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August 14, 2020

On behalf of the Baltimore Regional Transportation Board (BRTB), I would like to thank you for your comments on the **Draft 2021-2024 Transportation Improvement Program (TIP) and Air Quality Conformity**.

The BRTB members have reviewed all public comments and issued the attached response.

The BRTB is scheduled to vote on the Draft 2021-2024 TIP and Air Quality Conformity at their meeting on **Tuesday, August 25 at 9 a.m.** There is a public comment opportunity at the meeting. If you wish to directly address the BRTB, please join the virtual meeting at [www.baltometro.org/meeting-events/baltimore-regional-transportation-board-2020-08](http://www.baltometro.org/meeting-events/baltimore-regional-transportation-board-2020-08). If you wish to speak at that time, you may also notify staff by emailing [tlang@baltometro.org](mailto:tlang@baltometro.org).

Once again, thank you for your time and effort in sending comments to the BRTB. We appreciate your input and encourage your continued participation in the regional transportation planning process.

Lynda Eisenberg, Empowered Chair  
Baltimore Regional Transportation Board

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

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

### 1. Brian Seel

**Comment:** This document is a plan for how we will move forward over the next few years, and it is basically doubling down on the 1950's car and highway mentality. While climate change is not as steep of a curve as COVID ...many of these projects will be around and in use 50 years from now. How can we still keep doing the same thing we have in the past?

**BRTB Response:** There is a wide range of projects in the TIP which support all modes of transportation. There are a number of transit and bicycle projects in the planning stage with support in the current Unified Planning Work Program. In addition, several new technologies are being deployed around the region and some technologies, while offering promise are not yet ready to be deployed.

### 2. Bob Reuter

**Comment:** We ask that you sign and forward to others the BTEC petition for a city charter amendment to begin the process of regaining control of the Baltimore MTA into local hands. [www.md-petition.com/invite/BTEC.php](http://www.md-petition.com/invite/BTEC.php)

**BRTB Response:** Baltimore City DOT is supporting and contributing to a study led by the Baltimore Metropolitan Council that is researching the feasibility, issues, costs, legislative issues, etc. of establishing a regional transportation authority.

### 3. David Drasin

**Comments:** I noticed a pattern in the Howard County items, and wonder if there is a statement of principle on this as a general policy—all highway widenings must include bike/pedestrian lanes.

We should be asking if highway widening is the right direction for resources, since speeding and car injuries/pedestrian-bike deaths is a serious national issue, and some road widening is being reversed.

**BRTB Response:** Thank you for the questions related to bike and pedestrian facilities as part of Howard County's TIP projects and your concern about dedicating resources to highway widening.

Generally, the county and the state include bike/pedestrian facilities or accommodations in projects unless it is exclusively a freeway project. The list below shows the non-freeway projects along with the proposed bike/pedestrian facilities.

- Dorsey Run Road: This project will provide sidewalks and bike accommodation.
- Guilford Road: This project is still mostly in design but will provide sidewalks and bike accommodation.
- MD 175 at Oakland Mills Road Interchange: This project will provide bike lanes and sidewalks to allow passage between the two sections of Blandair Park.

- Snowden River Parkway: This project will include a new shared use pathway along the whole extent.
- Marriottsville Road and I-70 Bridge Improvements will include bike lanes/shoulders including shoulders on the bridge.

The freeway projects will not provide any bike or pedestrian accommodation since these roads do not allow cyclists. However, the county is working with MDOT SHA to ensure the MD 32 project, which reclassified MD 32 as freeway and barred cyclists on parts of the roadway, to design and implement an alternate route using local roads. This alternate route could include new signage, new shoulders and mitigations of pinch points.

Your question related to widening is a harder question to answer. The projects in the TIP are a reflection of previous and current county land use and transportation planning efforts, especially the general plan. The general plan has a 20-year time horizon, therefore the current plan, though updated in 2010, includes projects, especially related to transportation that reflect priorities from 2000. The 2010 update reflected some of your thinking and thoughts related to safety and road widening, resulting in the development of the bike and pedestrian plans, the road safety plan and our complete streets policy efforts. We are seeing the results of these planning efforts in new bike lanes, shared use paths and sidewalks.

Lastly, and very importantly, the county has initiated a new update to the general plan, HoCo by Design, and this update will be your opportunity to influence the future of transportation in the county. Howard County strongly urges you to participate and make your voice heard at [hocobydesign.com](http://hocobydesign.com).

#### **4. Peter Smith**

**Comment:** I disagree with the share of funds dedicated to expanding highway capacity. Increasing highway capacity and the use of personal automobiles is not a desirable objective for our region. I prefer a larger share of funds go towards transit maintenance and increasing transit capacity.

**BRTB Response:** MDOT MTA continues to make significant investments in transit maintenance efforts including a new metro railcar fleet, overhauling Light Rail and MARC vehicles, replacing buses, and completing state of good repair projects across the transit system. MDOT MTA will complete the Central Maryland Regional Transit Plan by October 1, 2020. Developed in collaboration with a regional Commission, local jurisdictions, BMC, and the public, this plan identifies and prioritizes transit enhancements and corridors for additional transit assets. The plan will serve as a guide for future transit investment.

#### **5. Jaime Sigaran**

**Comment:** The TIP does very little, if any, to improve rail infrastructure in the Baltimore region. This plan fails to account for residents without a car and we need to do better that moves us away from congesting our roads with more highways and buses. We have to take a serious look at how expanding highways and the lack of regional rail goes against building a more inclusive, equitable, and diverse society.

**BRTB Response:** MDOT MTA continues to make significant investments in replacing the metro railcar fleet, overhauling light rail and MARC vehicles, and completing rail state of good repair efforts. MDOT MTA will complete the Central Maryland Regional Transit Plan by October 1, 2020. Developed in collaboration with a regional Commission, local jurisdictions, BMC, and the public, this plan identifies

and prioritizes transit enhancements and corridors for additional transit assets. The plan will serve as a guide for future transit investment.

## 6. Louis Franceschi

### **Comments:**

- Stop spending money on the highways that only benefit commuters and make it loud and unbearable for actual Baltimore residents.

**BRTB Response:** We hear your concern over traffic from autos, buses and trucks and the ensuing mix of noises in not only urban but also suburban areas. Highway facilities support all of these modes and allow residents of the City to access jobs in suburban areas as well as suburban residents to work, shop, and play in the City. In partnership with Baltimore City, the BRTB looks to balance the benefits and burdens of our transportation system while supporting livable communities.

- Fund the bus system. Expand the subway from Hopkins to southeast. Add crosswalks, parking, and bike lines and stop lights and give people incentives to not barrel down neighborhoods at 60 mph...

**BRTB Response:** MDOT MTA will complete the Central Maryland Regional Transit Plan by October 1, 2020. Developed in collaboration with a regional Commission, local jurisdictions, BMC, and the public, this plan identifies and prioritizes transit enhancements and corridors for additional transit assets. The plan will serve as a guide for future transit investment.

## 7. Mary Rayme

**Comment:** Maryland should have a statewide bike path plan that connects the whole state.

**BRTB Response:** The *2009 Maryland Trails Strategic Implementation Plan* focuses on bicycle transportation plan improvements across the state. MDOT has supported the plan's implementation by providing Bikeways grants for planning, design and construction of bicycle paths. The 2009 plan is available here: [www.mdot.maryland.gov/newMDOT/Planning/Trails/Documents/pdfs/TSIP.pdf](http://www.mdot.maryland.gov/newMDOT/Planning/Trails/Documents/pdfs/TSIP.pdf)

The [2040 Bicycle and Pedestrian Master Plan](http://www.mdot.maryland.gov/newMDOT/Planning/Bike_Walk/Bike_Ped_Plan_Update.html) 2019 Update provides additional recommendations, goals and metrics to support the Trails Plan implementation. The 2040 plan is available here: [www.mdot.maryland.gov/newMDOT/Planning/Bike\\_Walk/Bike\\_Ped\\_Plan\\_Update.html](http://www.mdot.maryland.gov/newMDOT/Planning/Bike_Walk/Bike_Ped_Plan_Update.html)

MDOT recently completed an inventory of existing bicycle paths across the state. The mapping of the State's major road separated bike routes is available at:

[maryland.maps.arcgis.com/apps/MapJournal/index.html?appid=ee0ae05d4ba649feac79ff5ff404df75](http://maryland.maps.arcgis.com/apps/MapJournal/index.html?appid=ee0ae05d4ba649feac79ff5ff404df75)

## 8. Cato Clemens

**Comment:** Work with the Boring Company

**BRTB Response:** The Federal Highway Administration (FHWA) and the Maryland Department of Transportation (MDOT) released a draft version of an environmental assessment (EA) on April 17, 2019 for the proposed Washington D.C. to Baltimore Loop Project. The project is considered a non-traditional transportation technology, and it is not contained in the draft FY 2021-2024 BRTB TIP.

Two EA public comment periods are complete. The first public comment period extended from April 24 through June 10, 2019 (45 days) and the second public comment period was held from June 17 through July 17, 2019 (30 days).

Future governmental actions are pending.

#### **9. Zac Metzler**

**Comment:** If I recall correctly, when the public was polled about transit priorities in the Baltimore region, there was overwhelming support for mass transit & rail expansion and highway safety measures.

**BRTB Response:** MDOT MTA will complete the Central Maryland Regional Transit Plan by October 1, 2020. Developed in collaboration with a regional Commission, local jurisdictions, BMC, and the public, this plan identifies and prioritizes transit enhancements and corridors for additional transit assets. The plan will serve as a guide for future transit investment.

#### **10. Patrick Reely**

**Comment:** Move funding towards public transportation specifically expansion of the rail system

**BRTB Response:** MDOT MTA will complete the Central Maryland Regional Transit Plan by October 1, 2020. Developed in collaboration with a regional Commission, local jurisdictions, BMC, and the public, this plan identifies and prioritizes transit enhancements and corridors for additional transit assets. The plan will serve as a guide for future transit investment.

#### **11. Steven Kolarz**

**Comment:** More emphasis should be placed on transit expansion and preservation in the plan overall.

**BRTB Response:** MDOT MTA will complete the Central Maryland Regional Transit Plan by October 1, 2020. Developed in collaboration with a regional Commission, local jurisdictions, BMC, and the public, this plan identifies and prioritizes transit enhancements and corridors for additional transit assets. The plan will serve as a guide for future transit investment.

#### **12. Jonathan Foster**

**Comment:** I believe what we really need to invest in is transit. Rail transit specifically.

**BRTB Response:** MDOT MTA will complete the Central Maryland Regional Transit Plan by October 1, 2020. Developed in collaboration with a regional Commission, local jurisdictions, BMC, and the public, this plan identifies and prioritizes transit enhancements and corridors for additional transit assets. The plan will serve as a guide for future transit investment.

#### **13. Steven Johnson**

**Comments:** The community survey did show overwhelming public support for expanding public transportation and prioritizing deferred road maintenance over highway expansion projects.

Hopefully we can get the Hanover St. Bridge repaired soon.

**BRTB Response:** The Vietnam Veterans Memorial Bridge (more commonly known as the Hanover Street Bridge) is scheduled for deck repair in 2020-2021. The project in the TIP is for the replacement of a smaller bridge on Hanover Street to the north.

#### 14. Paul Emmart

- Thank you very much for posting the recording and making the TIP so accessible on the web. The interactive map is impressive.

**BRTB Response:** Thank you for your positive feedback. We are glad you found the recording and the interactive mapping tool useful.

- I encourage you and staff to emphasize bicycle paths and pedestrian walk ways as much as possible. I especially emphasize the connection between bikes and public transport on buses or on trains (for example MARC).

**BRTB Response:** This is a sentiment shared by many and is supported with active planning for bike and pedestrian facilities in the region. The BRTB has a Bicycle and Pedestrian Advisory Group that meets regularly to support and advance these types of facilities. The BRTB has also funded studies to assess access by biking and walking to all fixed guideway stations in the region.

- Baltimore region does not meet the National Ambient Air Quality Standards. I would prefer if the BMC could over achieve in reaching the budgets.

**BRTB Response:** While the Baltimore nonattainment area does not currently meet the National Ambient Air Quality Standards set in 2015 for ground level ozone, the BRTB works hard to ensure that the region's emissions from the transportation sector do not worsen air quality or delay timely attainment of air quality standards. This is done through the conformity process where the emissions from the transportation sector, with the TIP and Plan projects compared to the motor vehicle emissions budget set by the State of Maryland, through MDE. For many years, the projected transportation emissions have been well below the MDE-established budgets in the State Implementation Plan. The BRTB recognizes the benefits to air quality through the vast number of employees telecommuting in 2020. We encourage employers to promote teleworking to their employees.

The BRTB works hard to ensure that the process is clear and understandable to the public and our partners. This conformity process follows the requirements of *42 U.S. Code § 7506, Limitations on certain Federal assistance*.

The BRTB recognizes that additional efforts need to be made to reduce air pollution emissions from transportation. A variety of initiatives are being undertaken by MDOT and other BRTB members to address air quality from transportation, such as:

*Supporting Bicycle and Pedestrian Travel* through: Discretionary Grant Funding, State-funded bicycle and pedestrian improvements along State roads, and Bike infrastructure planning assistance, including mapping and data resources.

*Supporting Transportation Emissions Reduction Measures (TERMS)*, including: Guaranteed Ride Home Program, Commuter and Employer Outreach via the Commuter Choice Program, to encourage alternatives to single-occupancy vehicle commuting, and Rideshare Program.

*State-wide emissions reductions measures:* The State's draft Greenhouse Gas Reduction Act (GGRA) Plan describes a variety of initiatives being undertaken by MDE, MDOT, and other State agencies to reach the 40 by 30 goal (40% reduction in greenhouse gas emissions from 2006 levels by 2030).

*Electrification of the transportation sector:* The State has committed to a Multi-State MOU signed by ten States, whereby it is working on a suite of coordinated actions to have 3.3 million ZEVs operating on roadways by 2025.

### 15. Anonymous

**Comment:** We strongly support Madison Street Rehabilitation from North Milton Avenue to Edison Highway project

**BRTB Response:** Thank you. Design for this project is in progress and community engagement is ongoing as the design progresses.

### 16. atg.mde@

**Comment:** We support Wolfe/Washington St Bike Facility as an important north-south bicycle route. This will provide important connections between Fells Point/Canton and Johns Hopkins Hospital and North Ave.

**BRTB Response:** The Baltimore City DOT agrees. This project will result in recommendations on a critical north/south connection in our separated bike network.

### 17. Anonymous

**Comment:** We strongly support the Greenway Middle Branch Phase 2, especially prefer the bicycle facility to be an on-road cycle track, as an off-road trail raises some physical safety concerns.

**BRTB Response:** Thank you. The Greenway Middle Branch Phase 2 plan will likely involve a shared-use trail that is off-street, but adjacent to the roadway.

### 18. Anonymous

**Comment:** Bush Street Bike Facility – we support the addition of more cycle tracks in S. Baltimore, particularly as it is close to our work and gives access for low-income neighborhoods. Please continue to add safe (re: traffic & proximity to crime) cycle tracks between S. Baltimore and downtown Baltimore, in particular, and more generally between residential/suburban areas surrounding Baltimore City and the downtown

**BRTB Response:** Thank you. We agree that there is a need for safe and comfortable transportation options for people walking, biking, and using transit.

### 19. Jim Brown

#### **Comments:**

- Bush Street Bike Facility - This much needed retrofit and upgrade to the Gwynns Falls Trail will connect much of West Baltimore to South, Southwest Baltimore, and Downtown, making safer active transportation access to jobs, and recreation, while completing a missing gap in the Baltimore Greenway Trail Network.

**BRTB Response:** Thank you. The Baltimore City DOT agrees with this assessment.

- Greenway Middle Branch Phase 2 project - This is a critical connection between downtown and the Middle Branch, which will bring enormous benefits to the residential communities of south Baltimore, as well as the ongoing developments and investments in the Middle Branch, Stadium, Solo Gibbs, and Casino areas, closing a much needed local gap in active transportation, while helping to complete the Baltimore Greenway Trail Network and the East Coast Greenway

**BRTB Response:** Thank you. The Baltimore City DOT agrees with this assessment.

## 20. Anonymous

**Comment:** Rolling Road Bridge No. B-0358 over Branch of Dead Run project - We are in full support of the addition of the 5-foot sidewalks on either side of the bridge. Addition of cycle tracks, separated from the vehicle traffic, would also be greatly appreciated.

**BRTB Response:** During the preliminary engineering phase for the replacement of Bridge No. B-0358, a scoping study will be undertaken to determine the proposed typical roadway section (lane widths, bike lanes, sidewalks, etc.) over the new structure. This study will include opportunities for community input. Any existing sidewalks will be maintained across the new bridge.

## 21. Anonymous

**Comment:** Frederick Avenue Slope Stabilization Wall - We support the improvements to the sidewalks in this area and encourage the addition of more sidewalks in this neighborhood and in adjacent Catonsville where sidewalks are lacking.

**BRTB Response:** Thank you. The scope of this project involves work to stop the hill next to Frederick Avenue from sloughing onto the sidewalks. This project includes replacement of the sidewalks along the length of the proposed wall.

## 22. Anonymous

**Comment:** We applaud the bicycle improvements in the MD 140: Painters Mill Road to Owings Mills Boulevard - Phase 2 project, but we ask that the bike compatibility lane ensures that bikes are fully safe and separated from traffic with a barrier such as concrete or pylons. We also ask that if there are not already sidewalks installed there, that they be added.

**BRTB Response:** Design elements of this MDOT SHA project include three through lanes in each direction with 16' outside bicycle-compatible lanes, 5' raised medians, and sidewalks. Any type of buffer between motorists and cyclists would require additional widening. In addition, a rigid barrier is not recommended as it can be a danger to both motorists and cyclists and blocks sight lines.

## 23. Anonymous

**Comment:** MD 140: Garrison View Road to Painters Mill Road - Phase 1 project: We applaud the bicycle & pedestrian proposed improvements in this project, but we ask that the bike compatibility lane ensures that bikes are fully safe and separated from traffic with a barrier such as concrete or pylons.

**BRTB Response:** This MDOT SHA project, anticipated to be complete in November 2020, includes three through lanes in each direction with 16' outside bicycle-compatible lanes, 5' raised medians, and sidewalks. Any type of buffer between motorists and cyclists would require additional widening. In addition, a rigid barrier is not recommended as it can be a danger to both motorists and cyclists and blocks sight lines.

## 24. Mary Cochran

**Comment:** US 1: Bridge Replacement over CSX project - 8' shoulders? This is a critical route for bicyclists and pedestrians to get from Elkridge and Relay to the Halethorpe Train Station. For MARC passengers to get to Guinness or the Park. A potential link from MARC to the proposed Patapsco Regional Trail. How to upgrade those 8' shoulders to be safe and marked for bikers and hikes? Jersey Walls? Sharrows?



**BRTB Response:** This MDOT SHA project will accommodate bicyclists and pedestrians with signed 5'4" bicycle-compatible shoulders and a dedicated 5'8" sidewalk on the southbound side of the bridge. In addition, this project will also include sidewalks along southbound U.S. 1 from Clark Boulevard to the Guinness Open Gate Brewery with a signalized pedestrian crossing at the entrance of the facility.

## 25. Daniel Paschall

*Comment:* Greenway Middle Branch Phase 2: The Middle Branch Trail / Gwynns Falls Trail is part of the East Coast Greenway from Maine to Florida

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

## 26. Crystal McDermott

### **Comments:**

- Work on the Hanover Street Over CSX Bridge is desperately needed.

**BRTB Response:** Thank you. The Vietnam Veterans Memorial Bridge (more commonly known as the Hanover Street Bridge) is scheduled for deck repair in 2020-2021. The project in the TIP is for the replacement of a smaller bridge on Hanover Street to the north.

- Towson Circulator: Transit capacity is an issue in Baltimore City too. Address this in the next TIP.

**BRTB Response:** MDOT MTA will complete the Central Maryland Regional Transit Plan by October 1, 2020. Developed in collaboration with a regional Commission, local jurisdictions, BMC, and the public, this plan identifies and prioritizes transit enhancements and corridors for additional transit assets. The plan will serve as a guide for future transit investment.

- Wolfe/Washington Street Bike Facility: The bike traffic shows this much needed north/south bike line is overdue. Start planning more of this now please.

**BRTB Response:** Thank you. This project is projected to begin in calendar year 2020. A protected bicycle connection on St. Lo Drive (extension to the north) is also planned to be implemented in 2020-2021.

## 27. Barbara Samuels, R Qessem, ACLU

### **Comments:**

- The Draft TIP does not appear to be tied to the furtherance of other existing plans with goals, strategies and timelines in ways that are discernable or transparent, including other plans that the Baltimore Metropolitan Council and/or MDOT have drafted.
- The TIP was clearly not developed utilizing a racial equity lens.
- The TIP ignores evidence from the Regional Analysis of Impediments and Regional Housing Plan of the role that transportation policy historically played in our region (and across the country) in causing the racial segregation, exclusion and disparities that are now cemented into our landscape.
- The Draft TIP is not a coherent plan, and is especially lacking in any clear explanation of how the TIP furthers regional priorities.
- The funding priorities of the TIP are fundamentally incompatible with what the Regional Analysis of Impediments to Fair Housing, RPSD, Regional Housing Plan --- and even MTAs own Regional Transit Plan --- are trying to accomplish.

- The TIP requires more than a minimal tweaking here and there to address racial equity.
- The BRTB and the TIP should deny funding to Carroll County until it allows interjurisdictional transit.

**BRTB Response:** The Transportation Improvement Program is integrally tied to the region's Long Range Transportation Plan known as *Maximize2045*. *Maximize2045* (and its near term implementation companion the TIP) establish the region's broad transportation goals and performance measures, which serve as guiding principles as the region plans and carries out projects. This approach provides a framework for the region to monitor progress toward regional goals by measuring performance and status of achieving targets. This approach also enables the BRTB to make informed decisions about how best to maintain, operate, and enhance the existing transportation system and to apply limited financial resources. The plan also takes into account anticipated funding levels through 2045, future trends and demographics, and an analysis of potential Environmental Justice effects of the major projects. The TIP does include over \$1.1 billion in funding for the Maryland Transit Administration for important preservation of Metro Subway, Light Rail, Local and Commuter Bus, MARC train, paratransit and for locally operated transit systems (LOTs).

The BRTB and the transportation staff at BMC strive to work closely across all our disciplines and aim to further the goals of the Regional AI and Housing Plans through promotion of safe and reliable transit options. The BRTB is encouraging the development of new expanded transit options that are being developed as part of the Central Maryland Regional Transit Plan (RTP) that is still in its draft stage. To that end the BRTB has allocated the regional planning funds to further develop implementation steps for the RTP so that these future projects can be incorporated for funding in future Long Range Plans and TIPs.

**28. CMTA, Clean Water Action, Transit Choices, Coalition for Smarter Growth, MD Sierra Club, Paul Kowzan, Baltimore Transit Equity Coalition, HoCO Climate Action, Bikemore, Baltimore Penn Station MARC Riders Group, MD Legislative Coalition, Baltimore Commission on Sustainability**

**Comments:**

- Ineffective - The single largest category of spending in the Draft TIP is for highway capacity projects that are supposed to "fix congestion". In fact, widening highways has a poor track record for relieving 1 traffic congestion.
- Inequitable - Investments in transportation do not impact all populations equally. The proposed 21-24 TIP's lopsided investments in widening highways are aimed at improving mobility for higher income people and those with private automobiles. Additionally, it will further entrench structural inequities that disadvantage some populations over others.
- Unhealthy - Transforming our dirty transportation system has long been an urgent public health issue.
- Environmentally unsustainable - Widening highways while shortchanging investment in public transportation does not meet the challenge of climate change.
- Change is possible - remove the five new highway capacity projects from the 21-24 TIP and redirect those funds toward projects that help to build the region many of you say you want, such as transit maintenance, access to transit, and bike facilities.

**BRTB Response:** As the comment letter points out, the vast majority of the highway capacity spending is on two projects that are currently underway therefore it would be impractical to cancel

these projects. The Letter requests that the five new projects listed in the highway capacity category be redirected to transit or bicycle/pedestrian projects.

These five new projects are all funded with either state or local funds and do not include any federal funding. Three of these projects are new multi-modal studies for corridors identified in Move Anne Arundel, the county's new transportation master plan. One project in Howard County (Marriottsville Road) is funded through proceeds from the County Building Excise Tax that are legally restricted in their use. The fifth project is the I-95 Active Traffic Management project that seeks to better use the existing footprint of I-95 by allowing for peak hour shoulder use.

While shifting funds from those five projects is not possible, the BRTB has been shifting its focus to transit and bicycle planning. For instance, the BRTB is encouraging the development of new expanded transit options that are being developed as part of the Central Maryland Regional Transit Plan (RTP) that is still in draft. To that end the BRTB has allocated regional planning funds in FY 2021 to further develop implementation steps for the RTP. Also in FY 2021, there are two additional transit planning activities funded in the UPWP - looking at several corridors for transit signal priority treatment and also a review of bus stops in the region.

The BRTB is also promoting bicycle and pedestrian projects including funding preliminary engineering for sections of the Patapsco Regional Greenway and through awards to Transportation Alternatives grants to worthy regional projects.

Through these and other efforts the BRTB is actively promoting multi-modal projects that can be added to future Long Range Plans and TIPs.