding the county's transportation system. The first phase of effort is updating the original 2008 study that supported the project, which will help guide the scope of work for this project.

Thank you again for your comment.

#### 2. Jed Weeks

This TIP continues to ignore nearly all public comment, polling, and surveys asking for greater investment in walking, biking, and public transit, instead investing in anti-science road widening and inducing demand.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. There are a number of projects in the 2025-2028 TIP that are aimed at improving safety for bicyclists and pedestrians as well as adding new bicycle and pedestrian facilities. In Baltimore City alone, there are six projects specifically for bicycle and pedestrian facilities including a protected bicycle facility along Falls Road. The Transportation Alternatives Program funds over \$38 million for bicycle and pedestrian facilities. Several other projects in the TIP are geared towards bicycle and pedestrian improvements including the Patapsco Regional Greenway: Elkridge to Guinness trail segment in Howard and Baltimore Counties. Other roadway projects that are listed as highway capacity projects also include bicycle and pedestrian facilities such as MDOT SHA's MD 175 project that includes a shared-use path as well as bicycle compatible shoulders. The MD 3 project in Anne Arundel County and the I-795 Doldfield Boulevard Interchange include shared-use paths. In addition, there are many bridge replacement projects that include bicycle compatible shoulders which will allow for bicyclists to safely cross bridges. There are other examples of projects aimed at reducing automobile usage such as the Baltimore City Ferry Service improvements and the Annapolis Electric Ferry program. And finally, in the BRTB Transportation Planning Budget (formally known as UPWP), the Transportation and Land Use Connections program which provides up to



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30% design to local jurisdictions for projects that reduce traffic and enable more people to walk, bike and use transit. In the coming year 30% design will be initiated for Patapsco Regional Greenway: Cherry Hill segment.

The 2025-2028 TIP also includes two major transit capacity improvement projects. The Red Line, which Governor Moore announced would be a light rail, has over \$151 million programmed for planning and engineering and the Penn-Camden Connector, a \$233 million project, with \$11 million programmed for engineering in 2025. While it does take time to see the results of reducing capacity projects and increasing transit and multimodal options, these projects represent a big step forward in providing additional transportation options in the Baltimore region.

Thank you again for your comment.

#### 3. Zac Blanchard

This plan, like last year's plan, is incredibly out of touch with what citizens care about. Highway expansion should be much lower than transit expansion - instead, it is 4x as much.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The 2025-2028 TIP contains over \$162 million in transit capacity improvements. By comparison, the 2023-2026 and the 2024-2027 TIPs had \$0 programmed for transit capacity. Conversely, Highway Capacity funds have decreased by nearly one third. The 2024-2027 TIP programmed \$918 million for Highway Capacity improvements compared to \$606 million in the 2025-2028 TIP. It is also important to understand that there is a significant investment in transit operating costs that does not show up in the TIP. This includes a \$5 billion investment of state funds over this four year TIP cycle. Although you are correct that transit capacity funding lags behind highway capacity funding, the trend of increasing transit capacity funding, decreasing highway capacity funding, and the overall amount of funds allocated to transit is an indication that changes are occurring.

Thank you again for your comment.

#### 4. Adam Aviv

There is way too much money dedicated to highway spending. If we want to be a world class city and region, we need to invert the scale and focus on expanding transit, particularly heavy rail like MARC and metro, as well as last mile mobility with bikes and walking.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Changes to transportation programming takes time, potentially several years to see significant changes. The Highway Capacity category has steadily decreased from 30.6% in 2021 to 9.9% in the 2025 TIP. Nearly 74% of the 2025-2028 highway capacity funds are accounted for by one project, the I-95 Northbound Express Toll Lanes by the Maryland Transportation Authority (MDTA) that initiated construction in 2018 with anticipated opening by 2027. The I-95 project is managed by the MDTA and is not funded with public dollars. Instead, MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality. Transit Preservation is increasing from 15.6% in the 2021 TIP to 19.1% in the 2025 TIP, as well as Commuter Rail preservation raising from 3.7% in



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2022 to 5.5% in the current 2025 proposed TIP. In addition, the 2025 TIP now includes 2.7% in the category of transit capacity improvements.

As for additional funding for bicycles and walking, there are numerous projects in the 2025-2028 TIP that are aimed at improving safety for bicyclists and pedestrians as well as adding new bicycle and pedestrian facilities. Baltimore City has six projects aimed at bicycle and pedestrian facilities including a protected bicycle facility along Falls Road. The Transportation Alternatives Program funds over \$38 million for bicycle and pedestrian facilities. Several other projects in the TIP are geared towards bicycle and pedestrian improvements including the Patapsco Regional Greenway: Elkridge to Guinness trail in Howard and Baltimore Counties. Many other roadway projects that are listed as highway capacity projects also include bicycle and pedestrian facilities such as SHA's MD 175 project that includes a shared-use path as well as bicycle compatible shoulders. The MD 3 project in Anne Arundel County and the I-795 Dolfield Boulevard Interchange include shared-use paths. In addition, there are many bridge replacement projects that include bicycle compatible shoulders which will allow for bicycles to safely cross bridges.

Thank you again for your comment.

#### 5. Joshua Spokes

We need to stop expanding highways in the state of Maryland if we are truly committed to our emissions goals. Any supposed emissions gains from "improving congestion" is a farce at the expense of other systems that could be improved. We need to put more money into transit expansion, transit operations and traditional forms of transportation like biking and walking. We are driving towards a cliff and haven't even taken our feet off the gas pedal at this point.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Nearly 10% of all projects in the TIP are intended to help reduce emissions. These projects account for about 5.5% of all spending in the TIP or about \$337 million.

Funding in the Highway Capacity category has steadily decreased from 30.6% in 2021 to 9.9% in the 2025-2028 TIP. Nearly 74% of the 2025-2028 highway capacity funds are accounted for by the Maryland Transportation Authority's I-95 Northbound Express Toll Lanes which is anticipated to open in 2027. The I-95 project is managed by the MDTA and is not funded with public dollars. Instead, MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality. Transit Preservation is increasing from 15.6% in the 2021 TIP to 19.1% in the 2025 TIP, as well as Commuter Rail preservation raising from 3.7% in 2022 to 5.5% in the current 2025-2028 proposed TIP. In addition, the 2025 TIP now includes over \$162 million in the category of transit capacity improvements. Recent years did not include any funding for transit capacity. Regarding the MTA system, it is important to understand that there is a significant investment in transit operating costs that does not show up in the TIP. This includes a \$5 billion investment of state funds over this four year TIP cycle.

There are also numerous projects in the 2025-2028 TIP that are aimed at improving safety for bicyclists and pedestrians as well as adding new bicycle and pedestrian facilities. Baltimore City has six projects geared towards bicycle and pedestrian facilities including a protected bicycle facility along Falls Road. The Transportation Alternatives Program funds over \$38 million for bicycle and pedestrian facilities. Several



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other projects in the TIP relating to bicycle and pedestrian improvements include the Patapsco Regional Greenway: Elkridge to Guinness trail in Howard and Baltimore Counties which is part of a 40 mile trail between Baltimore City and Carroll County. Several other roadway projects that are listed as highway capacity projects also include bicycle and pedestrian facilities such as SHA's MD 175 project that includes a shared-use path as well as bicycle compatible shoulders. The MD 3 project in Anne Arundel County and the I-795 Dolfield Boulevard Interchange include shared-use paths.

Thank you again for your comment.

#### 6. Josh Black

We desperately need MARC and transit expansion as well as rapid construction of well-separated bike and pedestrian infrastructure. Regional rail MARC with frequent service would alleviate a lot of the traffic issues that are due to the Key Bridge collapse. Widening highways is an absolute waste of money that will lead to more pollution and more traffic. It is destroying Baltimore.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The 2025-2028 TIP includes funding for planning and engineering for the Red Line, which Governor Moore announced would be constructed as a light rail. The Red Line adds \$151 million in transit capacity and will provide a high-speed, high-frequency transit system between Baltimore and Woodlawn. The TIP includes numerous projects that will provide separated bicycle and pedestrian facilities. A few examples are the Patapsco Regional Greenway: Elkridge to Guinness Trail, SHA's MD 175 project that includes a shared-use path as well as bicycle compatible shoulders, the MD 3 project in Anne Arundel County and the I-795 Dolfield Boulevard Interchange projects will both include shared-use paths. Additionally, the Transportation Alternatives Program funds over \$38 million for bicycle and pedestrian facilities.

Thank you again for your comment.

#### 7. Samuel Chapin

We shouldn't be spending nearly as much on highways as greener forms of infrastructure—I'd like to see more investment in rail, bike lanes, and walking infrastructure.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have steadily decreased since 2021 going from 30.6% in 2021 to 9.9% in the 2025-2028 TIP. Most of those highway capacity funds are accounted for by one Maryland Transportation Authority project, the I-95 Northbound Express Toll Lanes which is anticipated to open in 2027. The I-95 project is managed by the MDTA and is not funded with public dollars. Instead, MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality. Transit Preservation is increasing from 15.6% in the 2021 TIP to 19.1% in the 2025 TIP, as well as Commuter Rail preservation raising from 3.7% in 2022 to 4.1% in the current 2025-2028 proposed TIP. In addition, the 2025 TIP now includes over \$162 million for Transit Capacity improvements, primarily the Red Line between Baltimore City and Woodlawn in Baltimore County. Recent years did not include any funding for transit capacity. Transitioning from highway to transit will take time, but the current trends do indicate that the transition is underway.



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As for adding more bike lanes and walking infrastructure, the TIP includes numerous projects that will provide separated bicycle and pedestrian facilities. A few examples include the Patapsco Regional Greenway: Elkridge to Guinness Trail, SHA's MD 175 project that includes a shared-use path as well as bicycle compatible shoulders, the MD 3 project in Anne Arundel County and the I-795 Dolfield Boulevard Interchange projects, both of which include shared-use paths. Additionally, The Transportation Alternatives Program funds over \$38 million for bicycle and pedestrian facilities.

Thank you again for your comment.

#### 8. Elizabeth Thornberry

The relative spending proposed for transit and bike/micromobility infrastructure v. highways is very disappointing. The red line is great but let's actually tunnel it. That's worth way more than whatever the plan is for I-83, which should not exist in the first place, at least in the dense parts of Baltimore City. Yes, I read the explanation for why there's not more money for transit, no I don't find that explanation sufficient. We also need a north-south rail option in the city connecting to Towson. Also, we should not be spending money electrifying buses. Much more effective in reducing emissions to put that money towards \*more\* buses, of any kind, so that we can actually get some mode shift from cars to transit, and so that transit-dependent households are better connected to the rest of the city, jobs, etc. We do not need new highways, at all. Plans to build new highways are actively detrimental to the state's official climate goals and should be entirely abandoned.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have steadily decreased since 2021 going from 30.6% in the 2021-2024 TIP to 9.9% in the 2025-2028 TIP. Highway Capacity funds have decreased by nearly one third since last year. The 2024-2027 TIP programmed over \$918 million for Highway Capacity improvements while the 2025-2028 TIP programs only \$606 million. Funding for the Red Line is now included in the 2025-2028 TIP for over \$151 million for planning and engineering. This represents a major investment in transit capacity that did not exist in the last two TIP cycles. It is also important to understand that there is a significant investment in transit operating costs that does not show up in the TIP. This includes a \$5 billion investment of state funds over this four year TIP cycle. Although you are correct that transit capacity funding lags behind highway capacity funding, the trend of increasing transit capacity funding, decreasing highway capacity funding, and the overall amount of funds allocated to transit is an indication that changes are occurring.

In addition to transit investments, Baltimore City has included six projects aimed at providing new or improved bicycle and pedestrian facilities throughout the City including upgrades at over 50 intersections throughout the City. Additionally the City has included a project that will provide a protected bicycle facility along Falls Road. Baltimore City has shown an increased awareness for the need to improve mobility for those without cars as is demonstrated by these multimodal projects.

Thank you again for your comment.

#### 9. Jon Marchione

Expanding highways should not be the priority of the budget in a dense city. We should be attempting to provide world class public transportation to help our city be more liveable for those who can't afford cars.



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In addition to transit investments, Baltimore City has included six projects aimed at providing new or improved bicycle and pedestrian facilities throughout the City. These include upgrades at over 50 intersections throughout the City and a protected bicycle facility along Falls Road. Baltimore City has shown an increased awareness for the need to improve mobility for those without cars as is demonstrated by these multimodal projects.

Thank you again for your comment.

#### 10. Michael Starnes

we should not be expanding auto infrastructure, this is heavily weighted towards more expensive auto infrastructure even though our state environmental plan suggests we must reduce road miles and that EVs won't cut it alone. Construction projects to build more highways are expensive and do not increase quality of the economy or speeds at which people travel as more people drive, they get slow. there are specific improvements like MARC service or more frequent bus service that improve livability and do not require expensive and high risk capital projects like roadway expansion.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have steadily decreased since 2021 going from 30.6% in the 2021-2024 TIP to 9.9% in the 2025-2028 TIP. Since last year, Highway Capacity funds have decreased by nearly one third. The 2024-2027 TIP programmed \$918 million for Highway Capacity improvements compared to \$606 million in the 2025-2028 TIP. Funding in the amount of \$151 million for the Red Line is now included in the TIP. This represents a major investment in transit capacity that did not exist in the last two TIP cycles. The Maryland Transit Administration (MTA) is also programming nearly \$192 million towards upgrading and maintaining MARC trains and improving MARC facilities. MTA is also committing nearly \$50 million in state funds towards MARC improvements and maintenance for a total investment of nearly \$242 million towards MARC.

Thank you again for your comment.

#### 11. Jamie DeAntonis

For the Baltimore metro area to thrive, we need to scale back car infrastructure (road diet on Pratt, Lombard, Light, tear down 83 to restore the Jones Falls, etc) and prioritize other initiatives like the bus, MARC, biking, and especially adding metro lines. The current spending plan shows that BRTB is continuing to make the mistake of prioritizing cars





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**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have been steadily decreasing over the last few years. Since 2021 Highway Capacity funds have gone from 30.6% to 9.9% in the current draft 2025-2028 TIP. Since last year alone Highway Capacity funds have decreased by about one third going from \$918 million for Highway Capacity improvements to \$606 million in the 2025-2028 TIP. It is also important to understand that there is a significant investment in transit operating costs that does not show up in the TIP. This includes a \$5 billion investment of state funds over this four year TIP cycle.

Funding in the amount of \$151 million for the Red Line has also been added to the 2025-2028 TIP. The previous two TIP cycles did not contain any Transit Capacity funds. This represents a major shift change in funding priorities. The Maryland Transit Administration (MTA) is also programming nearly \$192 million towards upgrading and maintaining MARC trains and improving MARC facilities. Additionally, MTA is also committing nearly \$50 million in state funds towards MARC improvements and maintenance bringing the MTA investment for MARC to nearly \$242 million.

Thank you again for your comment.

#### 12. Aaron Iddings

Would favor investments in public transit over highway expansion.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have steadily decreased from 30.1% in 2021 to 9.9% in the 2025 TIP. Most of the highway capacity funds are accounted for by one project, the I-95 Northbound Express Toll Lanes by the Maryland Transportation Authority which amounts to 74% of those funds. (The I-95 project is managed by the MDTA and is not funded with public dollars. Instead, MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality.) Transit Preservation is increasing from 18% in the 2022 TIP to 19.1% in the 2025 TIP, as well as Commuter Rail preservation rising from 3.7% in 2022 to 4.1% in the current 2025 proposed TIP. In addition, the 2025 TIP now includes 2.7% or over \$162 million for transit capacity improvements, most of which are for the planning and engineering of the Red Line project that Governor Moore indicated will provide a light rail option. Transitioning from highway to transit will take time, but the current trends do indicate that the transition is underway. Additionally, it is also important to understand that there is a significant investment in transit operating costs that does not show up in the TIP. This includes a \$5 billion investment of state funds over this four year TIP cycle.

Thank you again for your comment.

#### 13. Alexandra Pyan

We need a greater investment in public transportation and focus on road safety for pedestrians over highway expansion.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have steadily decreased from 30.1% in 2021 to 9.9% in the



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Thank you again for your comment.

#### 14. Chris Boyle

There is no reason why you are planning to spend nearly 4x as much on highway/road spending over transit/pedestrian/bike spending. The Baltimore Metro Council consistently ignores public comment in favor of doubling down on highway paving and widening. This is not going to make Baltimore a healthier and safer city and region. Planning to rebuild the elevated section of I-83 is committing Baltimore to a bifurcated downtown for decades to come.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have steadily decreased from 30.1% in 2021 to 9.9% in the 2025 TIP. Most of the highway capacity funds are accounted for by the I-95 Northbound Express Toll Lanes by the Maryland Transportation Authority which amounts to 74% of those funds. (The I-95 project is managed by the MDTA and is not funded with public dollars. Instead, MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality.) Transit Preservation is increasing from 18% in the 2022 TIP to 19.1% in the 2025 TIP, as well as Commuter Rail preservation rising from 3.7% in 2022 to 4.1% in the current 2025 proposed TIP. In addition, the 2025 TIP now includes 2.7% or over \$162 million for transit capacity improvements, most of which are for the planning and engineering of the Red Line project that Governor Moore indicated will provide a light rail option. Transitioning from highway to transit will take time, but the current trends do indicate that the transition is underway. Additionally, it is important to understand that there is a significant investment in transit operating costs that does not show up in the TIP. This includes a \$5 billion investment of state funds over this four year TIP cycle.

The Baltimore City project along I-83 is a safety improvement project. The vast majority of the work will be to repair deteriorated bridge conditions including repair of potholes oftentimes caused by spalling. As safety is the top priority, it is important to maintain bridge structures to provide a safe transportation system for all.





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Thank you again for your comment.

#### 15. Henry Cook

I remain absolutely staggered by the amounts of public funding dumped into highway construction and expansion. Every TIP we're told that we will spend hundreds of millions of dollars on road construction and congestion will improve. This is obviously not occurring. There is plenty of evidence that building highway lanes does not relieve congestion, but BRTB remains stuck in the 20th century on this topic. For example, there is a \$1.1B I-95 toll lane expansion project underway that is destroying trees and wildlife along that corridor. However, I doubt that this plan has 1/10th of that value programmed for active transportation projects, like separated multi-use trails connecting neighborhoods - which would actually take cars off the road and reduce congestion and improve air quality.

With respect to incorporating prior comments from the community, it still appears to be mostly a marketing effort to convince us that BRTB is not just wasting our money on highway spending.

BRTB claims "For example, many highway and bridge projects also incorporate bicycle and pedestrian elements such as bike lanes and sidewalks." but fails to identify how much funding is actually dedicated to improving bicycle and pedestrian networks. Frankly, this shows that BRTB continues to program active transportation as an afterthought to their highway plans.

There are some minor positive trends - such as planning funding for the Red Line. My main comment is that transit and active transportation investments need to be prioritized. It's so disappointing that our region gets so much federal funding and chooses to waste it on expensive highway construction instead of investing in true quality of life improvements, like improved active transportation connections and transit. Especially spending \$600M on expanding our already enormous highway maintenance liabilities. BRTB needs to start holding local DOT's and SHA accountable to make more effective use of federal funds.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. As you pointed out it is hard to highlight the extent of alternative transportation (Bike/Ped/Transit) improvements that are associated with highway and bridge projects. BMC staff will explore with project sponsors how to better describe and quantify these improvements. In addition, staff will explore how to better highlight such alternative projects in areawide projects that can be somewhat obscure. An idea that was floated at a Bikeable Baltimore Region (BBR) meeting was to somehow benchmark our progress on Alternative Transportation facilities and investments with other regions and BMC staff will explore potential methods to include this in future work programs.

In addition, the BRTB understands the frustration that changes to transportation programming do take time and potentially several years to see significant changes. The Highway Capacity category is decreasing from 23.7% in 2022 to 9.9% in the 2025 TIP. Note: nearly 74% of these highway capacity funds are accounted for by one project, the I-95 Northbound Express Toll Lanes by the Maryland Transportation Authority that initiated construction in 2018 with anticipated opening by 2027. (The I-95 project is managed by the MDTA and is not funded with public dollars. Instead, MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality.) Transit Preservation is increasing from 18% in the 2022 TIP to 19.1% in the 2025 TIP, as well as Commuter Rail preservation raising from 3.7% in



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2022 to 4.1% in the current 2025 proposed TIP. In addition, the 2025 TIP now includes 2.7% or over \$162 million in the category of transit capacity improvements.

The BRTB does provide a forum for the public to provide comments that cause an eventual shift in programming. The evolution of funding by category in the TIP from 2022 to the currently proposed 2025 TIP demonstrates this shift.

Thank you again for your comment.

#### 16. Norris Blackburn

We must prioritize funding transit and bike facilities over highways

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The BRTB understands the frustration that changes to transportation programming do take time and potentially several years to see significant changes. The Highway Capacity category is decreasing from 23.7% in 2022 to 9.9% in the 2025 TIP. Note: nearly 74% of these highway capacity funds are accounted for by one project, the I-95 Northbound Express Toll Lanes by the Maryland Transportation Authority that initiated construction in 2018 with anticipated opening by 2027. (The I-95 project is managed by the MDTA and is not funded with public dollars. Instead, MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality.) Transit Preservation is increasing from 18% in the 2022 TIP to 19.1% in the 2025 TIP, as well as Commuter Rail preservation raising from 3.7% in 2022 to 4.1% in the current 2025 proposed TIP. In addition, the 2025 TIP now includes 2.7% or over \$162 million in the category of transit capacity improvements. It is also important to understand that there is a significant investment in transit operating costs that does not show up in the TIP. This includes a \$5 billion investment of state funds over this four year TIP cycle. Although you are correct that transit capacity funding lags behind highway capacity funding, there is a trend of increasing transit capacity funding and decreasing highway capacity funding. The overall amount of funds allocated to transit is an indication that changes are occurring.

The BRTB does provide a forum for the public to provide comments that cause an eventual shift in programming. The evolution of funding by category in the TIP from 2022 to the currently proposed 2025 TIP demonstrates this shift.

Thank you again for your comment.

#### 17. Brian Harrington

Cancel the I-95 expansion and redirect the money to mass transit, including MARC.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The I-95 project is managed by the Maryland Transportation Authority (MDTA) and is not funded with public dollars. Instead, MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality.

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#### 18. Dylan McDonough

I am disappointed to see such an emphasis on highway construction projects vs. transit oriented projects. In order for Maryland to reach the emissions goals set forth in the Climate Solutions Now Act, the State must prioritize projects that lead people away from reliance on cars for travel.

My girlfriend lives in Frederick, and it is insane that there is no way to get from two of Maryland's major cities, only 1 hour apart, by transit. While I applaud some of the efforts in this plan, there needs to be a change in emphasis on what types of projects are funded.

I hope you take these comments into consideration.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Although it is not part of the 2025-2028 TIP, MDOT MTA proposed to “study the efficacy of new transit service to Western Maryland and in corridors that have identified gaps” including Fredrick/Hagerstown to Baltimore in the [Maryland Statewide Transit Plan](#).

Funding for Highway Capacity projects have steadily decreased since 2021. In 2021 over 30% of the funding in the TIP was for Highway Capacity. That number has dropped to only 9.9% in the 2025-2028 TIP. Most of the highway capacity funds (74%) can be attributed to one project, the I-95 Northbound Express Toll Lanes by the Maryland Transportation Authority. (The I-95 project is managed by the MDTA and is not funded with public dollars. Instead, MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality.) Transit Preservation funds are also increasing from 18% in the 2022 TIP to 19.1% in the 2025 TIP. Commuter Rail preservation is rising from 3.7% in 2022 to 4.1% in the current 2025 proposed TIP. In addition, the 2025 TIP now includes 2.7% or over \$162 million for transit capacity improvements, most of which are for the planning and engineering of the Red Line project. Governor Moore recently announce that the Red Line will provide a light rail option. Transitioning from highway to transit will take time. The current trends do indicate, however, that the transition has begun.

Thank you again for your comment.

#### 19. Anonymous Postcard

To Whom It May Concern: I am writing to express my concerns with the 2025-2028 TIP Budget; I am specifically concerned with the budget allocation to transit and with the stated goal for regional transit death in comparison with highway expansion, transit receives a pittance of this proposed budget despite the known benefits of transit for community health and equity. Re: Job access and climate change mitigation, our region has to lead the state in terms of climate and smart growth and this budget does not reflect this.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have steadily decreased from 30.1% in 2021 to 9.9% in the 2025 TIP. Most of the highway capacity funds are accounted for by the I-95 Northbound Express Toll Lanes by the Maryland Transportation Authority which amounts to 74% of those funds. (The I-95 project is managed by the MDTA and is not funded with public dollars. Instead,



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MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality.) Transit Preservation is increasing from 18% in the 2022 TIP to 19.1% in the 2025 TIP, as well as Commuter Rail preservation rising from 3.7% in 2022 to 4.1% in the current 2025 proposed TIP. In addition, the 2025 TIP now includes 2.7% or over \$162 million for transit capacity improvements, most of which are for the planning and engineering of the Red Line project that Governor Moore indicated will provide a light rail option. Transitioning from highway to transit will take time, but the current trends do indicate that the transition is underway. It is important to understand that there is a significant investment in transit operating costs that does not show up in the TIP. This includes a \$5 billion investment of state funds over this four year TIP cycle.

Thank you again for your comment.

#### 20. Anonymous Postcard

Please, transit makes fiscal sense and is vital for quality of life. Our cuts deserves better, Move transit, less highways, less pavement.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have steadily decreased from 30.1% in 2021 to 9.9% in the 2025 TIP. Most of the highway capacity funds are accounted for by the I-95 Northbound Express Toll Lanes by the Maryland Transportation Authority which amounts to 74% of those funds. (The I-95 project is managed by the MDTA and is not funded with public dollars. Instead, MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality.) Transit Preservation is increasing from 18% in the 2022 TIP to 19.1% in the 2025 TIP, as well as Commuter Rail preservation rising from 3.7% in 2022 to 4.1% in the current 2025 proposed TIP. In addition, the 2025 TIP now includes 2.7% or over \$162 million for transit capacity improvements, most of which are for the planning and engineering of the Red Line project that Governor Moore indicated will provide a light rail option. Transitioning from highway to transit will take time, but the current trends do indicate that the transition is underway. It is important to understand that there is a significant investment in transit operating costs that does not show up in the TIP. This includes a \$5 billion investment of state funds over this four year TIP cycle.

Thank you again for your comment.

#### 21. Anonymous Postcard

Increase and improve transit services. Stop funding freeways/highways! LOS is a bad measuring tool!!!! Stop changing the goal posts to make it sound like you're doing a good job with traffic deaths! Get more community planners/activists into the room! Traffic engineers are not taught to care about safety and livability at communities! The decision does not (should not) start and end w/traffic engineers – especially when the problem is just getting worse!! Think about the marginalized people in these decisions!

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have steadily decreased from 30.1% in 2021 to 9.9% in the 2025 TIP. Most of the highway capacity funds are accounted for by the I-95 Northbound Express Toll Lanes by the Maryland Transportation



## SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

### 2025-2028 Transportation Improvement Program and Air Quality Assessment

Authority which amounts to 74% of those funds. (The I-95 project is managed by the MDTA and is not funded with public dollars. Instead, MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality.) Transit Preservation is increasing from 18% in the 2022 TIP to 19.1% in the 2025 TIP, as well as Commuter Rail preservation rising from 3.7% in 2022 to 4.1% in the current 2025 proposed TIP. In addition, the 2025 TIP now includes 2.7% or over \$162 million for transit capacity improvements, most of which are for the planning and engineering of the Red Line project that Governor Moore indicated will provide a light rail option. Transitioning from highway to transit will take time, but the current trends do indicate that the transition is underway. Regarding safety for pedestrians, members of the BRTB have highway safety plans in place and work aggressively on several fronts to ensure the safety of everyone using the transportation system. The safety team is much broader than engineers, the team includes law enforcement, education, planning and even epidemiologists. The BRTB recently conducted a review of Traffic Impact Study practices and recommended analysis measures other than traditional Level of Service including multi-modal measures.

Thank you again for your comment.

#### 22. Anonymous Postcard

I'm writing to emphasize the fact that while the Red Line is an achievement, we need more new transit capacity projects. We are still very clearly focused on highway capacity projects 4:1. Transit can actually help us achieve goals of reducing road deaths and emissions. Please help us actually move towards the safer and healthier future we need and deserve.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have steadily decreased from 30.1% in 2021 to 9.9% in the 2025 TIP. Most of the highway capacity funds are accounted for by the I-95 Northbound Express Toll Lanes by the Maryland Transportation Authority which amounts to 74% of those funds. (The I-95 project is managed by the MDTA and is not funded with public dollars. Instead, MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality.) Transit Preservation is increasing from 18% in the 2022 TIP to 19.1% in the 2025 TIP, as well as Commuter Rail preservation rising from 3.7% in 2022 to 4.1% in the current 2025 proposed TIP. In addition, the 2025 TIP now includes 2.7% or over \$162 million for transit capacity improvements, most of which are for the planning and engineering of the Red Line project that Governor Moore indicated will provide a light rail option. Transitioning from highway to transit will take time, but the current trends do indicate that the transition is underway.

Thank you again for your comment.

#### 23. Anonymous Postcard

As a resident of Baltimore City, I am urging the BRTB to consider more transit capacity projects in the 2025-2028 TIP. It's disheartening and incredibly frustrating to learn that the BRTB is considering highway related projects at almost 4:1 ratio over transit related projects. Improving and expanding transit options are a surefire way to better quality of life for so many city residents and visitors! The city is great! It



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would be better if it was easier, safer and cheaper to get around it! We don't need bigger highways. We need bigger transit infrastructure. Please do better. The options are nearly limitless; bus routes, train lines, Red Line in progress and the list goes on!

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have steadily decreased from 30.1% in 2021 to 9.9% in the 2025 TIP. Most of the highway capacity funds are accounted for by the I-95 Northbound Express Toll Lanes by the Maryland Transportation Authority which amounts to 74% of those funds. (The I-95 project is managed by the MDTA and is not funded with public dollars. Instead, MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality.) Transit Preservation is increasing from 18% in the 2022 TIP to 19.1% in the 2025 TIP, as well as Commuter Rail preservation rising from 3.7% in 2022 to 4.1% in the current 2025 proposed TIP. In addition, the 2025 TIP now includes 2.7% or over \$162 million for transit capacity improvements, most of which are for the planning and engineering of the Red Line project that Governor Moore indicated will provide a light rail option. Transitioning from highway to transit will take time, but the current trends do indicate that the transition is underway. Additionally, Baltimore City recently revised the routing for the Charm City Purple Route and added the Banner Route – the Charm City rides are free.

Thank you again for your comment.

#### 24. Anonymous Postcard

The Red Line is an example of projects we need more of. Considering the answer to meeting the traffic death goal is to raise the amount of deaths that we find acceptable, maybe we should not be spending 4x the amount of transit spending on highways. Come up with more transit projects rather than feeding the monster.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The BRTB has agreed to use the state's methodology for setting goals and targets for highway safety measures. After the Vision Zero bill was passed in 2019 by the General Assembly, that methodology was changed for state plans and the BRTB again committed to using the state's new approach. The goals and targets changed due to a new statistical method and a spike in traffic fatalities and serious injuries during the COVID pandemic. The BRTB emphatically denies that any traffic-related deaths are acceptable.

Thank you again for your comment.

#### 25. Christiana Rigby

To Whom It May Concern, my name is Christiana Rigby and I represent District 3 on the Howard County Council. I am reaching out today to provide input on Project 16-1410-41 - Snowden River Parkway: Broken Land Parkway to Oakland Mills Road, identified also as project J-4222 in Howard County's Capital Budget. This project lies completely within my district, and I am reaching out today to provide feedback.

The project to widen Snowden River Parkway has been included in Howard County's budget since 2008. When I joined the County Council in 2018, I worked to advocate for the community in increasing bicycle and pedestrian opportunities along Snowden River Parkway. There are





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### 2025-2028 Transportation Improvement Program and Air Quality Assessment

many activity centers along this section of Snowden River Parkway and neighboring residential communities were struggling to reach everything safely. Our efforts led to enhanced intersection improvements for all, especially pedestrians and bicyclists. In addition, we were able to install a shared-use pathway in front of the post-secondary school Lincoln Tech to help students at the school cross Snowden River Parkway at intersections, instead of directly over the street and median. I am proud of these improvements and strongly support the ten-foot-wide shared-use pathways proposed in the project included in the TIP. Expanding that pathway would further new connections in Columbia as pedestrian and bicycle infrastructure grows with the construction of the Dobbin Road Pathway and complete streets along Cradlerock Way, Oakland Mills Road, and Guilford Road.

However, I remain concerned about the proposal to widen Snowden River Parkway from four to six lanes. In the sixteen years since the project was first introduced, traffic patterns around Howard County have changed. More importantly, transportation habits have changed. Residents have access to an expanded network of public transportation with the RTA Bus, and Howard County is home to an impressive bike and pedestrian infrastructure. As a County, we have made a commitment to reducing emissions while increasing accessibility and walkability, evidenced by the award-winning Complete Streets policies that were implemented several years ago. Widening Snowden River Parkway to add an additional lane in each direction dismisses these goals and commitments. During the Council's review of Howard County's General Plan, HoCo By Design, in October 2023, Councilmembers unanimously approved an amendment to strike language to widen Snowden River Parkway and, instead, add language to construct all segments of the multi-use pathway and associated intersection modifications to ensure accessibility for all modes.

Finally, given the length of time since this project was initially proposed and the changes since the pandemic, I believe it would be prudent to ensure updated traffic studies exist before moving forward with widening plans. I ask that the widening portion of this project is reconsidered to ensure it meets the needs of current and future Howard County residents.

Thank you for this opportunity to provide my feedback.

**BRTB response (written in conjunction with the Howard County Office of Transportation):** Thank you for your comments and concerns regarding the submission of the Snowden River Parkway project in the 2025-2028 Short-Range Transportation Improvement Program (TIP). OOT wanted to update you on their recent actions on this project to provide some clarity and chart a path forward.

Since the project was initiated, the county's transportation needs, and priorities have evolved and changed, and these priorities have been reflected in the County's Complete Streets Policy and design manual updates. These changes should be influencing how we talk about and describe such projects.

After their meeting with your staff, the Office of Transportation met with the Department of Public Works to discuss the purpose and need for this project. As a next step, the Office of Transportation and the Department of Public Works will work toward a revised scope of the project based on the needs and updated policies guiding the county's transportation system. The first phase of that effort is updating the original 2008 study that supported the project, which will help guide the scope of work for this project.

#### 26. David McGill



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Consider funding to study the possibility of more one seat rides. Instead of buses mostly going either east-west or north-south, consider more east-and-then-north, west-and-then-south, etc.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. We appreciate your suggestion to study more transit services that allow users to get to their destinations without requiring multiple transfers. We recognize the significant advantages of routes enabling passengers to travel directly to their destinations, including increased convenience, ease of use, and efficiency of travel time. These improvements have the potential to boost ridership and promote sustainable public transit. However, we must balance these benefits against the complexity that additional routes could introduce to the transit network. While more direct routes can be beneficial, they can complicate scheduling, vehicle allocation, and coordination with existing services. Ensuring that new routes do not negatively impact the reliability and coverage of our current network is crucial. All Baltimore regional transit services periodically evaluate their routes and services to determine if changes are necessary. We appreciate your suggestion for a comprehensive regional study to examine the routes and transfers between significant destinations, focusing on routes that do not conform to the traditional single-axis directional orientation.

Thank you again for your comment.

#### 27. Nicholas Mayr

We can't afford to expand any driving infrastructure. We need to stop locking in high carbon emission transportation and make decisive investments in transit, walking, and biking - and then remove local zoning restrictions which prevent dense development along transit investments.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The 2025-2028 TIP includes funding for planning and engineering for the Red Line, which Governor Moore announced would be a constructed as a light rail. The Red Line adds \$151 million in transit capacity and will provide a high-speed, high-frequency transit system between Baltimore and Woodlawn. The TIP includes numerous projects that will provide separated bicycle and pedestrian facilities. A few examples are the Patapsco Regional Greenway: Elkridge to Guinness Trail, SHA's MD 175 project that includes a shared-use path as well as bicycle compatible shoulders, the MD 3 project in Anne Arundel County and the I-795 Dolfield Boulevard Interchange projects will both include shared-use paths. Additionally, the Transportation Alternatives Program funds over \$38 million for bicycle and pedestrian facilities. Also, in June there was an announcement of \$4.7m in federal funds to advance multimodal, transit-oriented development around Reisterstown Plaza Metro Station. There is also a \$55.6 million project for TOD at the Odenton MARC station.

The 2024 Maryland General Assembly passed [HB 538-Housing Expansion and Affordability Act of 2024](#) which requires a local jurisdiction to allow density increase for certain projects in transit station areas and prohibits a local jurisdiction from implementing "unreasonable limitation or requirement" for certain development projects in transit station areas.

Thank you again for your comment.

#### 28. David House



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We don't need any more roads, highway lanes, parking etc. The only way to reduce traffic is with safe, reliable, convenient and frequent alternatives to driving. Electric cars will not save us.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The 2025-2028 TIP includes funding for planning and engineering for the Red Line, which Governor Moore announced would be a constructed as a light rail. The Red Line adds \$151 million in transit capacity and will provide a high-speed, high-frequency transit system between Baltimore and Woodlawn. The TIP includes numerous projects that will provide separated bicycle and pedestrian facilities. A few examples are the Patapsco Regional Greenway: Elkridge to Guinness Trail, SHA's MD 175 project that includes a shared-use path as well as bicycle compatible shoulders, the MD 3 project in Anne Arundel County and the I-795 Dolfield Boulevard Interchange projects will both include shared-use paths. Additionally, the Transportation Alternatives Program funds over \$38 million for bicycle and pedestrian facilities.

Thank you again for your comment.

#### 29. George Hearn

Prioritize mass transit. This plan is a failure.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have steadily decreased since 2021 going from 30.6% in the 2021-2024 TIP to 9.9% in the 2025-2028 TIP. Since last year, Highway Capacity funds have decreased by nearly one third. The 2024-2027 TIP programmed \$918 million for Highway Capacity improvements compared to \$606 million in the 2025-2028 TIP. Funding in the amount of \$151 million for the Red Line is now included in the TIP. This represents a major investment in transit capacity that did not exist in the last two TIP cycles.

Thank you again for your comment.

#### 30. Elaine A

Need more reliable bus routes in Baltimore city. Build the red line.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The 2025-2028 TIP includes funding for planning and engineering for the Red Line, which Governor Moore announced would be a constructed as a light rail. The Red Line adds \$151 million in transit capacity and will provide a high-speed, high-frequency transit system between Baltimore and Woodlawn. The TIP includes numerous projects that will provide separated bicycle and pedestrian facilities. A few examples are the Patapsco Regional Greenway: Elkridge to Guinness Trail, SHA's MD 175 project that includes a shared-use path as well as bicycle compatible shoulders, the MD 3 project in Anne Arundel County and the I-795 Dolfield Boulevard Interchange projects will both include shared-use paths. Additionally, the Transportation Alternatives Program funds over \$38 million for bicycle and pedestrian facilities.

Thank you again for your comment.



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#### 31. Hellen Swanson

Yes to tunnels! - with high speed rail.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment.

Thank you again for your comment.

#### 32. Nick Levendusky

Have the right goals, we want it to be as safe, efficient, and affordable to get anywhere in the city within 15/20 minutes. How would we achieve that? Answer is not everyone driving a car

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The BRTB has initiated a study to conduct scenario planning to answer questions similar to the question you pose regarding travel times. We encourage you to participate in the public involvement process as part of this study.

Thank you again for your comment.

#### 33. Tyler Ruth

As others have said, funding for transit should be significantly increased.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have steadily decreased since 2021 going from 30.6% in the 2021-2024 TIP to 9.9% in the 2025-2028 TIP. Since last year, Highway Capacity funds have decreased by nearly one third. The 2024-2027 TIP programmed \$918 million for Highway Capacity improvements compared to \$606 million in the 2025-2028 TIP. Funding in the amount of \$151 million for the Red Line is now included in the TIP. This represents a major investment in transit capacity that did not exist in the last two TIP cycles. It is also important to understand that there is a significant investment in transit operating costs that does not show up in the TIP. This includes a \$5 billion investment of state funds over this four year TIP cycle. There are also numerous bicycle and pedestrian projects.

Thank you again for your comment.

#### 34. Matt Oberdier

There needs to be way more investment in zero or neutral emission transportation such as trails and trains. Please prioritize the connectivity of such enabling infrastructure including the Baltimore Greenway Trails Network!!!

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. In July, the BRTB is expected to approve funding for 30% design Baltimore Greenway Trails Network: Druid Hill Park to Lake Montebello. Additionally, the 2025-2028 TIP includes funding for planning and engineering for the Red Line,



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### 2025-2028 Transportation Improvement Program and Air Quality Assessment

which Governor Moore announced would be constructed as a light rail. The Red Line adds \$151 million in transit capacity and will provide a high-speed, high-frequency transit system between Baltimore and Woodlawn. The TIP includes numerous projects that will provide separated bicycle and pedestrian facilities. A few examples are the Patapsco Regional Greenway: Elkridge to Guinness Trail, SHA's MD 175 project that includes a shared-use path as well as bicycle compatible shoulders, the MD 3 project in Anne Arundel County and the I-795 Dolfield Boulevard Interchange projects will both include shared-use paths. Additionally, the Transportation Alternatives Program funds over \$38 million for bicycle and pedestrian facilities.

Thank you again for your comment.

#### 35. John Hendrix

This is completely backwards- any vision for the future has got to move to improved transit, accessibility and bicycle/pedestrian/safer streets and less reliance on auto. 'One more lane' thinking never works- shorter headways, greater reliable and protected bicycle/community lanes always do.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The 2025-2028 TIP includes over \$160 million in Transit Capacity improvements including over \$151 million for planning and engineering of the Red Line. This represents a major investment in transit capacity that did not exist in previous years.

The BRTB agrees that there should be added emphasis on protecting bicyclist and pedestrians. As such, there are numerous projects included in the 2025-2028 TIP that aim to address bicycle and pedestrian safety. Baltimore City has six projects that are aimed at improving safety including protected bicycle lanes along Falls Road and upgrades to over 50 intersections throughout the City to improve pedestrian safety. Baltimore City has shown an increased awareness for the need to improve mobility for those without cars as is demonstrated by these multimodal projects.

Additionally, there are many other examples of projects in the TIP that are geared towards bicyclists and pedestrians. The Patapsco Regional Greenway: Elkridge to Guinness project is part of a 40 mile trail extending from Baltimore City to Carroll County. The State Highway Administration has numerous bicycle and pedestrian projects included in their Areawide Transportation Alternatives Program. These projects can be found in Appendix D of the 2025 TIP. In addition to those projects in the TIP, the BRTB provides funding to local governments for the Transportation and Land Use Connections program which provides up to 30% design to local jurisdictions for projects that reduce traffic and enable more people to walk, bike and use transit. And finally, in the coming year 30% design will be initiated for PRG: Cherry Hill segment.

Thank you again for your comment.

#### 36. Nic Ruley



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Please, please, please connect the east and west side of the city with metro or light rail. PLEASE keep expanding bike infrastructure in the city. PLEASE focus on transportation for all and not just transportation for those with cars. We are a major city. We should be able to be carless.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The 2025-2028 TIP includes funding for planning and engineering for the Red Line, which Governor Moore announced would be constructed as a light rail. The Red Line adds \$151 million in transit capacity and will provide a high-speed, high-frequency transit system between Baltimore and Woodlawn. The TIP includes numerous projects that will provide separated bicycle and pedestrian facilities. A few examples are the Patapsco Regional Greenway: Elkridge to Guinness Trail, SHA's MD 175 project that includes a shared-use path as well as bicycle compatible shoulders, the MD 3 project in Anne Arundel County and the I-795 Dolfield Boulevard Interchange projects will both include shared-use paths. Additionally, the Transportation Alternatives Program funds over \$38 million for bicycle and pedestrian facilities.

Thank you again for your comment.

#### 37. Hellen Swanson

Yes, carless should be the focus, but high speed rail is much more needed than anything. What about the people who cannot or will not walk or bicycle? The percentage of such persons is likely greater than we realize. There are persons who need safe, reliable, quick transport who may also have health limitations, or use assistive equipment like wheelchairs, baby carriages, and shopping dollies. Residents all over Maryland need better transportation, not just walkers and bicyclists.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The 2025-2028 TIP includes funding for planning and engineering for the Red Line, which Governor Moore announced would be constructed as a light rail. The Red Line adds \$151 million in transit capacity and will provide a high-speed, high-frequency transit system between Baltimore and Woodlawn. The TIP includes numerous projects that will provide separated bicycle and pedestrian facilities. A few examples are the Patapsco Regional Greenway: Elkridge to Guinness Trail, SHA's MD 175 project that includes a shared-use path as well as bicycle compatible shoulders, the MD 3 project in Anne Arundel County and the I-795 Dolfield Boulevard Interchange projects will both include shared-use paths. Additionally, the Transportation Alternatives Program funds over \$38 million for bicycle and pedestrian facilities.

Thank you again for your comment.

#### 38. Ellen Worthing

No more roads.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment.

Thank you again for your comment.





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#### 39. Hellen Swanson

High speed rail is what we need- below or above ground, as necessary. Consider for example going below in congested areas; going above ground alongside, over, or on existing roads, especially in areas of high vacancy and blight.

A consideration in regard to areas of high vacancy and blight: Rather than trying to rebuild some of the crumbling residential infrastructure, let us remember that people are healthier when they are not packed tightly into small dwelling units. We can space out affordable housing and place it near great transportation. We do need more green spaces/ watershed to make a better Maryland for all.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The BRTB agrees that there needs to be better coordination between affordable housing planning and transportation planning. To this end, The BRTB is currently conducting a study to improve this coordination with results due soon.

Thank you again for your comment.

#### 40. Daniel Paschall

For the project: Belair Road Rehabilitation, please include a shared-use path on the bridge to create a future connector between the Baltimore Greenway Trails Network and the Baltimore County bike and pedestrian network.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. We have shared this comment with Baltimore City and will encourage them to review your suggestion.

Thank you again for your comment.

#### 41. Daniel Paschall

Please prioritize the implementation of the Middle Branch Trail project.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The BRTB is currently conducting a Bikeable Baltimore Region (BBR) project that looks at prioritizing various bicycle projects in the region. Please go to [publicinput.com/BikeBaltoRegion](http://publicinput.com/BikeBaltoRegion) for ways to get involved and advocate for your project idea.

Thank you again for your comment.

#### 42. Anonymous Postcard

Dear BRTB, I hope you spend time and money on increasing bus frequency and commuter experience. Cleaner and more high tech buses that people want to be on. I also hope there will be increased frequency on the light rail. Thank you!

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. We recognize that frequent bus service is critical to making public transit reliable, reducing wait



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times, lessening travel times, and attracting more commuters. We are actively working to optimize bus schedules, improve route efficiency, and allocate resources effectively. Enhancing the commuter experience is also a priority, with efforts to maintain cleaner buses and invest in high-tech buses featuring real-time tracking, Wi-Fi, improved seating, and climate control. We and our local and state partners are seeking funding opportunities and partnerships to upgrade our bus fleet.

Increasing light rail frequency is essential for efficient and reliable transit, as it reduces congestion, minimizes wait times, and accommodates peak-hour demand. However, an aging fleet presents a significant challenge, highlighted by the temporary suspension of light rail services at the end of 2023 due to mechanical issues. We are committed to investments and improvements to address these capacity issues. Earlier this year, the MTA received a federal grant for \$213 million for light rail replacement vehicles. This is matched with state funds to overhaul 53 light rail vehicles, extending their service life by 15 years to improve capacity and frequency.

Thank you again for your comment.

#### 43. Thierry Peters

Interconnectivity between the city and county in W and NW Baltimore is severely lacking. N Forest Park Ave lacking both cyclist and pedestrian facilities in their entirety. Liberty Heights Ave sees high average speed vehicular traffic and NW Baltimore, traditionally neglected, still being neglected. This plan is absolutely out of touch with reality and what citizens want. I say this as a resident of NW Baltimore City. Driving infrastructure in the city is also underfunded but we do not need road widening and large road projects that neglect alternative modes of transport. Listen to communities that have long been neglected.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The BRTB is currently conducting a Bikeable Baltimore Region (BBR) project that looks at prioritizing various bicycle projects in the region. Please go to [publicinput.com/BikeBaltoRegion](https://publicinput.com/BikeBaltoRegion) for ways to get involved and advocate for your project idea.

Thank you again for your comment.

#### 44. Daniel Paschall

I'm writing in support of the Northern Parkway at Falls Road Traffic Safety and Bike Facility Improvements and recommend it include traffic-separated walking and biking connections to the nearby Jones Falls Trail and other residential and commercial destinations for people of all ages and abilities.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The BRTB is currently conducting a Bikeable Baltimore Region (BBR) project that looks at prioritizing various bicycle projects in the region. Please go to [publicinput.com/BikeBaltoRegion](https://publicinput.com/BikeBaltoRegion) for ways to get involved and advocate for your project idea.

Thank you again for your comment.

#### 45. Daniel Paschall



## SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

### 2025-2028 Transportation Improvement Program and Air Quality Assessment

For the MD-3 project, please prioritize the safety for people walking and biking with traffic separated crossings for all ages and abilities, especially for the crossing at the 175 intersection, which is a critical connection for people accessing the South Shore Trail / East Coast Greenway.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. We appreciate your interest in improving safety for people walking and biking along this corridor. We share your priority of creating a safe and accessible environment for pedestrians and cyclists. Per the project [webpage](#), the purpose of the project is to improve traffic operations, *pedestrian accommodations and bicycle connections* while maintaining roadway safety for all users. The project website also indicates that the scope of the project includes constructing a shared-use path. A public meeting is being planned for the Fall to present the 30% Plans that will show the proposed improvements, including a shared-use path and access to the South Shore Trail. The Portal page will be updated with additional information and a newsletter will be sent closer to the meeting date, we encourage you to stay engaged and check the project webpage for updates.

Thank you again for your comment.

#### 46. Central Maryland Transportation Alliance

Thank you for the opportunity to comment on the Draft 2025-2028 Transportation Improvement Program. As a long-standing stakeholder group in the region, the Transportation Alliance believes it is important to thoroughly review regional plans like this one, offer constructive feedback, and hold regional leadership accountable for their votes to approve these plans. For years, we have been commenting on the lopsided spending priorities in the TIPs – spending on highway capacity projects has significantly outpaced spending on transit capacity. In fact, for the last three TIPs there were zero dollars programmed for transit capacity projects while there was over \$900 million for highway capacity. In the Draft 2025-2028 TIP, we are pleased to see some small movement toward a more balanced approach. We are pleased to see the Red Line added as a new transit capacity project this year, and to have about \$162 million programmed for transit capacity projects. However, there is still over \$600 million programmed for highway capacity projects. Additionally, projects such as the I-95 Access Study and Dolfield Boulevard Interchange are highway capacity projects that have relatively small amounts of funding programmed for just their planning and engineering phases in this TIP, but the estimated total cost of the projects would significantly add to that \$600 million of highway capacity spending if funding is identified and programmed in future TIPs. We recommend that highway capacity projects that have not entered the construction phase be reevaluated and removed from the TIP. As we have written to this body many times over the years, adding more road capacity to our region's transportation network is ineffective, wasteful, and counterproductive. We're disappointed that our state and regional leaders who form the BRTB have not seriously considered the overwhelming scientific evidence and decades of lived experience which demonstrate that continually adding capacity to our road network year after year has failed to improve transportation outcomes for Baltimore-area residents. One stark example of this failure is in the scale of human lives lost on our roads. The stated goal of both the state and the region is to achieve zero traffic fatalities. However, according to data presented in TIPs over the last 8 years, the region has made little-to-no progress in reducing roadway fatalities. The 2020 TIP reported that 22028 people died on the road in 2016. This draft 2025 TIP reports that 223 people died on the road in 2022. But instead of recognizing this failure and making any changes to our region's spending priorities, the BRTB has simply moved the goalposts for its highway safety targets. In the 2020 TIP, the highway safety target for making progress towards zero roadway deaths was 121 deaths by 2030. In the draft 2025 TIP, the 2030 goal is now 211 deaths.



## SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

### 2025-2028 Transportation Improvement Program and Air Quality Assessment

Sadly and ironically, this latest goal is higher than the actual number of roadway fatalities recorded in 2019. Whether we live in Baltimore City, Annapolis, Columbia, or Bel Air, every resident of this region deserves to get around safely, reliably, and affordably. The spending priorities of our regional and state leaders representing the BRTB play a key role in making that happen. But the Maryland Department of Transportation and local governments continue to overwhelmingly spend residents' tax dollars on expanding roads and widening highways. This type of wasteful spending has been proven to actually increase traffic and have negative impacts on air pollution, water quality, and public health. Once again, we call on the BRTB to shift its spending priorities away from bigger roads and toward accessible sidewalks, crosswalks, bike paths, and high-quality public transit that helps increase access and safety for all.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment.

The 2025-2028 TIP includes funding for planning and engineering for the Red Line, which Governor Moore announced would be a constructed as a light rail. The Red Line adds \$151 million in transit capacity and will provide a high-speed, high-frequency transit system between Baltimore and Woodlawn. The TIP includes numerous projects that will provide separated bicycle and pedestrian facilities. A few examples are the Patapsco Regional Greenway: Elkridge to Guinness Trail, SHA's MD 175 project that includes a shared-use path as well as bicycle compatible shoulders, the MD 3 project in Anne Arundel County and the I-795 Dolfield Boulevard Interchange projects will both include shared-use paths. Additionally, the Transportation Alternatives Program funds over \$38 million for bicycle and pedestrian facilities.

Funding for Highway Capacity projects have steadily decreased since 2021 going from 30.6% in the 2021-2024 TIP to 9.9% in the 2025-2028 TIP. Since last year, Highway Capacity funds have decreased by nearly one third. The 2024-2027 TIP programmed \$918 million for Highway Capacity improvements compared to \$606 million in the 2025-2028 TIP. Funding in the amount of \$151 million for the Red Line is now included in the TIP. This represents a major investment in transit capacity that did not exist in the last two TIP cycles.

The BRTB is committed to eliminating fatalities and serious injuries from traffic crashes and maintains a vision of a safe transportation network for all users. In the current Long Range Transportation Plan (LRTP), the weight of a project's safety impact was increased and that has a direct effect on the projects in the TIP. The BRTB has always agreed to use the state's methodology for setting goals and targets for highway safety measures. After the Vision Zero bill was passed in 2019, that methodology was changed for state plans, such as the 2021-2025 Strategic Highway Safety Plan (SHSP) and Highway Safety Improvement Program (HSIP). The BRTB again committed to using the state's approach, so the goals and targets changed due to a new statistical method. While the figures have changed, the BRTB is not advocating 'moving the goal posts' but incorporating a realistic and attainable approach. During the COVID pandemic, fatalities and serious injuries increased very significantly in 2020 and 2021. That anomaly moved the baseline and the BRTB is implementing several projects to try to reverse that trend, such as supporting Local SHSPs and the Look Alive campaign.

Thank you again for your comment.

#### 47. Anonymous Postcard

Dear BRTB, as a carless Baltimorean, I would like to see the BRTB submit more public transit projects to yourself, so more can be funded. Additionally, please work to lower the pedestrian death goal from the 2025 goal – we want to reduce deaths, not improve statistics.



## SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

### 2025-2028 Transportation Improvement Program and Air Quality Assessment

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The BRTB aims to eliminate all road fatalities and serious injuries, but sets goals and targets that are realistically possible. The vision is not to improve statistics, but to save lives.

Thank you again for your comment.

#### 48. Anonymous Postcard

I feel it is an extreme disservice in a city where there is such a focus on the driver and death rates we have such a poor goal in relation to protecting pedestrians on roads. To reduce to intended goal because the previous ones were not met is deplorable.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The BRTB is committed to a vision of zero fatalities and serious injuries on our roadways. The goals are updated every five years and targets are set every year, to account for any changes in trends. The goal was not changed because it was not met, it is in alignment with the way the state sets goals and targets.

Thank you again for your comment.

#### 49. Anonymous Postcard

I am a Baltimore City resident who owns a car but primarily walks & uses transit due to disability. The TIP is a good start but the state & its agencies need to submit & prioritize transit capacity expansions, not just halfheartedly maintain the status quo. Road deaths are out of control – we cannot pay for our transport system with the blood of our residents.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The 2025-2028 TIP includes funding for planning and engineering for the Red Line, which Governor Moore announced would be a constructed as a light rail. The Red Line adds \$151 million in transit capacity and will provide a high-speed, high-frequency transit system between Baltimore and Woodlawn. The TIP includes numerous projects that will provide separated bicycle and pedestrian facilities. A few examples are the Patapsco Regional Greenway: Elkridge to Guinness Trail, SHA's MD 175 project that includes a shared-use path as well as bicycle compatible shoulders, the MD 3 project in Anne Arundel County and the I-795 Dolfield Boulevard Interchange projects will both include shared-use paths. Additionally, the Transportation Alternatives Program funds over \$38 million for bicycle and pedestrian facilities.

Funding for Highway Capacity projects have steadily decreased since 2021 going from 30.6% in the 2021-2024 TIP to 9.9% in the 2025-2028 TIP. Since last year, Highway Capacity funds have decreased by nearly one third. The 2024-2027 TIP programmed \$918 million for Highway Capacity improvements compared to \$606 million in the 2025-2028 TIP. Funding in the amount of \$151 million for the Red Line is now included in the TIP. This represents a major investment in transit capacity that did not exist in the last two TIP cycles.

The BRTB is committed to a vision of zero fatalities and serious injuries on our roadways. The goals are updated every five years and targets are set every year, to account for any changes in trends. The goal was not changed because it was not met, it is in alignment with the way the state sets goals and targets.



## SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

### 2025-2028 Transportation Improvement Program and Air Quality Assessment

Thank you again for your comment.

#### 50. Anonymous Postcard

Having a goal of 200+ pedestrian deaths is frankly heartless. These are real people with families; wives, husbands, daughters, sons, sisters, brothers. Imagine someone you love grouped into that new higher 200+ goal and you all beating that goal and celebrating because we “beat” this fake goal. You all need to stop moving the goal posts and expand roadway redesign projects to create real change.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The BRTB recognizes that every life lost and affected by traffic crashes is valuable and continues to strive for a vision of zero fatalities and serious injuries. Unfortunately, a significant increase in fatalities and serious injuries was seen during the COVID pandemic. With that unexpected change in trends and an updated statistical method for setting goals and targets used by the state, the regional calculations were affected by that higher baseline resulting in a higher future target and goal. The BRTB emphatically denies that any traffic-related deaths are acceptable.

Thank you again for your comment.

#### 51. Anonymous Postcard

First off, there are not nearly enough transit capacity projects planned for our region. Our entire region requires transit capacity improvements, not just one corridor. Second, I think it is a bit absurd that the goal for roadway fatalities is higher than the number of fatalities in 2019. We should be trying to move forward, not backward.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Unfortunately, the region saw a significant increase in fatalities and serious injuries during the COVID pandemic, notably in 2020 and 2021. With that unexpected change in trends, the goal and target calculation was affected by that higher baseline resulting in a higher future target and goal. The vision remains zero fatalities and zero serious injuries.

Thank you again for your comment.

#### 52. Anonymous Postcard

Hi! I work at a school in Baltimore County and we love the new bike rack that was installed last year. However, a big concern is maintaining a safe environment for our students and community members to walk and bike around. Please reconsider a more rigorous goal in reducing bike/pedestrian deaths and injuries!

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The BRTB aims to eliminate all road fatalities and serious injuries, but sets goals and targets that are realistic and based on data so that any progress can be evaluated. Additionally safety is considered during planning, engineering and construction – even during maintenance projects. There are also technology options in addition to trying to educate the public through a variety of means. There is funding through the Safe Routes to School program that your school can talk to the County about.





## SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

### 2025-2028 Transportation Improvement Program and Air Quality Assessment

Thank you again for your comment.

#### 53. Anonymous Postcard

We need to actually reduce road deaths. Not move the goal posts. Same with reducing bike/ped deaths and injuries!

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The BRTB agrees that we must reduce and eliminate road deaths and serious injuries. The goals and targets are meant to be realistically achievable in the timeframe given, so goals are updated every five years and targets are updated annually to account for changes in the transportation environment.

Thank you again for your comment.

#### 54. Joshua Spokes

Again, any assessment of how air quality may improve due to reductions in congestion are folly compared with increases in how much more people will drive thanks to expanded highway capacity. Maryland must reverse course on its planned highway expansions.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The emissions for the invested projects are modeled, based on a variety of factors. The modeling results show that the projects in the plan do not exceed the National Ambient Air Quality Standards (NAAQS) for pollutants that cause ozone pollution. This happens because of more stringent emission regulations for car manufacturers in the State, and more efficient vehicles. At the State level, there are many regulations and legislation proposed to improve car and truck efficiency and reduce emissions. The Advanced Clean Cars II regulation will require manufacturers to sell 100% zero emission vehicles by 2035. The Advanced Clean Truck rule requires that manufacturers who produce a certain class truck sell zero-emission trucks as an increasing percentage of their Maryland sales up to 2035. So, if there is an increase in vehicle miles traveled as a whole, emissions should decrease because of state regulations to reduce them.

Thank you again for your comment.

#### 55. Josh Black

Highway expansions will bring in pollution; be it engine emissions or rubber particulates from tire wear. We should be expanding bike, pedestrian, and transit infrastructure. We should be using MARC as regional rail with frequent service.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 TIP and Air Quality Assessment. Fortunately, related to transportation, we are seeing more stringent emission reduction regulations at the state and federal level for cars and trucks, especially regarding electric vehicles. Additionally, the 2025-2028 TIP shows investments in transit, bike and pedestrian projects, which will further improve emission reduction efforts. Maryland has the impressive goal of reducing emissions 60% by 2031 and becoming net zero by 2045. There is coordination between many state and federal agencies to achieve these goals and implement programs and regulations to promote cleaner air and improve air quality.



## SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

### 2025-2028 Transportation Improvement Program and Air Quality Assessment

Thank you again for your comment.

#### 56. Matt Oberdier

Induced demand brought about by expanding or disproportionately re-investing in single occupancy travel exacerbates air quality, and the report does not take this into account.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 TIP and Air Quality Assessment. The air quality conformity determination report documents the emissions analysis and methodology as federally required. The Clean Air Act, as amended in 1990, requires MPOs for regions in nonattainment or maintenance of National Ambient Air Quality Standards (NAAQS) to perform technical analyses to demonstrate that regional transportation plans and programs conform to the most recently approved or adequate motor vehicle emission budgets approved by the U.S. Environmental Protection Agency (EPA).

Thank you again for your comment.

#### 57. Michael Starnes

EVs are going to generate a much higher amount of particulate emission per mile of road driven(they are heavier and tear up tireS) so having a transit plan mostly built around increasing investments in highways even though we know there are negative health impacts from driving and driving particulates (they can go into a fetus/cross the blood brain barrier/end up in your heart) so it is actively harmful to invest more in infrastructure to help more people drive more miles.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 TIP and Air Quality Assessment. The air quality assessment documents the emissions analysis and methodology as federally required. The analysis focuses on tailpipe emissions from cars and trucks, which contribute to ozone pollution. We agree that particulate matter is a public health concern. Fortunately, there are regulations at the federal and state level to help reduce emissions. Currently most of the particulate matter reduction comes from closing coal fired power plants. The Baltimore region is in attainment of the national standard for particulate matter, so it does not have to be included in the emission analysis for projects in the TIP. This issue is being discussed since state legislation prohibits any new transit vehicles from being internal combustion engine and automobiles are transitioning as well. The BRTB will pursue this topic with the FHWA and EPA to better understand what is happening in practice.

Thank you again for your comment.

#### 58. B Christen

Subsidizing highway expansion runs counter to working toward better air quality, which will contribute to better public health. Time and again, studies show that no matter how many lanes you add to a highway, they are just going to be filled with more traffic. It doesn't solve higher goals to protect and care for the environment when such plans create a vicious cycle of pollution and more traffic.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 TIP and Air Quality Assessment. Reducing emissions and improving air quality is a holistic effort among all industries. The air quality conformity determination report focuses only on the on-road mobile source emissions that contribute to ozone pollution. The Baltimore Region is in a nonattainment



## SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

### 2025-2028 Transportation Improvement Program and Air Quality Assessment

area for ozone, and MPOs are federally required under the Clean Air Act to demonstrate conformity with the State air quality implementation plan. Additionally, the 2025-2028 TIP shows investments in transit, bike and pedestrian projects, which will further improve emission reduction efforts. Maryland has the impressive goal of reducing emissions 60% by 2031 and becoming net zero by 2045. There is coordination between many state and federal agencies to achieve these goals and implement programs and regulations to promote cleaner air and improve air quality.

Thank you again for your comment.

#### 59. Neville Fernandes

EV's will not save us. Sure, they will reduce tailpipe emissions but they will be a massive drag on maintenance with their excessive weight wearing out road infrastructure. Expanding highways is not the answer. Expanding transit to connect intercity and intracity align with walking and biking is the only way to improve air quality.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 TIP and Air Quality Assessment. The 2025-2028 TIP shows investments in transit, bike and pedestrian projects, which will further improve emission reduction efforts. One example is the red line project in Baltimore City. Maryland has the impressive goal of reducing emissions 60% by 2031 and becoming net zero by 2045. There is coordination between many state and federal agencies to achieve these goals and implement programs and regulations to promote cleaner air and improve air quality.

Thank you again for your comment.

#### 60. Hellen Swanson

Giving Marylanders a reason to like living here with efficient, thoughtful, community oriented transportation options, and including high speed rail, would both reduce emissions and make people happier. Less pollution and spending less time on the road is what our goal should be.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 TIP and Air Quality Assessment. Fortunately, related to transportation, we are seeing more stringent emission reduction regulations at the state and federal level for cars and trucks, especially regarding electric vehicles. Additionally, the 2025-2028 TIP shows investments in transit, bike and pedestrian projects, which will further improve emission reduction efforts. Maryland has the impressive goal of reducing emissions 60% by 2031 and becoming net zero by 2045. There is coordination between many state and federal agencies to achieve these goals and implement programs and regulations to promote cleaner air and improve air quality.

Thank you again for your comment.

#### 61. Ellen Worthing

The particulate matter from all these highways makes me cough. Please stop building roads.



## SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

### 2025-2028 Transportation Improvement Program and Air Quality Assessment

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 TIP and Air Quality Assessment. We agree that pollution from our roadways is a concern. Climate change is exacerbating conditions, and increasing particulate matter pollution. Fortunately, related to transportation, we are seeing more stringent emission reduction regulations at the state and federal level for cars and trucks, especially regarding electric vehicles. Additionally, the 2025-2028 TIP shows investments in transit, bike and pedestrian projects, which will further improve emission reduction efforts. Maryland has the impressive goal of reducing emissions 60% by 2031 and becoming net zero by 2045. There is coordination between many state and federal agencies to achieve these goals and implement programs and regulations to promote cleaner air and improve air quality. Greenhouse gas emission reductions are proposed for different sectors including buildings, energy, and transportation. The Advanced Clean Cars II regulation will require manufacturers in Maryland to sell 100% zero emission vehicles by 2035. There are some promising regulations happening now and on the horizon to help improve air quality in Maryland.

Thank you again for your comment.

#### 62. Chris Boyle

Widening highways is in noway going to make air quality better.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 TIP and Air Quality Assessment. The air quality conformity determination report documents the emissions analysis and methodology as federally required. The Clean Air Act requires Metropolitan Planning Organizations for regions in nonattainment or maintenance of National Ambient Air Quality Standards (NAAQS) to perform technical analyses to demonstrate that regional transportation plans and programs conform to the most recently approved or adequate motor vehicle emission budgets approved by the U.S. Environmental Protection Agency (EPA). The Baltimore Regional Transportation Board does not model emissions for specific projects, but as a region, the emission analysis results are showing pollution levels below the federally approved allowable limits, or budgets.

Thank you again for your comment.

#### 63. Daniel Paschall

For the Baltimore Penn Station Multimodal Investments project, please include an upgraded Jones Falls Trail / East Coast Greenway segment with fully traffic-separated, raised crosswalks, protected intersections, floating bus islands as needed along with any other transit access upgrades, and wayfinding to nearby destinations around the city and trail network.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 TIP and Air Quality Assessment. In July, the BRTB is expected to approve funding for 30% design for the Jones Falls Gateway.

Thank you again for your comment.

#### 64. Robert Reuter

Do it over again and this time listen to the comments and input of the citizens.



## SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

### 2025-2028 Transportation Improvement Program and Air Quality Assessment

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment.

#### 65. Danielle Wilson

Listen to the communities that are disadvantaged or disenfranchised by the improvements. The impacts during construction are heavily felt on bus dependent neighborhoods.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. If there are specific projects that you are referring to it would be helpful to know. That way we can ask project sponsors to meet with the impacted communities.

Thank you again for your comment.

#### 66. Joe Swanson

Expand highways

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment.

Thank you again for your comment.

#### 67. Michael Shank

Please take global warming and other negative externalities from car dependency seriously.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The BRTB recognizes global warming and realize climate change threatens to upend many of the core assumptions about climate that local departments of public works (DPWs) and departments of transportation (DOTs) rely on to plan, design, and operate infrastructure, and to provide service to your communities. To support local climate adaptation planning, the BRTB funded development of a [Resource Guide and Toolkit](#) that is intended to help local DPWs and DOTs across the Baltimore region develop a shared understanding of expected changes in climate, the primary expected impacts on infrastructure service areas, and the options available to build a more resilient community. In addition the BRTB understands the frustration that changes to transportation programming do take time and potentially several years to see significant changes. The Highway Capacity category is decreasing from 23.7% in 2022 to 9.9% in the 2025 TIP. Note: nearly 74% of these highway capacity funds are accounted for by one project, the I-95 Northbound Express Toll Lanes by the Maryland Transportation Authority that initiated construction in 2018 with anticipated opening by 2027. (The I-95 project is managed by the MDTA and is not funded with public dollars. Instead, MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality.) Transit Preservation is increasing from 18% in the 2022 TIP to 19.1% in the 2025 TIP, as well as Commuter Rail preservation raising from 3.7% in 2022 to 4.1% in the current 2025 proposed TIP. In addition, the 2025 TIP now includes 2.7% or over \$162 million in the category of transit capacity improvements.



## SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

### 2025-2028 Transportation Improvement Program and Air Quality Assessment

The BRTB does provide a forum for the public to provide comments that cause an eventual shift in programming. The evolution of funding by category in the TIP from 2022 to the currently proposed 2025 TIP demonstrates this shift.

Thank you again for your comment.

#### 68. Jon Eichel

What a joke!!! Look a google maps the 2 biggest back ups are the Baltimore tunnels and the bay bridge!!

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment.

#### 69. Hellen Swanson

Maglev for Baltimore! Connect to D.C. and New York.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The Federal Railroad Administration (FRA) and the Maryland Department of Transportation (MDOT) have prepared a Draft Environmental Impact Statement (DEIS), Draft Section 4(f) Evaluation, and Draft Section 106 Programmatic Agreement to evaluate the potential impacts of constructing and operating a high-speed superconducting magnetic levitation (SCMAGLEV) system between Washington, DC and Baltimore, Maryland with an intermediate stop at BWI Marshall Airport. The FRA paused the Environmental Impact Statement (EIS) for the Baltimore-Washington Superconducting Magnetic Levitation (SCMAGLEV) Project to review project elements and determine the next steps.

Thank you again for your comment.