

## EXECUTIVE SUMMARY

### OVERVIEW

Transportation 2030, the 2004 Baltimore Regional Transportation Plan is a long-range plan guiding transportation system improvements for the Baltimore metropolitan region. Transportation 2030 will serve as a “blueprint” for the next quarter-century of long-and short-range strategies and actions for developing an integrated intermodal transportation system to facilitate the efficient movement of people and goods. Transportation 2030 incorporates as a basic assumption the adopted land use plans of the local jurisdictions of the Baltimore metropolitan area: the City of Baltimore, and the counties of Anne Arundel, Baltimore, Carroll, Harford and Howard. Transportation 2030 addresses the transportation-related infrastructure of the Baltimore region, and identifies regional goals, strategies, and proposed capital improvements through the year 2030.

Transportation 2030 covers the transportation systems of the jurisdictions comprising the Baltimore metropolitan planning area, along with those components of the state system geographically situated within this area. Transportation 2030 gives consideration to the multimodal, interdependent nature of the region’s transportation system. The process addresses the region’s highway, transit, bicycle, and pedestrian modes, as well as access to airports and the Port of Baltimore.

### THE REGIONAL PROCESS

The BRTB is responsible for building consensus about how best to maintain and enhance the future transportation system. This requires a two-pronged approach. First, the BRTB members, comprised of the region’s local elected officials and state transportation, environmental and planning agencies, seek input from regional stakeholders, including the public, business and industry representatives, and special-interest groups to develop an understanding of transportation concerns. Second, the BRTB develops and maintains the data and technical tools required to identify needs, analyze alternatives, and evaluate the impact of proposed transportation improvements on the region. The combined results provide the foundation upon which Transportation 2030 is built. The process begins with adopting goals and objectives, considering available funding, developing key inputs, and ends with selecting and evaluating a preferred alternative for implementation through 2030.

*Transportation 2030 is a long-range plan guiding transportation system improvements for the Baltimore metropolitan region.*

The development of Transportation 2030 is authorized by the Baltimore Regional Transportation Board (BRTB), a 10-member policy board responsible for decisions related to transportation issues in the Baltimore region. The BRTB consists of the chief elected officials from the cities of Annapolis and Baltimore City, and Anne Arundel, Baltimore, Carroll, Harford and Howard counties, and the Secretaries from the Maryland Departments of Transportation, Planning, and the Environment. The BRTB is the designated Metropolitan Planning Organization (MPO) for the Baltimore region and, therefore, is charged with implementing federal policies relating to transportation planning.

The Baltimore Metropolitan Council (BMC) is an organization of the region’s elected executives. The BMC was established to identify regional interests and to develop collaborative strategies, plans and programs that will improve the quality of life and economic vitality of the Baltimore region. To this end, the Council employs a professional planning staff that serves as technical staff to the BRTB. The staff provides information to the BRTB to support BRTB decisions and actions on behalf of the citizens of the Baltimore region.

## LEGISLATIVE MANDATES – FEDERAL AND STATE

Transportation 2030 has been prepared under the federally mandated regulations of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the Clean Air Act Amendments of 1990 (CAAA) and the Transportation Equity Act for the 21st Century (TEA-21).

In large measure, TEA-21 is an affirmation of the direction established under ISTEA. Both federal initiatives require long-range metropolitan transportation plans to include only those projects that can be delivered with funds expected to be available during the timeframe of the planning period. Under the provisions of TEA-21, metropolitan transportation planning must be examined in a broad context and the system’s performance judged by reasonable responses to community concerns about land use, environmental protection, economic competitiveness, energy efficiency, and congestion reduction, in addition to overall regional mobility. Environmental provisions of TEA-21 and safety priorities from US DOT are prime drivers in this update cycle for Transportation 2030. Since the Baltimore region is designated a “severe” non-attainment area for ozone under the one-hour standard with regard to its air quality, it is required that the long-range transportation plan be updated every three years. TEA-21’s policy goals emphasize the movement of people and goods rather than vehicles and transfer some decision-making authority from states to local governments.

Transportation 2030 was developed in a manner consistent with the spirit and intent of Maryland’s Smart Growth Initiative and the tenets of the Maryland Economic Growth, Resource Protection and Planning Act of 1992. Local plans are designed with an eye to meeting the requirements of these legislative initiatives. The more recent Priority Places program is a new emphasis area and does not replace the existing legislation.

## CHANGES IN TRANSPORTATION 2030 FROM PREVIOUS EFFORTS

Transportation 2030 functions as an update to the 2001 BRTP, and further builds on many of the actions begun under the 1998 BRTP. The following table illustrates some of the major changes in focus and direction between the two documents.

Action Item	Expanded Activity	New Activity
VISION 2030 - Transportation themes from the Vision 2030 process helped shape the guiding principles and goals.		Y
TECHNICAL ANALYSIS - Development of a heavy truck, medium truck, and commercial vehicle model using adaptive assignment method; assignment of simulated drive access transit trips; modification to functional and roadway classification systems; and use of equilibrium traffic assignment method.		Y
AIR QUALITY STANDARDS - Projects and programs in Transportation 2030 were tested against existing 1-hour ozone budgets and also against the new 8-hour ozone standard. New air quality models from EPA were used during this process.		Y
PUBLIC INVOLVEMENT/OUTREACH - Work scope meetings included public input, additional informational meetings held in the jurisdictions, and detailed material available on the website.	Y	
CENSUS DATA AND PLANNING HORIZON - New socioeconomic data based on the decennial census process and forecasts out to the year 2030 were developed.	Y	
TRANSIT PROJECTS - Recent planning and legislative initiatives resulted in greatly increased scopes for fixed guideway, bus service and related transit amenities.	Y	
HOMELAND SECURITY INITIATIVES - Management and operational improvements, incident management and safety and security initiatives.		Y

CONTINUE

SAFETY ISSUES - A refined analysis was used in the technical assessment of the prioritization process, and general consideration was given to broader regional safety trends.	Y	
ENVIRONMENTAL JUSTICE ANALYSIS - Input from the Transportation Equity Task Force on issues helped guide planning activities for low-income and minority populations and continued analysis was undertaken.	Y	

## GOALS AND GUIDING PRINCIPLES

The goals endorsed for Transportation 2030 are a further refinement of goals from the 2001 BRTP, embodying three major pieces of legislation — TEA-21, CAAA, and Maryland’s Growth Act — combined with the goals of the various master and general plans of the BRTB jurisdictions and state agencies. The guiding principles and goals serve as a framework for consideration and evaluation of projects included in Transportation 2030.

### VISION 2030

The Baltimore Regional Transportation Board, very much aware of the time and effort committed by the public to the Vision 2030 process, has utilized and appropriately incorporated the transportation findings of the visioning process in developing the 2004 Baltimore Regional Transportation Plan (BRTP). Valuable material and recommendations on other non-transportation issues will not be lost but become part of other processes involving a greater coalition of partners.

The transportation strategies that emerged from Vision 2030 support and strengthen the transportation planning process used to develop the BRTP. The focus in this approach is to link the transportation strategies developed in the visioning process to themes that clearly relate to areas covered in the regional transportation plan. Chapter 6 includes additional information to highlight the relationship of local transportation policies to the themes presented as transportation components of Vision 2030. This transportation vision will provide a framework for transportation investments included in the 2004 long-range plan.

## PUBLIC INVOLVEMENT

For Transportation 2030, the BRTB conducted a number of public outreach efforts in conjunction with the preparation of the plan. These outreach efforts were designed to promote awareness of the transportation planning process and solicit public opinion with regard to the regional transportation system and quality of life issues. Public outreach activities that helped guide development of Transportation 2030 and inform the public included front page coverage in each issue of the BRTB Notes newsletter, meeting with community groups, email and internet materials and public participation on numerous committees of the BRTB.

Three public forums were held at the BMC’s offices. In addition, in the Fall of 2004, a series of information meetings were held at locations throughout the Baltimore region. At least one event was held in each of the BRTB’s member jurisdictions. For those unable to attend public meetings, the BRTB devoted great effort to enhancing and expanding the Internet site. Particular effort has been applied to the sections of the site dealing with Transportation 2030, with documents, maps, meeting announcements and related items posted. Even those who do not own a computer could go to their local branch library and keep abreast of Transportation 2030’s development using this medium.

An additional forum for public input is the Citizen’s Advisory Committee (CAC). The CAC is an advisory

group that met monthly throughout the development of Transportation 2030. The Committee provides independent, regionally-oriented citizen input regarding transportation plans, programs, and issues. The CAC was established by the BRTB to foster ongoing public participation in the metropolitan planning process.

## METHODOLOGY

The methodology for the development of Transportation 2030 included both technical and non-technical (policy) research and analysis. In general, the technical work was an outgrowth of policy-related questions initiated in the early stages of the process. The principal activities of the process included: updating the goals and guiding principles of Transportation 2030, financial projections and project cost analysis, socioeconomic forecasting, project prioritization, determination of a preferred alternative, and air quality conformity analysis.

For air quality purposes a regional emissions analysis was conducted for the years 2005, 2010, 2020, and 2030 for each pollutant: volatile organic compounds (VOC), nitrogen oxides (NO<sub>x</sub>), and carbon monoxide (CO). All analyses were conducted using the latest planning assumptions and emissions models. Consultation was conducted in accordance with federal requirements.

## PRIORITIZATION

The project components of Transportation 2030 are the result of a technical and policy prioritization evaluation. These assessments considered the multimodal nature of the transportation system, along with factors such as safety, congestion, cost, mobility, economic development, and connectivity. This process was developed to categorize, evaluate, and prioritize projects for consideration in the financially constrained long-range transportation plan.

Once a Preferred Alternative was identified, the key activity was to determine the cost of individual investments and reconcile these with identified financial resources. The financial element of Transportation 2030 details the funding required to implement the Preferred Alternative.

## THE PREFERRED ALTERNATIVE: A BLUEPRINT FOR THE FUTURE

The BRTB considered a wide range of scenarios – from doing nothing to doing everything. Ideally, the region would want to keep all roads and bridges in good condition, eliminate all congestion, and build a transit system everyone would love to ride. Unfortunately, this scenario costs more than our available resources. Somewhere in the middle is a balanced approach to addressing road and transit needs, regional and local priorities. The BRTB is continuing to reach out to constituents, giving residents, business owners, community officials, and special-interest groups the opportunity to voice their opinions about how their tax dollars should be spent. Approximately \$6.7 billion in capital projects are proposed for inclusion in Transportation 2030. These projects – referred to as the Preferred Alternative – were reviewed against revenue constraints; compared to identified needs, and regional priorities, then evaluated to determine their cumulative impact on regional travel, air quality, and accessibility; considered with respect to their effect on all segments of the population; and scrutinized against regional goals and objectives, federal planning factors, and priorities as expressed by the public.

The Preferred Alternative represents the strategy selected to address travel needs in the Baltimore region. Included in the Preferred Alternative are infrastructure-related projects directly impacting the various components of the Baltimore region's transportation system, including highways, interchanges, rail and bus transit, bicycle, and pedestrian facilities. The Preferred Alternative also contains projects and activities that support

the physical infrastructure. These projects and activities are termed Transportation Demand Management (TDM) strategies, including: a transit intensification package, commuter assistance activities, park-and-ride facilities, bicycle and pedestrian facilities, intelligent transportation systems (ITS), alternative fuels/clean technology vehicles, and land use/growth management strategies.

The infrastructure-related projects were submitted by the local jurisdictions and the Maryland Department of Transportation (MDOT) while the TDM projects and activities resulted from a recommendation by the Inter-agency Consultation Group (ICG) as well as from public comment.

The infrastructure-related projects and supporting activities were included as part of the Preferred Alternative after being reviewed for their ability to advance the region’s guiding principles and goals. The infrastructure related projects in the Preferred Alternative also were the product of a policy and technical process called prioritization.

The components of the Preferred Alternative collectively address the TEA-21 goals of system preservation, attainment of clean air requirements, fostering multimodal and intermodal initiatives, and enhancing economic development. The BRTB has agreed through a Resolution that the Preferred Alternative meets the intent and spirit of TEA-21. In addition, Transportation 2030 reflects the growing support for transit and increased interest in TDM strategies by significantly increasing their scope and funding. The Preferred Alternative projects are listed in Chapter VII.

A Multi-Modal Approach	
<i>Roadway expansion ensures faster travel</i> Investment: \$3.7 billion in expansion	<i>Transit system expands; ridership grows</i> Investment: \$2.4 billion
<i>Bike/Ped facilities continue to be developed</i> Investment: \$61 million	<i>Programs to reduce congestion</i> Investment: \$439 million
<i>Funds to operate the transportation system</i> Investment: \$12.2 billion	<i>Funds to maintain the transportation system</i> Investment: \$6.6 billion

## NEXT STEPS

The immediate next step is submission of Transportation 2030 to federal transportation agencies for acceptance and to the U.S. Environmental Protection Agency (EPA) for air quality review. Completion of Transportation 2030 and sign-off by federal agencies ensures the continued flow of federal transportation funding to the region. Federal approval, however, does not constitute a final commitment of federal funds. Federal approval of funds for individual projects comes after more detailed engineering, environmental, right-of-way and other studies are completed and the projects have been included in the Metropolitan Transportation Improvement Program (TIP). The TIP documents the anticipated timing, cost, and rationale for federally-funded transportation projects in the Baltimore region over a five-year period.

