

TIP Survey question #1: I think the transportation projects in this TIP will help my community

Public Comment: Anonymous - There is very little, if any, funding allocated to Northwest Baltimore, especially toward bike and pedestrian facilities in the area.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. The TIP is a reflection of federal funding, but there are numerous transportation projects funded through other means throughout the City. For a full picture of the distribution of funds, please [see the map](#) of capital improvement program projects.

Public Comment: Anonymous - "I live in Baltimore City and pay taxes here, I have a car by necessity the transit is so bad. I have not needed a car when I was living in Europe, or Japan or NYC or San Francisco but in Baltimore transit is a joke. a very bad joke. I rode the Bus yesterday and day before and drivers wouldn't even take my charm card and no one hardly paid a fare I sat near the front and watched."

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. MTA's [BMORE BUS](#) Short Range Transit Plan, released in June of 2025, includes recommendations aimed at improving the frequency, reliability, and coverage of MTA's bus network. One of the core focus areas of the plan includes expansion of MTA's Frequent Transit Network of routes that run every 15 minutes or less.

Public Comment: Anonymous - Will any of this fix Platforms on MARC Penn Line? Especially, New Carrollton? It should have been finished a couple years ago! Tracking along Penn Line between Union Station and Baltimore Penn Station? Will it ever be fixed?? MARC Trains would run better if Amtrak had their own Tracks, which is what I think is in the works. But, will it get finished? Trump Administration doesn't seem as Transit Friendly as Biden Administration was.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. MTA recently completed the [MARC Growth and Transformation Plan](#) which includes strategies to increase the frequency and reliability of service on the Penn Line, in addition to strategies to more effectively share space with Amtrak service operating on the same rail corridor. MTA has also received an All-Stations Accessibility Program grant to design accessible station platforms for the Martin Airport MARC Station. MTA does work with Amtrak on the Penn Line schedule, but Amtrak owns the railroad tracks.

Public Comment: Anonymous - Most of these highway expansions will choke the area from MOCO-PG-BWI-BAL. These areas are some of the fastest growing in the state and we really need to be fixing up/scaling up the marc and camden lines, not improving new highways that we will eventually need to keep fixing. The capital costs of these new highways are very high and become dangerous when people inevitably speed on them.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. MTA, through ongoing studies and partnerships with local jurisdictions and agencies, continues to invest in expanding and improving the public transit network in Baltimore. Examples of such work include the [Red Line](#), the [BMORE BUS Short Range Transit Plan](#), and the [North-South Corridor Study](#). MTA also recently completed the [MARC Growth and Transformation plan](#), which will include targeted recommendations for growth and investment in MARC that coordinate with the needs of the transit system overall.

Regarding highways, highway expansion plays a critical role in supporting the region's growth. Montgomery and Prince George's counties as well as the BWI-Baltimore region roadway corridors

are bustling with not only commuters, but also freight, business travel, and everyday drivers who depend on roadway access and transit.

Highway expansions are not just about adding capacity; they often include the modernization of existing infrastructure and implementation of safety features, and smarter traffic management systems that can reduce bottlenecks, improve travel times, alleviate pressure on local roads, reduce emissions from idling traffic, and create more reliable routes for commuters, emergency vehicles and commercial transport.

The BRTB is committed to a balanced approach that includes highway improvements that ensure resilience and flexibility in how people and goods move across Maryland as well as transit upgrades which are vital and should move forward in parallel, in this rapidly growing region.

Public Comment: David House - These projects that widen roads and add parking spaces will one day need to be repaired. Who is on the hook for paying for that? Taxes in Maryland are already too high and this will exacerbate the problem. These projects will provide minimal economic benefit and will create a huge drag on a budget that is already struggling. Spend money on schools, not highway expansions.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. Yes, these roads, all roads, will need to be maintained. In fact there is a federal performance measure for roads and bridges so that they will have a longer life span and reduce wear and tear for the cars, trucks and buses that use them. The majority of these funds come from dedicated sources such as the gas tax and registration fees.

Public Comment: Anonymous - I don't see how expanding car usage will improve my community. I'm unsure about the rest.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. While not every project will have a direct impact on specific communities, many projects will have an indirect impact. Additional travel lanes have several environmental benefits. Free flowing traffic improves air quality due to less idling, reduces noise, and reduces fuel consumption. Additionally, improved traffic flow from capacity improvements contributes economically as freight is able to be transported efficiently, helping to keep the cost of goods lower for individuals and businesses. Efficient transportation systems make the area more attractive to businesses boosting economic growth and competitiveness. And there are the social benefits to be considered. Cleaner air and reduced stress from traffic leads to better overall health. Less time stuck in traffic leads to more personal time and improved quality of life. And finally, and most important, reducing congestion can reduce the likelihood of crashes as travel times are more predictable and traffic flows freely.

Public Comment: Andrew Farkas - There should be time of day pricing on toll roads and consideration on fee to enter CBDs as in NYC. These are effective ways to manage demand in addition to providing all this supply in the TIP. BRTB has never had the vision to deal with the region's transportation issues effectively or realistically.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. The Maryland Transportation Authority (MDTA) does utilize time of day pricing on two toll road facilities in the system, the Express Toll Lanes on I-95 and the Intercounty Connector (ICC)/MD 200. MDTA utilizes time of day pricing to help maintain relatively free-flowing traffic conditions on these facilities. MDTA looks at many factors when deciding on the tolling structure for a facility, including operation and other factors. Regarding a fee to enter the CBD, meaning downtown

Baltimore City, the City has instituted a free bus system, the Charm City Circulator to reduce the need for driving downtown.

Public Comment: Garrett - Many of the projects, such as highways expansion and parking expansion, will ultimately increase congestion in the long run. While I think it's important to maintain our existing roadways, we need to transition much of this spending toward ramping up transit options to address the issues that face the community (i.e., traffic, lack of transit options, etc.)

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. The MTA continues to advance multiple studies and initiatives to improve transit in the Baltimore region, including the [BMORE BUS Short Range Transit Plan](#), the [MARC Growth and Transformation plan](#), and the Transit Priority Initiative. The construction and delivery of the parking garage is only the first step in facilitating transit-oriented development at this station as MDOT aims to increase ridership. The existing surface parking lot currently experiences high utilization, reflecting strong demand for MARC service at this location. To ensure continued access to the station, the garage is intended only to meet current parking needs, not to expand capacity beyond existing demand. Consolidating the surface parking into a structured facility allows MDOT to free up land and enable additional investment that maximizes the potential of the state-owned property with mixed-use development, rather than parking as the sole use.

In October 2024, MDOT released the [Penn Line TOD Strategy](#), information in the report provides insight into how this station was assessed, as an opportunity for investment that complements both the Odenton Town Center and station by increasing housing, driving economic development activity, and fostering transit connectivity without parking being a focal point. Investments will also be made by MTA to renovate the existing station building to better accommodate riders and improve the overall experience.

Public Comment: Anonymous - Prioritize continued funding for the Morgan State Transportation Research Program (60-0702-99) - I have seen them present some of their findings and projects at events. It would be better to see their research projects be implemented as many are cost-effective safety interventions that could be broadly adopted for a fraction of the money spent on highway expansion.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. MDOT will continue the commitment to fund and support transportation research projects through the [Morgan State Transportation Research](#) Program (60-0702-99) as part of the National Transportation Center (NTC). MDOT has partnered with the NTC as well as the SMARTER Center (US DOT Region 3 University Transportation Center) to advance transportation research for MDOT projects, regional projects, and statewide research.

Public Comment: Anonymous – Project 64-2601-13 (MD 26 over Liberty Reservoir Bridge Deck Replacement) should include provision for cycling facilities. At least painted lanes but minimal separation may be possible with the existing bridge infrastructure. There are cycling facilities on MD 26 near this bridge and it is a critical link between Baltimore and Carroll counties.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. This bridge project is currently in the early stages of design. Bicycle and pedestrian improvements are being considered during this design phase. Extensive public outreach is expected, which will take place around the PI milestone, anticipated in November 2025.

TIP Survey question #2: Do you think these transportation projects help fix problems and make it easier to travel in the region?

Public Comment: Kamran - It's a relief to see money being spent on micromobility, the redline, and more non-car related infrastructure projects. More rail and de-centering cars!!

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. The regional transportation system should support multiple comfortable and efficient modes for travel, such as biking, walking, transit, and driving. Some multimodal highlights from this year's TIP include the Light Rail Fleet Transition (\$285 million), the [Red Line](#) Light Rail (\$140 million), Bus and Rail Preventive Maintenance (\$271 million), the Washington Street bike facility (\$5.76 million), sections of the Baltimore Greenway Trails Network (\$14.6 million), and a segment of the Patapsco Regional Greenway (\$1.25 million). 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 BRTB meets transportation conformity because the projects in the TIP are modeled as a whole, and the emissions for the invested projects are below the emission level set in the State Implementation Plan (SIP). The modeling results show that the projects in the TIP do not exceed the National Ambient Air Quality Standards (NAAQS) for pollutants that cause ozone pollution. We agree that increasing transit and active transportation will help to improve air quality in the region. Additionally, the 2026-2029 TIP shows investments in transit, bike and pedestrian projects, which will further improve emission reduction efforts.

Public Comment: Anonymous - Wish we were taking bolder steps to reduce reliance on automobiles.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. This year's Transportation Improvement Program (TIP) contains numerous projects aimed at reducing traffic, improving quality of life, and promoting healthier lifestyles. In Baltimore City, there are 13 projects specifically aimed at improving pedestrian and bicycle facilities, including: the Greenway Middle Branch Trail, the Baltimore Greenway Trails Network – Eastern and Northern Segments, and the Wolfe or Washington Street Bike Facility. Howard County includes funding for the Patapsco Regional Greenway – Elkridge to Guinness Open Gate Brewery project. The Maryland Port Administration includes the Masonville Cove Connector Shared-Use Path in this year's TIP and the State Highway Administration's (SHA) Areawide Transportation Alternatives Program includes numerous bicycle and pedestrian projects that are not individually listed in the TIP document. These projects are located throughout the entire Baltimore region. 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 bicyclists to safely cross bridges. In the BRTB Transportation Planning Budget (formally known as the Unified Planning Work Program), the Transportation and Land Use Connections program (TLC) provides funding for up to 30% design to local jurisdictions for projects that reduce traffic and enable more people to walk, bike and use transit. Currently there are three TLC projects underway in Anne Arundel, Queen Anne's and Carroll Counties, each of which is aimed at providing improved pedestrian and bicycle mobility. And finally, two other trails are underway. The Cherry Hill section of the Patapsco Regional Greenway has begun 30% design and the Henryton Road Spur from Freedom Park to the McKeldin section of the PRG will kick off 30% design this year. While

there is still more that can be done, the BRTB Board Members have heard the call for more pedestrian and bicycle facilities and have responded by more than doubling the number of projects in this year's TIP.

In addition to the bicycle and pedestrian projects, this year's TIP includes 26 transit projects, totaling \$1.77 billion in proposed funding. Some projects include the Light Rail Fleet Transition, Mondawmin Transit Hub updates, the creation of a Parole Transportation Center, and Baltimore Penn Station Multimodal Investments. The 2026-2029 TIP also includes two major transit capacity improvement projects. The Red Line, which Governor Moore announced last year would be a light rail, and the Penn-Camden Connector. These two projects program nearly \$150 million between 2026 and 2029. These projects represent a major step forward in providing additional transportation options in the Baltimore region.

Public Comment: Anonymous - Encouraged by some projects but would still like to see greater rail investment, and not just for MARC Penn Line.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. MTA recently completed the [MARC Growth and Transformation Plan](#) which identifies priorities for all three MARC lines (Penn, Camden, and Brunswick), in addition to studying opportunities for service expansion including potential extensions to Delaware and Western Maryland.

Public Comment: Anonymous - Stop spending money we don't have!

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. The Transportation Improvement Program (TIP) is a fiscally constrained document, meaning that the funds represented in the document cannot exceed what is reasonably expected to be available from local, state, and federal sources. The state and federal funds that support projects in the TIP are available primarily due to the collection of gas taxes and from title and registration fees. They do not come from property or sales taxes. While they are generated by the public, maintaining a functioning, safe and multimodal transportation system is critical to the economy and to personal well being.

Public Comment: Anonymous - How about you stop spending money and raising taxes.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. The Transportation Improvement Program (TIP) is a fiscally constrained document, meaning that the funds represented in the document cannot exceed what is reasonably expected to be available from local, state, and federal sources. The state and federal funds that support projects in the TIP are primarily available due to the collection of gas taxes and from title and registration fees. They do not come from property or sales taxes. While they are generated by the public, maintaining a functioning, safe and multimodal transportation system is critical to the economy and to personal well being.

Public Comment: Anonymous - I have yet to see any place become better or more desirable with "just one more lane of traffic." We can reduce the need for future costly road maintenance with better land use planning and quality transit / biking options.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. Each of the last few TIPs have seen decreasing funding for Highway Capacity, going from 30.6% in the 2021-2024 TIP to 8.6% in the 2026-2029 TIP. In addition, projects often fit into

multiple categories. For example, many highway and bridge projects also incorporate bicycle and pedestrian elements such as bike lanes and sidewalks.

Some bicycle, pedestrian, and transit highlights from this TIP include Bus and Rail Preventive Maintenance (\$271 million), the Light Rail Fleet Transition (\$285 million), the Red Line Light Rail (\$140 million), Vision Zero action planning in Baltimore City (\$2.6 million), the Masonville Cove Connector (\$2.2 million), and sections of the Baltimore Greenway Trails Network (\$14.5 million).

Public Comment: Anonymous - Impletemting all the TIP and then some will help.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. Projects in the TIP will help to provide safe and efficient transportation options for moving both people and freight. The BRTB and its members continue to focus on improvements that improve safety, quality of life, economic benefits, and provide alternative means of transportation.

Public Comment: Anonymous - Building a parking garage to try and induce higher train usage makes zero sense whatsoever. Invest in more rail investment. We don't need more roads. We don't need more parking. Stop.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. The construction and delivery of the parking garage is only the first step in facilitating transit-oriented development at this station as MDOT aims to increase ridership. The existing surface parking lot currently experiences high utilization, reflecting strong demand for MARC service at this location. To ensure continued access to the station, the garage is intended only to meet current parking needs, not to expand capacity beyond existing demand. Consolidating the surface parking into a structured facility allows MDOT to free up land and enable additional investment that maximizes the potential of the state-owned property with mixed-use development, rather than parking as the sole use.

In October 2024, MDOT released the [Penn Line TOD Strategy](#), which provides more insight into how this station was assessed, as an opportunity for investment that complements both the Odenton Town Center and station by increasing housing, driving economic development activity, and fostering transit connectivity without parking being a focal point. Investments will also be made by MTA to renovate the existing station building to better accommodate riders and improve the overall experience.

Public Comment: Anonymous - Spending \$3 billion for highway preservation and \$1 billion for new toll lanes on I-95 is not an effective way to improve transportation in Baltimore. A massive shift of funds away from car-centric transportation and towards transit is the only way to meaningfully improve transportation in the region

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. Regarding the \$3 billion, \$1.7 billion of that amount is dedicated to replacing the Francis Scott Key bridge which is a critical artery for the region and specifically for the Port of Baltimore. However in the case of I-95, that facility is owned and maintained by the Maryland Transportation Authority and all costs for that work are funded through toll revenues.

Public Comment: Anonymous - 97 highway prcoject vs 2 transit projects. and ONLY 140m towards the Baltimore Red Line in 5years this is more than an insult. we are talking about a 8B dollar project I want to live long enough to use it. and it MUST have a tunnel under downtown Baltimore and Cooks lane. and I don't see anything (I may have missed it) for

connecting MARC with SEPTA by extending the Penn line from Perryville to Newark DE with the much needed station in Elkton. And Not a word on Red line extension to Tradepoint nor a pedestrian/bike path on the New FSK Bridge. but money money money for highways

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. The MTA continues to advance multiple studies and initiatives to improve transit in the Baltimore region, including the [BMORE BUS Short Range Transit Plan](#), the MARC Growth and Transformation plan, and the Transit Priority Initiative. MTA recently completed the [MARC Growth and Transformation Plan](#) which includes evaluation of potential future extension of the MARC Penn Line to Delaware and integration with existing SEPTA service.

The [Red Line](#) is currently moving forward through the planning stages and will provide a new transit connection across Baltimore. MTA continues to study the benefits and costs associated with the proposed alignments, in addition to the feasibility of tunneling on portions of the project.

The Regional Transit Plan includes Corridor 18 between Bayview and Sparrows Point, where TradePoint Atlantic is located. MTA will consider this comment as we evaluate revised corridor priorities and proposals for the current RTP update.

Public Comment: Brody – “I like the Greenway Middle Branch Phase 2. Not sure how the Baltimore City DOT fits in with this plan but I wish these things didn't take years to implement. It really kills the momentum. In my mind...paint down bike lanes everywhere so that we have a connected system to work with, then put in the more expensive infrastructure to make it permanent.

Glad to see Penn Station area will get multimodal improvements, the station is not connected very well to the area.

There is a bike trail on Baltimore Peninsula that can be used to bypass the dangerous section of Hanover Street. I think it may have been funded by Underamour but I cannot figure out who manages this bike trail. It's really nice having it, but there is a railroad intersecting the trail and the trail is still marked ""Closed"" on either side of the rails. I've seen nothing about finishing this. It'd be nice if this could just be finished, it should be relatively cheap compared to many of these projects but I don't see it on the plan.”

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. For a full scope of Baltimore City DOT's work on the Greenway Trails, please see the City website: <https://streetsofbaltimore.com/greenway>. Here, you can see scopes, timelines, participate in surveys, and see public meeting recordings.

Public Comment: Anonymous - Roads/streets are bumpy which makes it rough on the buses. Filling Potholes, perhaps resurfacing would help. Suspension on the buses?

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. Baltimore City is resurfacing nearly 110 lane miles as part of the 2025 Project Orange Cone in calendar year 2025. [This press release](#) and map on the 2025 Project Orange Cone provides additional information.

Public Comment: Anonymous - It would seem that Odenton needs more Local Public Transit to get to the MARC Station ?? Wasn't there supposed to be some Development there instead of Parking lots?? Parking lots always seem full when I go by on MARC Train.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. You

are right that local transit connections are vital, and currently, Anne Arundel County provides service to the station via three fixed routes (202, 205, and 209) as well as the [North County Call-N-Ride](#) service. We agree that more frequent service would be beneficial, and the County's Transit Development Plan calls for additional local and commuter service to the station, which we are continuously working to implement.

Similarly, your mention of development touches on the long-term vision for the area. Your observation about the full parking lots is exactly why a coordinated plan is in motion between the County and the State. To address the immediate parking demand and to free up land for development, Anne Arundel County is constructing a new parking garage to increase capacity. MDOT and MTA continue to be engaged with its partner in Anne Arundel County regarding access to transit and how the station interacts with local public transit, especially as demand is consistently evaluated for service needs. Local public transit will be integrated into the new garage and a larger vision for the future of the site.

Following a lengthy assessment of the MARC Penn Line, MDOT released the [Penn Line TOD Strategy](#) in October 2024, which depicts an intent of achieving high-quality, transit-oriented development (TOD) on the state land at the Odenton MARC Station following the County's delivery of the public garage that will consolidate the existing surface parking, thus establishing a development opportunity for the remaining land. Promptly after the release of the study, MDOT released a solicitation in December 2024 to initiate the process of selecting a development partner to assist in delivering a TOD vision that activates the site with a mix of uses, such as housing and retail that will complement Odenton Town Center and the MARC station. An essential element to the future success of site is improved connectivity that includes both public and sustainable transit options.

Public Comment: Anonymous - No mention of BWI Airport Commuter Options. There could be Better Service at the BWI Light Rail Station Stop. It's hard for those of us who might be waiting for the LocalLink 75, or the MTA Commuter Bus 201 to connect with the buses because Cars Picking up International Passengers seem to Block us from the Buses. Trip 19 went by Sunday evening and Didn't Stop for us. It's Not the First time. We called the Airport MD Transit Police several times to come and Remove cars, which they did. Perhaps, Moving the Bus Shelters/Stop Closer to the Light Rail Station?? People aren't picked up over there. There's plenty of room for the buses and the County Connector to pick up passengers.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. The Maryland Aviation Administration (MAA) is aware of this occurring, especially during peak activity periods of the week. With infrastructure dating back to the late 1940s, it's becoming more and more challenging to accommodate all of today's traveler demand. The MAA is looking to employ stronger "curbside management" techniques aimed at actively keeping the drop-off/pick-up lanes moving and unblocked. They hope to have this implemented within the next year pending available funding. MAA is also looking into longer-term infrastructure improvements, such as additional curbside lanes and a separate Ground Transportation Center. This would help to separate and optimize the various travel modes to and from the airport (i.e. commercial shuttles, private vehicles, Uber/Lyft) - thereby reducing congestion, improving wayfinding, and enhancing the customer experience. In the meantime, we appreciate the notice and hope for your patience.

Similarly, MTA appreciates the comment and will evaluate the conflicts between cars and MTA buses at the current BWI Light Rail bus stop, in addition to the feasibility of relocating the stop to a location that ensures accessibility for all passengers.

Public Comment: Anonymous - It would be nice to have a Backup bus, when MARC Penn Line is not running, to say Greenbelt, or College Park Metro Station, kind of like the old Metrobus B30, which WMATA has no interest in bringing back. There are pieces of it. RTA 302 to Laurel? I think, and then the RTA 502? To Arundel Mills Mall. But, not sure how late or when these buses run, and it takes a long time to make the trip.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. The MARC Penn Line currently operates bus bridges between select stations during service disruptions. Additionally, MTA recently completed the [MARC Growth and Transformation Plan](#) which proposes extending service later into the evenings on both weekdays and weekends.

Public Comment: Anonymous - A majority of the funding goes toward highway expansion, which does nothing to reduce traffic long term nor reduce the over reliance on cars. Funding should be focused on transit and non-vehicle mobility

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. Actually, 50% of all funds go toward highway preservation, and more than half of that is dedicated to the rebuild of the Francis Scott Key Bridge. Highway capacity represents 8.6% of the funds in the 2026-2029 TIP. Further, over half of the capacity money is dedicated to improvements on I-95 and those dollars are toll revenue collected by the Maryland Transportation Authority.

The regional transportation system should support multiple comfortable and efficient modes for travel, such as biking, walking, transit, and driving. Some multimodal highlights from this TIP include the Light Rail Fleet Transition (\$285 million), the Red Line Light Rail (\$140 million), Bus and Rail Preventive Maintenance (\$271 million), the Washington Street bike facility (\$5.76 million), sections of the Baltimore Greenway Trails Network (\$14.6 million), and a segment of the Patapsco Regional Greenway (\$1.25 million).

Public Comment: Anonymous – Many of these projects CAUSE congestion, such as highway expansions and extra parking spots. Adding lots of new highways causes people to drive in them, mostly with one person in each car. It can take two hours to reach Pentagon City by car, when it should really take about 30-45 minutes by train(with just regular trains not high speed).

We know automobiles don't scale as a transportation technology, we should be investing more in rail and mass transit and not expanding highways and roadways. They cost more in the short and long term and have worse environmental consequences.”

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. Before projects are designed and constructed, traffic engineers do thorough studies to determine the impacts of adding additional travel lanes. For each of the capacity improvement projects included in the TIP, studies indicate that the benefits of additional lanes outweighs the possible detriments. Additional travel lanes have many benefits including safety, environmental, economic, and social. While we acknowledge there have been some studies that indicate road expansion could induce additional traffic, those studies also indicate that the additional traffic is achieved over long periods of time vs. the shorter term benefits.

That all said, the TIP does include numerous transit, bicycle and pedestrian projects aimed at reducing vehicular traffic. Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. This year's Transportation Improvement Program (TIP) contains numerous

projects aimed at reducing traffic, improving quality of life, and promoting healthier lifestyles. In Baltimore City, there are 13 projects specifically aimed at improving pedestrian and bicycle facilities, including: the Greenway Middle Branch Trail, the Baltimore Greenway Trails Network – Eastern and Northern Segments, and the Wolfe or Washington Street Bike Facility. Howard County includes funding for the Patapsco Regional Greenway – Elkridge to Guinness Open Gate Brewery project. The Maryland Port Administration includes the Masonville Cove Connector Shared-Use Path in this year's TIP and the State Highway Administration's (SHA) Areawide Transportation Alternatives Program includes numerous bicycle and pedestrian projects that are not individually listed in the TIP document. These projects are located throughout the entire Baltimore region. 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 bicyclists to safely cross bridges. In the BRTB Transportation Planning Budget (formally known as UPWP), the Transportation and Land Use Connections program (TLC) provides up to 30% design to local jurisdictions for projects that reduce traffic and enable more people to walk, bike and use transit. Currently there are three TLC projects underway in Anne Arundel, Queen Anne's and Carroll Counties. And finally, two other trails, the Cherry Hill section of the Patapsco Regional Greenway has begun 30% design and the Henryton Road Spur from the Freedom Park to McKeldin section of the PRG will kick off 30% design this year. While there is still more that can be done, the BRTB Board Members have heard the call for more pedestrian and bicycle facilities and have responded by more than doubling the number of projects in this year's TIP. This year's TIP also includes 26 transit projects, totaling nearly \$1.77 billion in proposed funding. Some projects include the Light Rail Fleet Transition, Mondawmin Transit Hub updates, the creation of a Parole Transportation Center, and Baltimore Penn Station Multimodal Investments. The 2026-2029 TIP also includes two major transit capacity improvement projects. The Red Line, which Governor Moore announced last year would be a light rail, and the Penn-Camden Connector. These two projects program nearly \$150 million between 2026 and 2029. These projects represent a step forward in providing additional transportation options in the Baltimore region.

Public Comment: Anonymous - Complaints

* **Carroll County** - Regardless that Carroll County assumes everyone gets around by car, it still has 12% of its population living below the poverty line. The poor in Carroll County most likely can't afford a car. Fixing a bunch of Carroll bridges with my federal tax money doesn't help the most vulnerable population in Carroll County. I don't see any bike lane installations nor do I see any sidewalk improvements (understandable because Carroll County doesn't have that many sidewalks). In the last meeting regarding pedestrian infrastructure held by the BMC, the Carroll County rep seemed to be very sweet but had nothing to add because Carroll County has no plans to assist pedestrians and cyclists. The rep is clearly not doing her job and that is by design. I assume her paycheck is bolstered by federal and state funds which means my money is used to pay her to do nothing. This unacceptable.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. Carroll County values the upgrade of its bicycle and pedestrian infrastructure, and in 2019 the County Planning and Zoning Commission approved the first ever Bicycle/Pedestrian Master Plan, which serves as the guide for future improvements. As new development and redevelopment projects are submitted for approval, the Department of Planning and Land

Management consistently follows the recommendations in the Plan, and advocates for sidewalks and trails that will make Carroll County more walkable and accessible for all of its citizens. In addition, two recent and ongoing bike-pedestrian projects in the county include a feasibility and planning study for bike and pedestrian infrastructure in Finksburg, as well as continued support for and coordination of the Patapsco Regional Greenway.

* **Anne Arundel County** - Let's talk about State Route 2 in Glen Burnie. At the intersection of Route 2 and I-695 Baltimore Beltway there are no sidewalks. There is no way to travel on foot or bike from on north side of the area to the area south of the beltway. The north area has lots of housing and the south area has lots of jobs and shopping. If one looks at the satellite view of this area they will see there is a wish path going down the very dangerous median strip that pedestrians have created to get from one side to another. This is insane. I get it, Anne Arundel County hates people for the city and wants to do everything in its power to stop people who don't own cars from traveling to Glen Burnie. Racism and classism against the city aside, I know somebody who lives in Anne Arundel County who walks this dangerous wish path every day to get to her job at Lowes. Anne Arundel County needs to do better. Fix this. "

BRTB Response: We understand your commenting on this critical safety concern. You are correct; the lack of safe pedestrian infrastructure in the area of MD 2 and I-695 is a serious concern, and the "wish path" you describe highlights the urgent need for a solution.

SHA has initiated a pedestrian safety project on MD 2 from MD 710 to Walton Avenue. The goal of this project is to enhance safety, connectivity, and accessibility for all users (especially pedestrians and cyclists), while maintaining smooth traffic operations. Improvements include widening, modifying the existing six-lane roadway to include pedestrian and bicycle facilities, new crosswalks, adjustments to traffic signal timing, stormwater management, drainage upgrades, and landscaping enhancements. Design is ongoing and is anticipated to be completed by Summer 2028. However, extensive public outreach is expected, which will take place around the Public Involvement milestone, anticipated in November 2025. Regarding public engagement, SHA anticipates a meeting to be held closer to the PI milestone, which has a target of Fall 2026. It won't be posted onto the [portal page](#) until it's officially scheduled.

Until this sidewalk project is complete, we want to highlight that both state (MTA) and county bus services operate along this corridor. The Anne Arundel County [bus service](#) is free for all riders, which may be a helpful and safer alternative for the daily commuter you mentioned.

Public Comment: David House –

* **Anne Arundel County** is investing \$55 million to improve the area around the Odenton MARC train station. The first part of the project is a new parking garage with over 1,000 spaces. It will have signs to help drivers find open spots. This is part of a bigger plan to help people travel more easily by train.

- This will have the exact opposite effect as the one stated in its reasoning. By placing more parking by train stations you make it harder for the people who really need to use it. Build housing near transit not car storage. People with cars don't need any more help getting around.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. MDOT is focused on improving transit access and can appreciate this concern about potential impediments to usage. Following a lengthy assessment of the MARC Penn Line, MDOT released the [Penn Line TOD Strategy](#) in October 2024 depicts an intent of achieving high-quality, transit-oriented development (TOD) on the state land at the Odenton MARC Station following the County's delivery of the public garage that will consolidate the existing

surface parking, thus establishing a development opportunity for the remaining land. As stated within the Penn Line TOD Strategy and within the Moore-Miller state plan, TOD will be leveraged to increase ridership, housing opportunities, economic development, and provide a greater density of uses to better respond to community needs. Following the release of the study, MDOT promptly released a solicitation in December 2024 to initiate the process of selecting a development partner to assist in delivering a TOD vision that activates the site with a mix of uses, such as housing and retail that will complement Odenton Town Center and the MARC station.

* **Howard County** is spending \$25 million to improve Snowden River Parkway. They're adding a third lane in each direction and building new 10-foot-wide paths for people who want to walk or bike. This gives more travel options besides driving.

- This is not only a waste of money but a terrible waste of space. the last thing Maryland needs is more highway lanes which will only induce the demand for people to drive. Why are we spending so much money on roads when we are cutting education and research budgets.

BRTB Response: The BRTB understands your concerns regarding the allocation of funds for road infrastructure improvements. The Snowden River Parkway project is currently undergoing evaluation and refinement to better align its outcomes with the county's land use and transportation policy goals. While the current design includes additional roadway capacity, the evaluation is reviewing the underlying assumptions and exploring opportunities to reduce impacts and costs through more focused investments in the corridor that better reflect regional and local growth patterns. The project will also incorporate guidance from the Complete Streets policy and the accompanying design manual, which calls for the construction of 10-foot-wide shared-use paths to accommodate pedestrians and cyclists. This addition is a critical component of the county's commitment to expanding multimodal transportation options, enabling more residents to travel by foot, bike, or car, and reducing reliance on single-occupancy vehicles.

* **MDOT SHA** (State Highway Administration) is setting aside \$81 million to widen MD 175 (from Sellner Road/Race Road to McCarron Court). The project will also include a shared-use path for biking and walking. These changes will help reduce traffic and make the road safer.

- Stop widening roads!"

BRTB Response: This project is needed to improve safety and operations along MD 175 and ease growing congestion related to BRAC expansion at Fort Meade. (The Base Realignment and Closure (BRAC) program is a process used by the US Department of Defense to reorganize its military installations to improve efficiency and effectiveness). The project widens MD 175 from Sellner Road/ Race Road to McCarron Court from two lanes to four lanes and reconfigures the ramps at the MD 295 interchange to create signalized left turns at MD 175. A shared-use path is also included to ensure safe bicycle and pedestrian activity. Construction is ongoing and is estimated to be completed by Spring 2026. SHA's commitment to this project is not just about roadway expansion; it's about better interchange operations, smarter traffic systems, and safe bicycle and pedestrian movement. By making these improvements, we are creating a true network, as envisioned in Anne Arundel County's Walk and Roll plan. The project aims to retrofit a car-oriented corridor to serve all users, providing residents with viable, safe options to walk, bike, and connect to transit.

Public Comment: Anonymous - Too much focus on highway expansions, not enough, focus on transit and bicycle and pedestrian improvements.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. The regional transportation system should support multiple comfortable and efficient modes for

travel, such as biking, walking, transit, and driving. Each of the last few TIPs have been decreasing funding for Highway Capacity, going from 30.6% in the 2021-2024 TIP to 8.6% in the 2026-2029 TIP. Transit Preservation projects, such as bus maintenance or MARC engine refurbishing, receive approximately 14.2% of programmed funds. Projects often fit into multiple categories. For example, many highway and bridge projects also incorporate bicycle and pedestrian elements such as bike lanes and sidewalks. Some bicycle, pedestrian, and transit highlights from this TIP include Bus and Rail Preventive Maintenance (\$271 million), the Light Rail Fleet Transition (\$285 million), the Red Line Light Rail (\$140 million), Vision Zero action planning in Baltimore City (\$2.6 million), the Masonville Cove Connector (2.2 million), and sections of the Baltimore Greenway Trails Network (\$14.5 million).

Public Comment: Jim Eckstein - " Maybe too much funding \$\$ towards Automobile Travel...Otherwise awesome planning! Imperative to build Sufficient Support from taxpayers, and DC !!

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. The BRTB does consider which modes to fund and in areas with higher density it is possible to run meaningful transit services, however for much of the region, the densities do not yet exist to support the robust service needed to truly supplant the automobile. There is a lot of outreach to encourage folks to carpool or to try biking or walking if possible. The BRTB and staff continue to engage the public and listen to issues and concerns.

Public Comment: Jim Eckstein - "Looks like excessive funding towards Automotive Travel. Otherwise, very awesome planning! Will taxpayers care to pay for it. Need strong, effective communication! 🐶 Can Maryland afford it? How about the current DC administration !? 😊"

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. We have essentially the same response as to your previous comment.

Public Comment: Jim Eckstein - Comment section working Poorly with my device! Unique Problem?

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. The public involvement coordinator will reach out to you and see if the issue can be addressed – then you can continue to be engaged with transportation decision making.

Public Comment: Donald Shaeffer- "Seems that the people developing the plans never personally use the existing , before they make changes.Most changes take to long , cause endless inconvenience snd results in more taxes. Govt pisses away far to much money stupidly"

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. It may seem to you that decision makers do not use roads or transit, yet they do – and they hear from many people. There is considerable effort at streamlining the process to move projects forward, and we realize that during construction there is some inconvenience.

Public Comment: Disappointed - "Why are we spending over \$131 million to add lanes to MD 32 which will just induce more demand for people living farther and driving more? And \$81 million to turn 175 into a SIX lanes? Even if you add a multi-use path there, who is going to want to walk or bike next to this? And how will it intersect with this new six lane nightmare? These two projects alone, which will only encourage more driving and pollution, have more

funding than the Red Line's \$156 million, which would actually be going towards reducing car dependency and pollution, not increasing it."

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. Also for your thoughtful comment regarding the MD 32 and MD 175 widening projects and how they fit into the region's transportation and environmental goals. We appreciate you raising important questions about induced demand and the funding comparison with the Red Line.

First, we want to affirm that the [Red Line](#) is the Baltimore region's highest priority transit project. The BRTB and the state are fully committed to its success and are actively working to advance it with significant dedicated funding. Our region's strategy is not to choose between transit and roads, but to invest in a comprehensive, multimodal system that improves mobility and safety for everyone.

The projects on MD 32 and MD 175 are moving forward to address long-standing safety problems and failing levels of service on two of the most congested corridors in the state, which serve as critical access points for Fort Meade. While we understand the concern about induced demand, leaving these safety and congestion issues unaddressed would negatively impact residents and the region's economy.

A central goal of the MD 175 and MD 32 projects is to build a transportation network that serves more than just cars.

MD 175: This project is needed to improve safety and operations along MD 175 and ease growing congestion related to BRAC expansion at Fort Meade. (The Base Realignment and Closure (BRAC) program is a process used by the US Department of Defense to reorganize its military installations to improve efficiency and effectiveness). The project widens MD 175 from Sellner Road/ Race Road to McCarron Court from two lanes to four lanes and reconfigures the ramps at the MD 295 interchange to create signalized left turns at MD 175. A shared-use path is also included to ensure safe bicycle and pedestrian activity. Construction is ongoing and is estimated to be completed by Spring 2026. SHA's commitment to this project is not just about roadway expansion; it's about better interchange operations, smarter traffic systems, and safe bicycle and pedestrian movement.

This project is one of many that the SHA and stakeholders such as the Anne Arundel County Bicycle Advisory Commission collaborate on to create, develop, and maintain safe, accessible, and interconnected bicycle networks throughout Anne Arundel County.

MD32: Recently completed improvements on MD 32 addressed congestion and safety concerns because of increasing traffic volumes on the previous two-lane roadway. Phase I, spanning from MD 108 to Linden Church Road, completed construction in 2019. Phase II, which extends from Linden Church Road to I-70, completed construction in 2022. Noise abatement is also being included as part of this project, which is currently in design.

Prior to dualization of MD 32 between MD 108 and I-70, bicycles were permitted along the MD 32 corridor within those limits. Dualization and grade-separation required SHA to prohibit cyclists between MD 108 and Burntwoods Road. SHA studied alternative bicycle routes that could parallel MD 32. In June 2020, SHA completed the MD 32 Alternative Bicycle Route study, which identified and evaluated six pinch points along parallel County-owned Ten Oaks Road.

- The recommended improvements to address pinch points 1-5, at various locations on Ten Oaks Road between Brighton Dam and Burnt Woods roads, include pavement widening to provide bicycle compatible shoulders. Design was initiated in 2021, but is currently on hold due to fiscal constraints.

- The recommended improvements for pinch point 6, between MD 108 and Brighton Dam Road, include an off-road shared-use path and bicycle compatible shoulders. These improvements are currently progressing in design with anticipated semi-final design to be completed by the end of 2025.

Public Comment: Anonymous - Not enough to encourage or protect walking or bike/scooter riding, nor to expand and improve public transport (like the Red Line!). Highway expansion hasn't helped anyone. If the city wants to commit to reducing pollution, it should focus on reducing car reliance and expanding alternate transport options.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. Each of the last few TIPs have been decreasing funding for Highway Capacity, going from 30.6% in the 2021-2024 TIP to 8.6% in the 2026-2029 TIP. Transit Preservation projects, such as bus maintenance or MARC engine refurbishing, receive approximately 14.2% of programmed funds.

Projects often fit into multiple categories. For example, many highway and bridge projects also incorporate bicycle and pedestrian elements such as bike lanes and sidewalks. Some bicycle, pedestrian, and transit highlights from this TIP include Bus and Rail Preventive Maintenance (\$271 million), the Light Rail Fleet Transition (\$285 million), the [Red Line](#) Light Rail (\$140 million), Vision Zero action planning in Baltimore City (\$2.6 million), the Masonville Cove Connector (2.2 million), and sections of the Baltimore Greenway Trails Network (\$14.5 million).

Public Comment: Anonymous - Definitely improvement - but need so much more. We really need more investment in transit, cycling and pedestrian infrastructure and less for highways.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. We appreciate the positive feedback. There are a number of projects in the 2026-2029 TIP that are aimed at improving safety for bicyclists and pedestrians as well as adding new bicycle and pedestrian facilities. In Baltimore City, there are 13 projects specifically aimed at improving pedestrian and bicycle facilities, including: the Greenway Middle Branch Trail, the Baltimore Greenway Trails Network – Eastern and Northern Segments, and the Wolfe or Washington Street Bike Facility. Howard County includes funding for the Patapsco Regional Greenway – Elkridge to Guinness Open Gate Brewery project. The Maryland Port Administration includes the Masonville Cove Connector Shared-Use Path in this year's TIP and the State Highway Administration's (SHA) Areawide Transportation Alternatives Program includes numerous bicycle and pedestrian projects that are not individually listed in the TIP document. These projects are located throughout the entire Baltimore region. 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 Dolfeld 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. In the BRTB Transportation Planning Budget (formally known as UPWP), the Transportation and Land Use Connections program (TLC) provides funding for up to 30% design to local jurisdictions for projects that reduce traffic and enable more people to walk, bike and use transit. Currently there are three TLC projects underway in Anne Arundel, Queen Anne's and Carroll Counties. And finally, two other trails, the Cherry Hill section of the Patapsco Regional Greenway has begun 30% design and the Henryton Road Spur from the Freedom Park to McKeldin section of the PRG will kick off 30% design this year. While there is still more that can be done, the BRTB Board Members have heard the call for more pedestrian

and bicycle facilities and have responded by more than doubling the number of projects in this year's TIP.

This year's TIP includes 26 transit projects, totaling \$1.77 billion in proposed funding. Some projects include the Light Rail Fleet Transition, Mondawmin Transit Hub updates, the creation of a Parole Transportation Center, and Baltimore Penn Station Multimodal Investments. The 2026-2029 TIP also includes two major transit capacity improvement projects. The [Red Line](#), which Governor Moore announced last year would be a light rail, and the Penn-Camden Connector. These two projects program nearly \$150 million between 2026 and 2029. These projects represent a step forward in providing additional transportation options in the Baltimore region.

Public Comment: Anonymous - There are a few much-needed projects for bike infrastructure in Baltimore, like the Greenway projects and Washington St, and it's good to see those included. However, there are also some significant items missing, like the planned bike lanes on Eutaw St. We cannot continue to waste our money on expanding highways, which will worsen air pollution and endanger other vulnerable road users. Instead, I would like to see additional funding for planning of bicycle routes. The Baltimore Metropolitan Council recently released a "proposed regional bike network," which details several additional routes that need investment and should be funded within the next few years.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. The TIP documents the anticipated timing, cost and purpose for federally-funded or regionally significant transportation improvements to be made in the Baltimore region over the next four years. As such, it does not include all projects taking place. The Baltimore City Department of Transportation (BCDOT) is working towards 100% design on the Eutaw St bike lanes, and city-provided capital funding for future construction has been allocated.

We agree that the regional transportation system should support multiple comfortable and efficient modes for travel, such as biking, walking, transit, and driving. Having more ways to get around can help people reach jobs more easily, stay active, reduce air pollution and emissions from cars, and boost the economy in the area. Each of the last few TIPs have been decreasing funding for Highway Capacity, going from 30.6% in the 2021-2024 TIP to 8.6% in the 2026-2029 TIP. About 50% of programmed funds go toward Highway Preservation projects such as bridge rehabilitation or highway resurfacing, half of that going to rebuilding the Key Bridge (\$1.7 billion). These projects often address safety issues that are caused by aging infrastructure, and some include improvements to, or the addition of, bicycle and pedestrian facilities.

Segments of the Regional Bike Network stemming from the Bikeable Baltimore Region project will be eligible for inclusion in future TIPs, if funding is programmed for them. Encouraging the design and construction of these, already planned, routes, is part of the goal of the project.

Public Comment: Anonymous - The plan should address the backups that occur on 32 eastbound when exiting 95 south

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. Transportation Systems Management and Operations (TSMO) is a framework used by the State Highway Administration (SHA) to identify and develop projects that maximize the performance of existing transportation infrastructure. Along I-95 from MD 100 to MD 32 is a TSMO System 2 initiative aimed at improving operations along I-95, MD 100, and MD 32, which serve as key corridors providing access to BWI Airport, Arundel Mills Mall, and Fort

Meade. The I-95 Active Traffic Management Project will enable peak hour shoulder use between MD 32 and MD 100. This project is at the planning stage and is currently on hold.

Public Comment: Anonymous - Would love to see even more projects that reduce reliance on cars

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. The BRTB is invested in providing a diverse array of mobility options for the region. In response to community feedback, there has been decreasing funding for Highway Capacity, going from 30.6% in the 2021-2024 TIP to 8.6% in the 2026-2029 TIP. As well, the 2026-2029 TIP includes 26 transit projects, totaling \$1.77 billion in proposed funding. These projects include a \$285 million project to replace and upgrade the fleet of light rail vehicles to modern, low-floor vehicles and provide station upgrades to ensure ADA-compatible access with the new fleet. The TIP also includes a dedicated, full-time bus lane on Charles Street and bicycle improvements near Penn Station to improve multimodal connections and ease regional travel. Anne Arundel County has also started on a multi-modal transportation center in Parole, estimated to be open to service in 2027. In addition, TIP projects often fit into multiple categories. For example, many highway and bridge projects also incorporate bicycle and pedestrian elements such as adding bike lanes and sidewalks.

In 2024 - 2025, the BRTB brought together the community and advocates along with local, regional, and state government partners to identify the region's first bike network. The goal of the Bikeable Baltimore Region (BBR) Network is to create an equitable and connected bike network that is safe and comfortable to use for everyone, regardless of age or ability. The BBR Network is made up of existing bike lanes and paths along with those from current plans in the Baltimore region. A key goal of the BBR Network is to create direct connections across the region, linking major centers within each area as well as connecting neighborhoods, parks, schools, jobs, and public transportation. We would appreciate your continued involvement as the BBR Network advances.

Public Comment: Bethan McGarry - I would like to see less investment in highways overall, but feel very excited about the bike and walking trails in Baltimore City in particular.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. We agree that the regional transportation system should support multiple comfortable and efficient modes for travel, such as biking, walking, transit, and driving. Each of the last few TIPs have been decreasing funding for Highway Capacity, going from 30.6% in the 2021-2024 TIP to 8.6% in the 2026-2029 TIP. About 50% of programmed funds go toward Highway Preservation projects such as bridge rehabilitation or highway resurfacing. Many bridges and roads in the region are in poor condition, which causes damage to vehicles, travel time delays, and increases the likelihood of bridge collapse. These projects often address safety issues that are caused by aging infrastructure. The largest project in this category is the rebuilding the Key Bridge, totaling \$1.7 billion. These projects often address safety issues that are caused by aging infrastructure, and some include improvements to, or the addition of, bicycle and pedestrian facilities.

Segments of the Regional Bike Network stemming from the Bikeable Baltimore Region project will be eligible for inclusion in future TIPs, if funding is programmed for them. Encouraging the design and construction of these, already planned, routes, is part of the goal of the project.

Public Comment: Garrett - Funding needs to be shifted away from car infrastructure and toward transit infrastructure such as construction of the red line, development of additional

rail lines, and maintaining existing rail lines and buses to help reduce the number of cars in the road.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. Investment in transit infrastructure is included in the TIP as part of providing a diverse array of mobility options for the region. In response to community feedback, there has been decreasing funding for Highway Capacity, going from 30.6% in the 2021-2024 TIP to 8.6% in the 2026-2029 TIP. As well, the 2026-2029 TIP includes 26 transit projects, totaling \$1.77 billion in proposed funding. These projects include a \$285 million project to replace and upgrade the fleet of light rail vehicles to modern, low-floor vehicles and provide station upgrades to ensure ADA-compatible access with the new fleet. The 2026-2029 TIP also includes a dedicated, full-time bus lane on Charles Street and bicycle improvements near Penn Station to improve multimodal connections and ease regional travel. Anne Arundel County has also begun work on a multi-modal transportation center in Parole, estimated to be open to service in 2027. In addition, TIP projects often fit into multiple categories. For example, many highway and bridge projects also incorporate bicycle and pedestrian elements such as adding bike lanes and sidewalks.

In 2024 - 2025, the BRTB brought together the community and advocates along with local, regional, and state government partners to identify the region's first bike network. The goal of the Bikeable Baltimore Region (BBR) Network is to create an equitable and connected bike network that is safe and comfortable to use for everyone, regardless of age or ability. The BBR Network is made up of existing bike lanes and paths along with those from current plans in the Baltimore region. A key goal of the BBR Network is to create direct connections across the region, linking major centers within each area as well as connecting neighborhoods, parks, schools, jobs, and public transportation. We would appreciate your continued involvement as the BBR Network advances.

As well as an increase in transit and active transportation projects, the projects in the TIP aim to reduce congestion and bottlenecks. Many of these projects fall under the TIP's largest category, Highway Preservation, which entail bridge rehabilitation, resurfacing, and other improvements. The largest project in this category is the rebuilding the Francis Scott Key Bridge, totaling \$1.7 billion; however, there are 73 bridge inspection or repair projects across the region. Several of these bridges have had lane closures or have been closed to traffic entirely, and their rehabilitation and reconstruction will reduce congestion on our roadways.

Public Comment: Daniel Paschall - MDOT's 2050 transportation plan calls for actions to "minimize and mitigate the environmental effects of transportation and support a 20% reduction in VMT per capita from 2019 levels by 2050, and a 40% reduction in on-road transportation sector GHG emissions by 2031 (from 2006 levels) and move towards net-zero emission by 2045."

With the vast majority of these projects focused on making it easier to get around by vehicles, the Baltimore Region does not appear to be serious in reducing vehicle miles traveled or reduce on-road transportation section greenhouse gas emissions. Transit, biking, and walking are the sustainable modes of traffic that will do this, and projects that support that are needed in greater quantity, scale, and quality.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. Under the Complete Streets policy, all current and future transportation projects will be evaluated to include multimodal options such as bike lanes and pedestrian crossings to accommodate people of all ages and abilities, whether they walk, bike, take transit, drive, or use mobility aids. The broader goal is to improve quality of life for Maryland residents by

creating a balanced, sustainable transportation system that ensures safe and efficient movement of both passengers and freight. Emphasizing alternative modes of transportation are a key step toward achieving net-zero emissions by 2045, as outlined in MDOT's 2050 transportation plan.

Public Comment: Janice Koch - Very disappointed in Carroll County. Do you not want your citizens to be healthy and active? Why is it that I place my life in danger if I want to bike 5 miles to the grocery store? A can of paint and shoulder does wonders to keep people safe. Look at Hemlock Rd. in Sykesville. Walmart has destroyed the ability to cycle here. This road is wide - just paint a line to give cyclist 3-4 feet! "Share the Road" is a killer!

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. Carroll County values the upgrade of its bicycle and pedestrian infrastructure, and in 2019 the County Planning and Zoning Commission approved the first ever Bicycle/Pedestrian Master Plan, which serves as the guide for future improvements. As new development and redevelopment projects are submitted for approval, the Department of Planning and Land Management consistently follows the recommendations in the Plan, and advocates for sidewalks and bicycle facilities that will make Carroll County more accessible for all of its citizens. In addition, two recent and ongoing bike-pedestrian projects in the county include a feasibility and planning study for bike and pedestrian infrastructure in Finksburg, as well as continued support for and coordination of the Patapsco Regional Greenway.

Public Comment: THOMAS - Every time you build more roads or expand roads they just build more house gas stations and strip malls. This creates more traffic and air pollution! You are stuck a destructive loop just burning through tax dollars. we really need more and better public transportation.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. Regarding air pollution, Maryland has an aggressive goal of reducing emissions 60% by 2031 and becoming net zero by 2045. There is much coordination between many state and federal agencies to achieve these goals and implement programs and regulations to promote cleaner air and improve air quality. As for the need for more transit, this year's TIP includes 26 transit projects totaling over \$1.77 billion in transit funding. While 26 transit projects only represents 15% of the projects in the TIP, the \$1.77 billion accounts for nearly 30% of the funding. This does not include the vast majority of MTA operating funds which are state funds only. Those operating funds amount to nearly \$5 billion over the four year TIP cycle. So, as you can see, there is significant investment towards transit and that has been increasing steadily over the last few years. Only Highway Preservation represents a higher percentage of funding, which of course is necessary to maintain the many roads and bridges in the region including the reconstruction of the Francis Scott Key Bridge that will re-establish a critical connection for vehicular traffic and freight movement from the Port of Baltimore. Funding for Highway expansion projects has continued to decrease over the last few years, going from 30.1% of the TIP funding in 2021 to 9.9% last year and only 9.0% this year. While it does take time to see the results of reducing capacity projects and increasing transit and multimodal options, the projects in this TIP do represent a step in the right direction in providing additional transportation options in the Baltimore region.

Public Comment: Anna Mabrey - I want better walkability-wider sidewalks, slower speed limits, slower safer narrower intersections, bump outs, bike lanes, and pedestrian lighting-well lit, working, at ped scale not highway scale, attractive Victorian light infrastructure. I want the light rail, metro, and Amtrak to intersect, especially at Penn Station. I want Saint Paul, Calvert,

Charles, Madison, Biddle, Preston, Franklin, and Chase to be 20mph bc 20 is plenty for residential streets and we all want downtown to rise. Build a central city and neighborhoods for people not cars.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. Baltimore's Complete Streets ordinance and accompanying manual mandates that new construction follow a set of rules based on Street Typology. The midtown area is most closely associated with "Downtown Mixed-Use," and follows this design guidance. The Complete Streets ordinance also establishes a modal hierarchy, with walking highest followed by cycling/public transit/micromobility.

MTA Light Rail service to Penn Station resumed on June 15, 2025. Additionally, MTA prioritizes efficient, safe, and comfortable transfers between transit modes. MTA's [North South Corridor Study](#) has evaluated multiple alternatives for better meeting the current and future transit demand between Towson and downtown Baltimore, including Light Rail, which includes connections to Penn Station.

Public Comment: Anonymous - As usual, highway users foot the bill but don't get enough benefits. Third lanes need to be added to I-70 from US29 to US40 and to I-97 from MD 32 to US301. In the case of I-70 this situation has existed since 1968 (!) and has existed for 30 years for I-97, but no, we have to spend the money on another mass transit boondoggle.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. SHA is currently pursuing a project to improve safety and operations along I-70 from MD 32 in Howard County to I-695 in Baltimore County. This project is in planning with improvement needs still being evaluated. Design is partially funded and is anticipated to extend through 2030. A specific design schedule is still being developed; however, it is anticipated that the design funds will bring design to 60-90% complete. Additional funding for design, right-of-way acquisition, utilities, and construction will be evaluated as design progresses. SHA is currently pursuing a project to improve safety and operations along I-97 from MD 32 to US 301, noted for being a heavily traveled corridor. The purpose of the project is to reduce vehicle travel times while reducing congestion. The project scope includes an additional travel lane for both northbound and southbound lanes on I-97 from US 50/US 301 to MD 3/MD 32; an additional travel lane on US 50/US 301 collector/distributor roadway from MD 655 to I-97 northbound; widening of the I-97 northbound bridge over MD 450; and widening of the I-97 northbound and southbound bridges over Crownsville Road. Design is partially funded and anticipated to extend through 2029. Additional funding for design, right-of-way acquisition, utilities, and construction will be evaluated as design progresses.

Public Comment: Anonymous –

* The **Key Bridge Replacement** is a key priority for the region. This is the one highway project that will help with transportation in the region. Unlike the so-called "highway expansion" projects that claim they will relieve congestion by adding a lane, instead we get permanent construction zones (up to 5 years on I-695), adding significant delays now for likely very marginal gains later. And, apparently, costing \$186M that we can't spend on projects to improve the rest of our roadways, bridges, sidewalks, etc.

It's amazing how much money is planned in this document with no projects in my immediate area. I believe it's because of a bias towards locking up ridiculous amounts of money in large highway projects stretching 5-10 years. I would much rather see improvements to my part of the Baltimore region than see \$146M spent on a new interchange on I-795 (which will only induce more sprawl and more traffic on 795/695).

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. Reconstruction of the Francis Scott Key Bridge will reconnect I-695 and restore a valuable route for vehicular traffic, and especially for freight movement to and from the Port of Baltimore. The loss of this important connection has caused other routes such as the Harbor and Fort McHenry Tunnels to absorb the traffic that normally would have used the Key Bridge. Reopening this bridge will provide long term economic benefits for the Baltimore region. Your frustration with capacity improvements or highway expansion projects has not gone unrecognized. In response to comments last year, we noted that funding for highway capacity projects had decreased significantly. Once again, this year, while not as dramatic as last year, funding for highway capacity projects has decreased from over \$606 million in 2025-2028 to \$535 million in 2026-2029, which represents a decrease from 9.9% to 9.0% or \$71million. We also understand the frustration for how long projects take to complete. However, there are many reasons why construction activities take what appears to be unreasonable amounts of time. First and foremost is safety for the traveling public, the construction workers, inspectors, and emergency services. Every precaution must be taken to keep everyone safe, and this often means taking safety measures such as placing barriers, relocating those barriers, temporary pavement markings and other safety measures. These adjustments take time and are all in place to maintain safety. Another factor is time of year restrictions. Paving and concrete work generally has temperature restrictions and therefore it is difficult to pave or pour concrete during the colder months which oftentimes leads to winter shutdowns of some construction activities. There are also time of year restrictions for when construction can be done in or near waterways such as streams, creeks, or ponds. These restrictions are in place so breeding seasons are not disturbed by construction activities. Other factors include coordination with utility companies, bad weather, or other unexpected circumstances.

* Next - **1,000 space parking garage** should not be allowed to be accounted for as ""transit-oriented development"". Has anyone done the ""per parking space"" math here? The Odenton MARC garage is programming \$54M for 1,000 spaces, implying each space is going to cost nearly \$54,000! For all projects that involve parking, BRTB should report the per parking space cost of the project, to remind us all of the cost of empty vehicle storage.

BRTB Response: MDOT is focused on improving transit access and can appreciate this concern about a parking structure on its own being considered transit-oriented development. Following a lengthy assessment of the MARC Penn Line, MDOT released the [Penn Line TOD Strategy](#) in October 2024, which depicts an intent of achieving high-quality, transit-oriented development (TOD) on the state land at the Odenton MARC Station following the County's delivery of the public garage. The garage project is the critical initial step to unlocking the TOD opportunity since the facility will consolidate the existing surface parking, thus establishing development on the remaining land.

* **Finally, the TIP** is again devoid of projects that will provide safe bicycle and pedestrian infrastructure in any jurisdiction except Baltimore City. BRTB has color-coded most of their ""emission reduction"" projects as bike/ped projects on StoryMap, but clicking on any of them will show it's still just about trying to prioritize motorized vehicles at the expense of everything else."

BRTB Response: The regional transportation system should support multiple comfortable and efficient modes for travel, such as biking, walking, transit, and driving.

Projects often fit into multiple categories. For example, many highway and bridge projects also incorporate bicycle and pedestrian elements such as bike lanes and sidewalks. This year's TIP includes 40 projects that feature, or are evaluating the inclusion of, bike lanes, trails, and sidewalks.

While most dedicated bicycle and pedestrian projects are in Baltimore City, multiple projects that feature improvements for bikers and pedestrians are programmed for other jurisdictions. These include, for example: The Patapsco Regional Greenway: Elkridge to Guinness Open Gate Brewery segment in Howard and Baltimore Counties, a bicycle/pedestrian count program in Anne Arundel County, sidewalks for the Abingdon Road Bridge #169 over CSX Railroad in Harford County; and sidewalks and bicycle-compatible shoulders on the I-695: Bridge Replacement on Putty Hill Avenue in Baltimore County.

#3 Do you have any other comments on the TIP?

Public Comment: Anonymous - Having New Ground Level Light Rail cars would make riding Light Rail much easier. Climbing up those steep steps is difficult for older people.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. In 2024, MTA was awarded a federal grant to replace all existing Light Rail cars with low-floor (ground-level) models. The new low-floor vehicles will eliminate the need for stairs at each Light Rail Station, and will improve the speed, reliability, and accessibility of the Light Rail system. Please refer to MTA's 2024 [press release](#) for more information.

Public Comment: Anonymous - "We need to allocate more funds to transit preservation - the MTA has been chronically underfunded for many years.

Prioritize the following projects:

- Washington St Bikeway and Traffic Calming Project (12-2606-03)
- Baltimore Greenway Trails Network – Eastern Segment (12-2406-03)
- Baltimore Greenway Trails Network - Northern Segments (12-2605-03)

Reconsider the Red Line (40-2501-67) as BRT. Rail is too expensive and takes too long to implement, plus ridership on the corridor does not justify the cost of rail. BRT would provide similar level of service as much lower cost, allowing the savings to be spent upgrading other parts of the bus network. "

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. Baltimore City DOT is committed to building out the city's bike network. Baltimore City continues to coordinate with MTA on multiple projects designed to enhance transit services, as well as work to secure adequate funding for programs that serve city residents.

As the Red Line will target Baltimore's highest-ridership corridors, MTA estimates the new Light Rail line will have an average daily ridership of between 28,500 and 35,500 passengers. While BRT would allow for a shorter implementation timeline and lower total project costs, MTA found that since Light Rail will serve more passengers, the annualized capital costs per trip will be lower. Please refer to MTA's [Mode Screening Memo](#) (2024) for more detailed information on the decision to construct the Red Line as Light Rail.

Public Comment: Anonymous - when I was a kid we had over 1,200 buses, today there is about 600, going to school I didn't need a schedule if I missed one could see the next one coming, now days the schedules should be filed at pratt library under Fiction.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. MTA currently has over 800 buses in its fleet, a number which has ranged as low as 670 and as high as just over 850 within the last 30 years. MTA is also prioritizing investments that will improve the reliability of bus service, such as transit signal priority at intersections,

automated enforcement of bus lanes, and roadway treatments such as bus bulbs. In addition, like many transit agencies around the nation, MTA has struggled in recent years with a shortage of bus operators, which has affected the ability to deliver full service on a daily basis, but now has a full roster and is taking steps to retain existing operators.

While schedules can occasionally change, please consider utilizing the Transit App for real-time information on when buses will arrive. MTA also prioritizes transparency and the availability of rider information, which includes reporting the percentage of scheduled bus service that was delivered each month. Over the past year MTA has reduced the amount of cut service, delivering 97.8% of service in May 2025, compared to 93.4% in May 2024. Please refer to MTA's [customer experience dashboard](#) for more detailed and up-to-date information and statistics on MTA service.

Public Comment: Brody Snook - Please build the Sharp Street bike lanes! Federal Hill should be connected to the Maryland Avenue Cycle Track and this TIP should aim for that just like the Greenway Middle Branch Phase 2 aims to connect to the Inner Harbor bike lane.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. Multiple multi-modal projects are slated for design and construction in the next year. DOT is constantly evaluating which projects present the greatest returns on connectivity and accessibility.

Public Comment: Anonymous - This does very little to improve transit or anything that helps reduce traffic, and mostly improves auto infrastructure. Even projects like the Odenton new parking garage for MARC is quite literally a parking garage, not a mass transit project.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. MDOT is focused on improving transit access and can appreciate this concern about a parking structure on its own being considered transit-oriented development. Following a lengthy assessment of the MARC Penn Line, MDOT released the [Penn Line TOD Strategy](#) in October 2024, which depicts an intent of achieving high-quality, transit-oriented development (TOD) on the state land at the Odenton MARC Station following the County's delivery of the public garage. The garage project is the critical initial step to unlocking the TOD opportunity since the facility will consolidate the existing surface parking, thus establishing development on the remaining land.

Public Comment: Anonymous - There are a number of highway expansions which are harmful to Maryland's state climate and air quality goals. Specifically these projects should be cancelled: TIP ID: 61-1701-41 and TIP ID: 61-2303-41. These projects alone cost as much or more as new battery electric trains for MARC (like the Stadler Flirt AKKU) that are much faster and would help many more people. Why are we investing in 50-75m for small highway expansions when trains could help thousands more people for only 12million/train, and with no complex construction?

<https://ggwash.org/view/99275/marc-can-probably-be-electrified-its-easier-than-you-think>

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. The TIP is a four-year program that funds projects across all modes of travel—including public transit, roadways, bridges, and active transportation—to serve the diverse needs of our region. The current TIP dedicates substantial funding toward projects that support public transit, including specific funding for the MARC train system and other transit services, as well as expanding options for biking and walking.

Investment in passenger rail is vital to our region and the BRTB is committed to working with our stakeholders to create a balanced approach that includes highway improvements.

MD 175: This project is needed to improve safety and operations along MD 175 and ease growing congestion related to BRAC expansion at Fort Meade (The Base Realignment and Closure (BRAC) program is a process used by the US Department of Defense to reorganize its military installations to improve efficiency and effectiveness). The project widens MD 175 from Sellner Road/ Race Road to McCarron Court from two lanes to four lanes and reconfigures the ramps at the MD 295 interchange to create signalized left turns at MD 175. A shared-use path is also included to ensure safe bicycle and pedestrian activity. Construction is ongoing and is estimated to be completed by Spring 2026. The commitment to this project is not just about roadway expansion; it's about better interchange operations, smarter traffic systems, and safe bicycle and pedestrian movement.

MD 170: This project will improve safety and operations along MD 170 from Norcross Lane to Wieker Road to address lengthy traffic queuing during AM and PM peak hours and conflicting turning movements at commercial access points along MD 170. Improvements include additional northbound and southbound through lanes along MD 170 from Norcross Lane to Wieker Road, a raised median to control left turn movements, bicycle and pedestrian improvements, stormwater management, roadway resurfacing, installation of traffic signs and pavement markings, traffic signal reconstruction, and landscaping. Design is ongoing and is anticipated to reach 90% complete in Spring 2026. SHA is in partnership with Anne Arundel County to potentially advance utilities and construction.

This approach balances the critical need to improve safety and relieve bottlenecks in a high-traffic corridor with our long-term goals of providing residents with viable travel alternatives to the car. We believe that investing in a safe, multimodal network, as outlined in our Long-Range Transportation Plan, is the most effective way to meet our regional goals.

Public Comment: David House - The money being allocated to roads is insane. I recently got an email from UMBC saying that they have to cut nearly 20 million dollars from next years budget. Any one of these projects could be cut to fund education. MONEY FOR KIDS NOT ROADS.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. The majority of these funds come primarily from dedicated sources such as the gas tax and registration fees. By law, those funds may not be repurposed to any other activities.

Public Comment: Ethan - Overall this program needs to greatly reduce the amount of money going to building and maintaining highways and greatly increase the amount of money going towards mass transit options (way too little investment in the Red Line!) and pedestrian and biking friendly infrastructure.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. Fifty percent of all funds do go toward highway preservation, however more than half of that is dedicated to the rebuild of the Francis Scott Key Bridge. Highway capacity represents 8.6% of the funds in the 2026-2029 TIP. Further, over half of the capacity money is dedicated to improvements on I-95 and those dollars are toll revenue collected by the Maryland Transportation Authority.

The regional transportation system should support multiple comfortable and efficient modes for travel, such as biking, walking, transit, and driving. Some multimodal highlights from this TIP include the Light Rail Fleet Transition (\$285 million), the Red Line Light Rail (\$140 million), Bus and Rail Preventive Maintenance (\$271 million), the Washington Street bike facility (\$5.76

million), sections of the Baltimore Greenway Trails Network (\$14.6 million), and a segment of the Patapsco Regional Greenway (\$1.25 million).

Public Comment: Bethan McGarry - More investment in rail and transit is needed, less in car centric travel.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. This year's TIP includes 26 transit projects totaling over \$1.77 billion in transit funding. While 26 transit projects only represents 15% of the projects in the TIP, the \$1.77 billion accounts for nearly 30% of the funding. This does not include the vast majority of MTA operating funds which are state funds only (this primary focus of this document is federal funds). Those operating funds amount to nearly \$5 billion over the four year TIP cycle but do not appear in the TIP itself. The 2026-2029 TIP includes two major transit capacity improvements including the Red Line, which Governor Moore announced last year would be a light rail, will ultimately provide an east-west, high frequency, high capacity transit line investing over \$150 million to complete. Conversely, funding for highway capacity projects has decreased \$71 million from over \$606 million in 2025-2028 to \$535 million in 2026-2029, which represents a decrease from 9.9% of the total TIP funding to 9.0% of the total TIP funding.

Public Comment: Garrett - Baltimore is a car dependent city, but it doesn't have to be this way. Please invest more into transit making it clean, reliable, affordable, and most importantly, efficient. Expand rail transit, improve bus reliability and head times, and watch people actually use the transit network and drive less

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. This year's TIP includes 26 transit projects totaling over \$1.77 billion in transit funding. While 26 transit projects only represents 15% of the projects in the TIP, the \$1.77 billion accounts for nearly 30% of the funding. This does not include the vast majority of MTA operating funds which are state funds only (the primary focus of this document is federal funds). Those operating funds amount to nearly \$5 billion over the four year TIP cycle but do not appear in the TIP itself. The 2026-2029 TIP includes two major transit capacity improvements including the Red Line, which Governor Moore announced last year would be a light rail, will ultimately provide an east-west, high frequency, high capacity transit line investing over \$150 million to complete. Conversely, funding for highway capacity projects has decreased \$71 million from over \$606 million in 2025-2028 to \$535 million in 2026-2029, which represents a decrease from 9.9% of the total TIP funding to 9.0% of the total TIP funding.

Public Comment: Anonymous - Less focus on highways and car dependency overall and more focus public transport is needed.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. This year's TIP includes 26 transit projects totaling over \$1.77 billion in transit funding. While 26 transit projects only represents 15% of the projects in the TIP, the \$1.77 billion accounts for nearly 30% of the funding. This does not include the vast majority of MTA operating funds which are state funds only (this primary focus of this document is federal funds). Those operating funds amount to nearly \$5 billion over the four year TIP cycle. So, as you can see, there is significant investment towards transit and that has been increasing steadily over the last few years. Only Highway Preservation represents a higher percentage of funding than transit projects, which of course is necessary to maintain the many roads and bridges in the region including the reconstruction of the Francis Scott Key Bridge that will re-establish a critical connection for vehicular traffic and freight movement from the Port of Baltimore.

Funding for highway capacity projects has decreased \$71 million from over \$606 million in 2025-2028 to \$535 million in 2026-2029, which represents a decrease from 9.9% of the total TIP funding to 9.0% of the total TIP funding.

Public Comment: Daniel Paschall –

* It is great to see the **Baltimore Greenway Trails Network** projects, including the Northern Segments, the Eastern Segment, and the Greenway Middle Branch Phase 2 project. Please prioritize the completion of these and connecting on-street separated bike facilities with safer pedestrian facilities and crossings for vulnerable road users at intersections.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. The Greenway Trails designs aim to make safer connections for pedestrians as well as cyclists. There are multiple segments of the Greenway Trail system currently in design. Several projects are in design, we encourage those interested to keep current with all projects and their respective [timelines](#).

* Additionally, please advance the **Torrey C. Brown Rail Trail** extension to the Jones Falls Trail.

BRTB Response: The Torrey C. Brown Trail extension to the Jones Falls Trail will add about 10 new miles of trails and help fulfill the vision of a "spine" trail that provides regional north-south connectivity and helps to close the gap in the East Coast Greenway, as stated in the Baltimore County Bicycle and Pedestrian Master Plan. When funding opportunities arise, Baltimore County will endeavor to seek funds to continue with design on this vital transportation alternative.

* Finally, **prioritize the remaining planning**, design, and construction funds for completing the projects to fill in the remaining trail gaps on the East Coast Greenway in the region: US-40 sidepaths from Havre de Grace to Aberdeen and on down to the Harford/ Baltimore County line, extending the Northeast Trail, building out sidepaths and cycletracks along the West-East Trail and Putty Hill Ave from Overlea to Towson, connecting Towson with sidepaths and trails to Lake Roland, upgrading the Jones Falls Trail to AASHTO Standard shared use paths between Penn Station and the Inner Harbor, linking to the the Middle Branch Trail to the BWI Spur Trail, connecting the B&A Trail into downtown Annapolis, the WEE Trail in Annapolis, and the South Shore Trail gaps.

BRTB Response: The TIP documents the anticipated timing, cost and purpose for federally-funded or regionally significant transportation improvements to be made in the Baltimore region over the next four years. As such, it does not include all projects taking place.

We agree that the regional transportation system should support multiple comfortable and efficient modes for travel, such as biking, walking, transit, and driving. Having more ways to get around can help people reach jobs more easily, stay active, reduce air pollution and emissions from cars, and boost the economy in the area. Each of the last few TIPs have been decreasing funding for Highway Capacity, going from 30.6% in the 2021-2024 TIP to 8.6% in the 2026-2029 TIP. About 50% of programmed funds go toward Highway Preservation projects such as bridge rehabilitation or highway resurfacing, half of that going to rebuilding the Key Bridge (\$1.7 billion). These projects often address safety issues that are caused by aging infrastructure, and some include improvements to, or the addition of, bicycle and pedestrian facilities.

Segments of the Regional Bike Network stemming from the Bikeable Baltimore Region project will be eligible for inclusion in future TIPs, if funding is programmed for them. Encouraging the design and construction of these, already planned, routes, is part of the goal of the project.

Public Comment: Daniel Paschall - Please make the design much safer for the Kelly Ave bridge replacement, #12-2504-13, by including a separated biking and walking facility on both sides of the bridge. The design description only notes that sidewalks will be provided but says nothing of improving the bike infrastructure. This 4-lane bridge with no shoulders is currently rated by MDOT as the highest stress level rating of LTS 4 for biking. Its dangerous design creates a disconnect between Falls Rd and the northern end of the Jones Falls Trail, not to mention Mt. Washington destinations, including the light rail station. It is also a dangerous bridge currently for the interim on-road travel route of the East Coast Greenway:
<https://map.greenway.org/?loc=18.39.36734,-76.64907>

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. The Baltimore City DOT Bridge section will take all factors and options into consideration for this project in order to deliver the best project for the community and the City of Baltimore. DOT has not advertised for a design consultant yet, but once a design consultant is selected and under contract, we will evaluate all of the options for the project.

Public Comment: Daniel Paschall –

* In addition to the trail projects in the TIP, I strongly **support the Northern Parkway at Falls Road Traffic Safety and Multimodal Facility Improvements, Restoring Connections to Druid Hill Park, Wolfe or Washington Street Bike Facility, Masonville Cove Connector: Shared Use Path Design and Construction, Patapsco Regional Greenway: Elkridge to Guinness Open Gate Brewery.**

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. We appreciate you taking the time to call out a number of projects that will support safety and multimodal options.

* However, for the **MD 3: Waugh Chapel Road/Riedel Road to MD32/I-97** project, this design does not improve safety for people walking and biking across MD 3, especially for those trying to access the South Shore Trail and travel the interim East Coast Greenway travel route here. Please improve the project design to create safer crossings of MD 3 for vulnerable road users with separated biking and walking infrastructure, shorter crossing distances, and signalization that prioritizes biking and walking movements.

BRTB Response: The MD 3: Waugh Chapel Road/Riedel Road to MD 32/I-97 project involves widening the roadway and reconstructing shoulders to add a third lane in both northbound and southbound directions on MD 3. The project also includes a new shared-use path along southbound MD 3, traffic signal upgrades, ADA-compliant ramps and crosswalks, a reduced speed limit on southbound MD 3, drainage improvements, and stormwater management. The project is currently in the design phase, which is anticipated to be completed in Fall 2026.

SHA is working with Anne Arundel County and stakeholders, including the Anne Arundel Bicycle Commission, to develop the safest and most practical access to the South Shore Trail along MD 175 and the East Coast Greenway.

Public Comment: Nolan McGrady- It seems like the TIP is putting a primary focus on restoring the Key Bridge and the Dundalk Marine Terminal (which probably have the biggest economic impacts). But 2035 feels like a long time to wait for the Red Line implementation, and will probably lead to more cynicism/distrust from those who are currently struggling the most from transportation shortages right now. (I say this as someone who commutes via car to work each day.) If this can't be moved up, a more front facing explanation of WHY would

instill more confidence. Like a statement from the Mayor/Governor/state legislature head/MDOT head, not just a paragraph buried in the full length TIP.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. While the timeline for implementation and construction of the Red Line as Light Rail is longer than it would have been for BRT, MTA elected to construct the project as Light Rail due to its capacity to provide a high-quality and reliable transit option for the highest number of riders. Once completed, MTA estimates the Red Line will serve between 28,500 and 35,500 on the average weekday. MTA will strive to increase transparency for the Project as a whole, with a complete explanation of the project timeline. The Project is currently undergoing alternatives analysis and environmental review, which once completed, will enable MTA to provide a more detailed and complete construction schedule. In addition to the Red Line project, MTA is making additional investments Baltimore's in east-west corridor through the [RAISE E-W Project](#), which is currently entering the construction phase which is expected to be completely in approximately two years.

Public Comment: Madeline Barnicle - I currently live at the apartments by the Odenton MARC station. I do not have a drivers' license, and I rely on the Fort Meade shuttles to get to work, and the MARC to get me into Washington DC and Baltimore.

I am grateful that the Regional Transportation Board and Anne Arundel County consider this neighborhood a promising site for expansion. However, I am disappointed to hear that a large parking garage is the first priority. This doesn't seem aligned with trying to incentivize more sustainable transit options. I would rather see more all-ages retail development in this area, like pizza or ice cream shops, to make it a more walkable area.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. MDOT released the [Penn Line TOD Strategy](#) in October 2024, which depicts an intent to realize development on the state land after the delivery of a garage to consolidate the existing surface parking. The future TOD activity is expected to encourage and support sustainable transit options by delivering improvements that increase connectivity for pedestrians and cyclists throughout the site and to neighboring locations. MDOT subsequently released a solicitation for the west lot in December 2024 to initiate the process of selecting a development partner to assist in delivering uses, such as housing and retail, on land as the initial phase, which will complement Odenton Town Center's Master Plan and the MARC station.

Public Comment: L Zeigler - The BRTB's Transportation Improvement Plan is designed to improve transportation across the Baltimore region. Unfortunately, the plan as it currently exists does not create a system that truly serves everyone in the Baltimore area. The plan, as it currently exists, dedicates a majority to funding to highway preservation. If you include all the funding dedicated to road infrastructure, the proportion is much higher, including new road capacity, environmental remediation on the sides of the highway, and other mitigation measures.

The problem is that this road-based system excludes a vast number of Baltimore residents. Not only are the elderly and the young deprived of independent mobility, but so are those with unreliable or nonexistent access to a car. Baltimore has a particularly large number of non-car-owning households, but — in reality — households without strong access to cars exist across almost every county in the Baltimore area. The Maryland Transportation Authority's 2023 Regional Transit Plan noted "transit-supportive" areas — areas with relatively higher densities, and demographics that ride transit at higher rates — in Baltimore, Anne Arundel,

Howard, and Harford Counties. Moreover, even for those households that can currently afford a car, car ownership imposes an enormous, ongoing financial burden. The benefits of alternative transportation could be substantial — connecting non-car owners to jobs and services, lightening the fiscal burden on many Maryland households, and creating a more strongly-connected region — but will not be achieved under the current funding structure. Roads have long dominated Maryland’s transportation funding, and only a significant outlay into alternative modes will be able to redress this balance.

In order to encourage truly accessible transportation, and permit all Marylanders to navigate the region freely and safely, the BRTB should consider the following priorities in the TIP:

* **Increasing funding for transit** operating costs. Robust public transit is a necessary part of any comprehensive transportation network. Researchers have consistently found that the best recipe for ridership is not flashy infrastructure, slick messaging, or even cheap fares: the key is high frequency. The industry standard for high frequency transit is a service that comes once every 15 minutes¹. The problem is that, outside of Baltimore City, these routes hardly exist². Several high-frequency routes enter Baltimore County (the CityLink Red, for example), but there are no good routes connecting Baltimore County destinations to each other. Howard, Harford, and Anne Arundel Counties generally run hourly buses at best, with far worse frequencies on the weekend³. Harford has no weekend bus service, and Carroll County has no fixed-route service at all. The draft TIP does include operating funding, but until this amount increases, it will be difficult to create a truly useful network. On the other hand, the rewards for providing this backbone service could be substantial; Brampton, a suburb of Toronto with a built form similar to many of Baltimore’s suburban communities, recently overtook the MTA in total ridership, simply by creating a frequent grid of bus routes⁴. When transit is truly dependable, it can appeal to the general public, instead of functioning as a system of last resort.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. MTA is currently developing the [Bmore Bus Plan](#) which includes strategies on how to maximize benefit to riders when additional transit resources become available. These resources could include additional operating funding and/or a new bus division (which is being planned by MTA). The Bmore Bus Plan focuses on serving transportation disadvantaged areas throughout MTA’s service area, increasing the capacity of the existing Frequent Transit Network (15-minute or less frequencies), and enhancing connections with other locally operated transit systems. MTA appreciates your feedback and will strive to improve our regions Frequent Transit Network, while prioritizing the region as a whole.

* **Avoiding further road expansion** wherever possible. The cost of these expansions is substantial — in order to add express toll lanes to I-95, the TIP will need to allocate over \$300M simply to fund initial construction (including ramps). Even more concerning, these new lanes will continue to impose maintenance costs over their useful lifetime, further increasing the amount of money the Baltimore region commits to highway preservation.

BRTB Response: Both construction of new facilities as well as maintenance of those facilities is expensive, no doubt. However in the case of I-95, that facility is owned and maintained by the Maryland Transportation Authority and all costs for that work are funded through toll revenues.

* **Allocating a larger percentage** of funding to road safety projects. The TIP does include a handful of road safety projects, all of which are very cheap compared to the far larger road rehabilitations that dominate the plan. Of course, some of these road rehabilitations can be expected to include pedestrian and bike upgrades, but the cost of these installations is minor compared to the cost of the overall roadway, nor are they necessarily targeted at improving

road safety in particular. Maryland, like the nation as a whole, has suffered from increasing pedestrian and bike fatalities from 2015-2020, as noted by Maryland's own Pedestrian Safety Action Plan. The main approach suggested by the Vision Zero movement is the "safe systems" approach, which works by creating strategic changes to road infrastructure to shape driver behavior. In this way, user error or momentary lapses in concentration — both of which are inevitable in transportation — should result in only minor issues, instead of death or serious injury⁵. Yet Maryland's Vision Zero website makes very little mention of this approach, and largely focuses on changing driver behavior: the same approach that we have taken for the last several decades. The TIP could spearhead a much greater number of changes to road infrastructure through an increased focus on road safety projects, especially since these projects are relatively cheap compared to general road rehabilitation.

BRTB Response: We appreciate you sharing your desire for more increased road safety in the region. 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 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.

This includes using the Safe Systems Approach, as you mention, a comprehensive strategy aimed at eliminating fatal and serious crashes. Initiatives such as Complete Streets work to ensure that roads are designed and constructed to be safe for all users. Maryland Department of Transportation, Baltimore City and many counties in the Baltimore region have adopted Complete Streets policies.

Footnotes:

¹ <https://alltransit.cnt.org/faq/>

² Even inside the city limits, cancelled buses, scheduling gaps and traffic delays mean that many ostensibly frequent CityLink routes effectively fall short of the 15-minute standard. Moreover, the high-frequency network practically vanishes on the weekend. Since Baltimore City is the largest source of transit ridership in the area (and is likely to remain so, even with stronger suburban transit networks), this unreliability is a serious barrier to alternative transportation.

³ The only exception is Howard County's 401 bus, which runs half-hourly during the week.

⁴ Jonathan English, "How Did This Suburb Figure Out Mass Transit?" Bloomberg CityLab, Apr. 14, 2025. <https://www.bloomberg.com/news/articles/2025-04-14/the-toronto-suburb-where-the-humble-bus-is-king>. Brampton's population is only slightly larger than Baltimore City's, and far smaller than Maryland's.

⁵ National Safety Council, "Safe System Approach" <https://www.nsc.org/road/resources/road-to-zero/safe-system-approach>

#4 Do you have any comments on the air quality assessment?

Public Comment: Anonymous - More public transit is always good for the environment. But, will current Federal Administration see things that way?

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. Transit investments come from many sources including federal, state and local. The TIP illustrates a commitment to maintaining and expanding transit in the Baltimore region.

Public Comment: Kamran - The only way to meet our air quality goals is higher transit frequency and more transportation options to get people out of cars

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the 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 BRTB meets transportation conformity because the projects in the TIP are modeled as a whole, and the emissions for the invested projects are below the emission level set in the State Implementation Plan (SIP). The modeling results show that the projects in the TIP do not exceed the National Ambient Air Quality Standards (NAAQS) for pollutants that cause ozone pollution. We agree that increasing transit and active transportation will help to improve air quality in the region. Additionally, the 2026-2029 TIP shows investments in transit, bike and pedestrian projects, which will further improve emission reduction efforts.

Public Comment: Anonymous - I live in Baltimore City the air is horrible. what ever happened to the Electric Trolley Bus other cities use them, faster and lighter than these heavy expensive battery buses which are a joke.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. Because of expense and logistical considerations, as well as the minimal net air quality benefits, neither Baltimore City nor MTA have plans to implement an electric trolley system. MTA has introduced battery electric buses, which operate quietly and cleanly without the need for overhead power lines. Baltimore City DOT is focused on improving air quality via micromobility and dockless vehicles; encouraging utilization of the Harbor Connector ferry service; and improving the Charm City Circulator bus service through operational improvements and implementation of the 2022 Transit Development Plan.

Public Comment: Anonymous - More public transit helps keep air pollution down. But, not sure that all the buses are as Green as they could be.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. We agree that increasing public transit will help reduce air pollution by reducing single occupancy vehicle trips. Maryland is increasing the amount of zero-emission buses, and with legislation such as the Advanced Clean Trucks Act, emissions from trucks and buses should continue to decrease.

Public Comment: Anonymous - More highway expansions increase tires that disintegrate into the air and combustion from gasoline, as well as break dust. A plan with a positive outlook towards air quality would not expand highway infrastructure.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. While we understand that increasing cars on roads also increases tires and pollution from wear and tear, the BRTB is also funding the expansion of zero-emission vehicles and other projects that reduce congestion and increase bicycle/pedestrian options and public transportation help to reduce emissions from mobile sources.

Public Comment: David House - If the only way to get around the region is in a car the air quality will never be good. Regardless if they are electric or gas. Biking walking and transit expansion is the ONLY way.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. The regional transportation system should support multiple comfortable and efficient modes for travel, such as biking, walking, transit, and driving. Having more ways to get around can help people reach jobs more easily, stay active, reduce air pollution and emissions from cars, and boost the economy in the area.

Some bicycle, pedestrian, and transit highlights from this TIP include Bus and Rail Preventive Maintenance (\$271 million), the Light Rail Fleet Transition (\$285 million), the Red Line Light Rail (\$140 million), Vision Zero action planning in Baltimore City (\$2.6 million), the Masonville Cove Connector (\$2.2 million), and sections of the Baltimore Greenway Trails Network (\$14.5 million).

Public Comment: Anonymous - Expanding highways is not going to improve air quality. A higher proportion must be spent on transit, bicycle and pedestrian infrastructure

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. Fortunately, related to transportation, we are seeing more stringent emission reduction regulations at the state level for cars and trucks, especially regarding electric vehicles. Additionally, the 2026-2029 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 local and state agencies to achieve these goals and implement programs and regulations to promote cleaner air and improve air quality.

Public Comment: Disappointed - "more lanes -> more driving -> more pollution -> worse air
More lanes is not congruous with better air"

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the 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 area for ozone, and MPOs are federally required under the Clean Air Act to demonstrate conformity with the State air quality implementation plan.

Public Comment: Anonymous - If the air quality assessment has shown that the AQ is bad, why increase pollution by having more cars driving? Why not reduce pollution by investing in public transport, bikes, scooters, walking, etc.? It reads as hypocritical and ignorant to say "more cars!", especially when by now, most people know about basic environmentally friendly solutions.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the 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 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 2026-2029 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 local and state agencies to achieve these goals and implement programs and regulations to promote cleaner air and improve air quality.

Public Comment: Anonymous - Air quality will never truly improve if we don't move away from our focus on cars. We need more public transit options.

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. The 2026-2029 TIP shows investments in transit, bicycle and pedestrian projects, which will further improve emission reduction efforts. This TIP includes 26 transit projects, totaling \$1.77 billion in proposed funding. Some projects include the Light Rail Fleet Transition, Mondawmin Transit Hub updates, the creation of a Parole Transportation Center, and Baltimore Penn Station Multimodal Investments. In addition, \$140 million of funding for the Red Line is included in the TIP. 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 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).

Emailed Letters

Public Comment: Transit Choices

Transit Choices appreciates the opportunity to respond to the Draft 2026-2029 Transportation Improvement Program. We applaud Governor Moore's commitment of \$420 million in additional annual transportation revenue to the Maryland Department of Transportation's full Final Fiscal Year 2025-2030 Consolidated Transportation Program. We fully support his vision for transportation infrastructure that maximizes Maryland's economic potential.

We also acknowledge the State of Good Repair (SGR) funding that MDOT MTA will receive.

This is crucial for maintaining the safety, reliability, and efficiency of Maryland's public transit system. This funding ensures that assets such as trains, buses, stations, systems, and other facilities operate at full performance.

Transit Choices proudly served on the Governor's MOVE Maryland Coalition to support his broader economic development strategy, recognizing the link between physical mobility and economic mobility.

The 2025 Moore-Miller transportation budget provides additional revenue that fully funds the \$1.3 billion program of investments for the Light Rail Modernization Program (LRMP).

The need to upgrade MTA's current light rail vehicles is an opportunity to improve the system that is only presented once every several decades. Since its inception, Transit Choices has been advocating for a modern transit system which will be transformative for Baltimore and Maryland for years to come.

Recognizing the current transportation budgetary constraints, we must now identify new dedicated revenue streams to secure long-term funding. If we are to truly build a first-rate transit system, we believe the following projects must be fully funded:

1. MTA's Bus Fleet Transition to Zero-Emission
2. The Eastern Bus Division Reconstruction Project
3. The Baltimore Red Line
4. Marc Train Mid-Life Overhaul and Proposed Bayview Marc
5. Increased Funding for Area Lots

We urge the BRTB to address the disproportionate allocation of funding for roads and highways over other forms of transportation such as public transit. The overreliance on highway spending leads to underfunded public transit systems.

In closing, we must continue to support investments in bike and pedestrian infrastructure because they offer a wide range of benefits, including improved safety, reduced pollution, economic and social advantages while contributing to healthier, more vibrant communities.

Thank you. Sincerely, Robin Budish Director

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. We also appreciated the opportunity to address your group directly on this year's TIP. As you have pointed out, the state has made significant progress in securing funding for a range of transit projects and the members of the BRTB remain committed to critical projects such as those you have mentioned above and identifying the necessary funding.

Public Comment: BaltPop

Baltimoreans for People-Oriented Places (BaltPOP) is a community advocacy group made up of residents of Baltimore, Maryland and its adjacent suburbs. We seek to strengthen our community via reforms that result in more productive, connected, walkable, sustainable, lovable places.

We appreciate the Baltimore Regional Transportation Board (BRTB) providing us the opportunity to comment on the latest Transportation Improvement Program for 2026-2029 (TIP).

While we have commented on other BRTB efforts, we have never commented on a standalone TIP. The first few sentences of the Summary portion of the TIP Introduction speaks to why:

In accordance with federal guidelines, the TIP is a translation of recommendations from the long-range transportation plan (LRTP), Resilience 2050, for the Baltimore region into a short-term program of improvements. This includes specific capacity improvements that have been identified in the LRTP, as well as system preservation projects and operational initiatives that are supported in the LRTP but have not been previously detailed. As such, the TIP ensures consistency between LRTP recommendations and project implementation in the region.

We don't much approve of the current long-range transportation plan (LRTP). As such, for us to voice disapproval of a TIP which federal guidelines require be in alignment with a plan that we don't approve of seems repetitive, unconstructive, and not a very good use of anyone's time.

Additionally, the Central Maryland Transportation Alliance has been submitting comments on the last several years' worth of TIPs (including this TIP) that are exceedingly well-argued and with which we are in complete agreement.

With that being said, we'd like to make one broad comment on this TIP, driven by the chart found on page 91 of the document. The "Share of FY 2025-2028 TIP Funding by Project Category" chart shows that Highway Preservation accounts for 50% (over \$3 billion) of this TIP's funding. We find this share to be egregiously excessive and the result of the poor decisions made in the current LRTP and prior LRTPs.

Of course, you could argue that this TIP is an outlier because nearly half of this TIP's Highway Preservation funding is for the Key Bridge Rebuild. But, Highway Preservation accounted for 37.4%, 41.7%, and 35.3% of funding in each of the three previous TIPs, respectively. And that's without making any mention of Highway Capacity funding, which we also find to be excessive.

In our comment on the current LRTP, our primary call was for "No Highway Expansions" - no additional lane miles - and we explained why:

Adding the liability of maintaining these additional lane miles (upwards of 250 lane miles, by our estimate) into perpetuity - in support of such low-return development - is fiscally irresponsible.

In this TIP, we continue to see that fiscal irresponsibility play out. As Highway Capacity funding remains excessively high, Highway Preservation funding continues to grow unsustainably larger. Everything we add onto the transportation system is a liability that must be maintained. As such, we need to make sure that those liabilities yield a return that is large enough to pay for itself. In the early days, highways did that. But those days are long past.

Highway Capacity projects account for 9% (nearly half a billion dollars) of the funding in this TIP. That's a major outlay of dollars that we'd argue will do very little to improve the economic productivity of the Baltimore region. But there are alternatives that will.

In Baltimore City, the percentage of households with no vehicles available is above 25%, with that number more than doubling in some of the city's most under-resourced neighborhoods. [1] And yet, a typical resident of the Baltimore region can reach just 8.5% of the region's jobs in under an hour using public transit. [2] We know these numbers can't be new to the elected official members of the BRTB. But they bear repeating.

Taken together, these numbers mean that we are preventing a huge portion of our region's population from fulfilling their potential as productive members of our collective society.

Adding a few additional lane miles in Howard County to marginally speed up automobile-centric commute times for a year or two (before the effects of induced demand quickly erase them) won't move the economic output needle of the region in any meaningful way, whereas connecting the 25% of car-less Baltimore City households (many in under-resourced neighborhoods) with real job opportunities will move the region's economic output needle in a massive way.

The current transportation system is squandering the productive potential of thousands of the region's residents, which is dragging down the region as a whole. The elected official members of the BRTB own that current reality and need to course-correct away from this self-created status quo.

Of course, that's a course-correction that the elected official members of the BRTB can justifiably say can't be taken in one TIP. But we point it out now so that it can be taken in the upcoming LRTP. Let's learn from these past series of TIPs.

We hope the BRTB finds these points helpful and convincing. Thank you very much for your efforts on behalf of the Baltimore region and the people who live here and care so much about its future. We appreciate the opportunity to comment and look forward to reading your collective reply.

BaltPOP - Baltimoreans for People-Oriented Places

References:

[1] Baltimore Neighborhood Indicators Alliance. "Percent of Households with No Vehicles Available (2023 Data)". As of June 15, 2025. <https://bniajfi.org/indicators/Sustainability/novhcl>

[2] Andrew Owen. "Access Across America: Transit 2020". March 2023.

<https://www.cts.umn.edu/publications/report/access-across-america-transit-2020>

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. The BRTB continues to appreciate your organizations thoughtful comments on BRTB plans and products. We recognize that your organization has continued to advocate for a number of years for an increase in focus on transit capacity and a reduction in spending on highway capacity. Each of the last few TIPs have seen decreasing funding for Highway Capacity, going from 30.6% in the 2021-2024 TIP to 8.6% in the 2026-2029 TIP. In addition, projects often fit into multiple categories. For example, many highway and bridge projects also incorporate bicycle and pedestrian elements such as bike lanes and sidewalks.

Regarding your comment referencing investments in highway preservation we appreciate that you recognize that the addition of the Francis Scott Key bridge has altered the traditional proportion of this funding. We recognize that all transportation system preservation has increased dramatically including a 60% increase in transit preservation allocations between the FY 2021 TIP and this draft FY 2026 TIP. The BRTB continues to adjust for these increases by reducing the amount available for transportation system expansion in successive regional Long Range Transportation Plans to make sure we are only planning for projects that we can afford with the increased burden of preservation.

We look forward to your continued involvement as we begin the development of the region's next Long Range Transportation Plan.

Public Comment: CMTA

Dear Members of the BRTB, Thank you for the opportunity to comment on the Draft 2026-2029 Transportation Improvement Program (TIP). 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. Since the 2020 TIP, the average amount programmed for transit capacity has been about \$44 million compared to an average of over \$900 million for highway capacity. In some years there were zero dollars programmed for transit capacity projects. In the Draft 2026-2029 TIP, we are pleased to see another small step toward a more balanced approach. However, there is still over \$500 million programmed for highway capacity projects.

We're disappointed that our state and regional leaders who form the BRTB have not accepted the overwhelming scientific evidence and decades of lived experience which demonstrate that adding capacity to our road network year after year has failed, and will continue to fail, to improve transportation outcomes for Baltimore-area residents. And we're probably not the only people feeling this disappointment. A recent BRTB survey found that residents of the region overwhelmingly support more transit service and improving biking and walking over expanding the road network¹.

Fortunately, there are many opportunities in this draft TIP to reverse course on planned highway capacity projects before they get to construction. In the table below we have projects categorized as "Highway Capacity" by their Project ID numbers². According to this draft TIP, these projects will add at least 25 new lane miles to the region's road network at a cost of over \$378 million. Of the highway capacity projects in the TIP, these were selected because they do not yet have construction dollars programmed and because they are using federal formula dollars from either the National Highway Performance Program (NHPP) or the Surface Transportation Block Grant (STBG) program. Both attributes make them prime candidates for reconsideration because there is still time to change course, and those federal formula dollars can be "flexed" to transit, biking, and walking projects instead.

Project ID	Name	Lane Miles Added	NHPP Funds	STBG Funds	Est. Total Cost
61-2301-41	MD 2: US 50 to Arnold Rd	1.25	\$230,000	\$0	\$7,587,000

61-2302-41	MD 3: Waugh Chapel Rd / Riedel Road to MD32/I-97	3.2	\$193,000	\$0	\$22,772,000
61-2303-41	MD 170: Norcross Lane to Wieker Road	1.66	\$1,723,000	\$0	\$25,284,000
61-2305-41	1-97: US 50 to MD 32	14	\$983,000	\$0	\$102,500,000
63-0803-46	1-795: Dolfield Boulevard Interchange	5.26	\$5,406,000	\$0	\$146,920,000
60-2301-41	1-70: MD 32 to 1-695	Unclear	\$1,342,000	\$4,793,000	\$72,965,000
	TOTALS:	25+	\$9,877,000	\$4,793,000	\$378,028,000

Although these projects have relatively small amounts of funding programmed for just their planning and engineering phases in this TIP, the estimated total cost of the projects would significantly add to highway capacity spending 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 suggest that the \$14.67 million of STBG and NHPP funds programmed for these highway capacity projects instead be used to advance transit, biking, and walking projects

- The Baltimore Red Line
- A fifth bus division for MTA
- Completing Anne Arundel's countywide trail network
- Increased funding for area LOTs

Changing the mix of projects that this region funds to stop adding new lane miles is the only way to address the recurrent failures of our existing transportation system.

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 9 years, the region has made no progress in reducing roadway fatalities. The 2020 TIP reported that 228 people died on our roadways in 2016. This draft 2026 TIP reports that 252 people died on the road in 2023. Based on previous TIPs available online, those 252 people are the most annual road deaths the region has seen in a single year from 2016 through 2023.

But instead of recognizing this failure and making any changes to our region's spending priorities, the BRTB continues to move 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 last year's TIP the 2030 goal was 211 deaths. In the draft 2026 TIP the 2030 goal is now 219 deaths.

Whether we live in Baltimore City, Annapolis, Columbia, Westminster 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 lavish 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.

Sincerely, Eric Norton, Director of Policy & Programs, Central Maryland Transportation Alliance

BRTB Response: Thank you for your comment and for participating in the planning process for the 2026-2029 Transportation Improvement Program and the Air Quality Assessment. We appreciate your thorough review and thoughtful comments on the draft Fiscal Year 2026-2029 TIP. We recognize that your organization has continued to advocate for a number of years for an increase in focus on transit capacity and preservation and a reduction in spending on highway capacity and that in your terms this new proposed TIP makes “small step toward a more balanced approach”.

Each of the last few TIPs have seen decreasing funding for Highway Capacity, going from 30.6% in the 2021-2024 TIP to 8.6% in the 2026-2029 TIP. In addition, projects often fit into multiple categories. For example, many highway and bridge projects also incorporate bicycle and pedestrian elements such as bike lanes and sidewalks.

In addition, this TIP includes 26 transit projects, totaling \$1.77 billion in proposed funding. Some projects include the Light Rail Fleet Transition, Mondawmin Transit Hub updates, the creation of a Parole Transportation Center, and Baltimore Penn Station Multimodal Investments. In addition, \$140 million of funding for the Red Line is included in the TIP. Some multimodal highlights from this year’s TIP include the Washington Street bike facility (\$5.76 million), sections of the Baltimore Greenway Trails Network (\$14.6 million), and a segment of the Patapsco Regional Greenway (\$1.25 million).

We acknowledge your comments regarding the six highway projects that were included in the final FY 2025 Maryland Consolidated Transportation Program (CTP). As you noted these projects are not funded for construction and total less than \$15 million in federal transportation funding. These six projects have been priorities for local jurisdictions for nearly two decades and are meant to solve congestion and safety issues and serve as critical access points for places like Fort Meade. While we understand the concern about induced demand, leaving these safety and congestion issues unaddressed would negatively impact residents and the region’s economy.

Regarding your comments on safety, 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. The BRTB follows the State’s methodology for setting goals and targets for highway safety measures; MDOT provides targets for our annual resolution. 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. 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.

Instead of focusing solely on numbers, as a regional planning agency the BRTB staff and partners pursue a range of safety strategies: * incorporated measures and targets into the TIP, * enhanced safety project scoring for the LRTP, * pursue Complete Streets Policies, * develop Pedestrian Safety Action Plans, * conduct vulnerable road user assessments, * maintain a Congestion Management Process, * develop and implement Local Strategic Highway Safety Plans, * secure Safe Streets and Roads for All grants in all jurisdictions, coordinate with Pedestrian/Bicycle Coordinators, * manage a Look Alive campaign, * fund a hyper-local safety campaign, * committed to the Safe System Approach project, and * have expanded public engagement around safety. We invite CMTA to join us in pursuing safety messages, perhaps

with transit riders and with your funders. Because in the end, personal behavior is a big, big part what causes injuries and fatalities as well as what keeps us safe.

MTA's transition to zero-emission vehicles is currently underway. In 2024 MTA began piloting battery-electric buses, enabled by the newly renovated Kirk Division facilities. MTA plans to close the Eastern Bus Division in 2026 for reconstruction and the integration of battery-electric charging facilities, with the bus division expected to reopen in 2030.

The Red Line is currently in the alternatives analysis and environmental review phase of planning.

The MARC Growth and Transformation Plan outlines the need and strong market potential for the planned Bayview MARC Station.

MTA, via the Maryland Transportation Trust Fund, continues to provide a dedicated funding source for locally operated transit systems throughout the State. Program funds can be used for both capital and operating expenses. In 2024, Maryland legislature mandated specific investment thresholds for locally operated transit systems, ensuring that local agencies will remain consistent.

Footnotes:

¹ https://www.baltometro.org/sites/default/files/bmc_documents/committee/presentations/tcfTC250204pres_LRTP-Scenario-Planning.pdf

Public Comment:² Project 60-2301-41 is coded as "Highway Capacity", but the draft TIP categorizes it as "Emissions Reductions Strategy". When we asked BMC staff about the discrepancy, they responded that the project is actually a "Safety Other" category project and will be getting an updated ID number. We asked follow up questions about how many lane miles the project would add from the "geometric modifications" described, but have not received a response to date. Without more clarity on what the project does, we decided to continue to include it as a highway capacity project as it was originally designated.

BRTB Response: Planning for 60-2301-41 is still being evaluated, and no option has been decided upon at this time. Note, that per the final CTP, additional planning for this project has been put on hold until the start of FY 2027. While projects are in planning we do not attach "Highway Capacity" to them. That happens after a determination, therefore staff will change the coding to "Safety Other" as indicated.