

## TABLE OF CONTENTS

PAGE	CHAPTER
1	<b>EXECUTIVE SUMMARY</b>
<b>I.1</b>	<b>TRANSPORTATION PLANNING PROCESS</b>
I.1	AN OVERVIEW OF TRANSPORTATION 2030
I.1	THE NEED FOR A REGIONAL TRANSPORTATION PLAN
I.3	HOW THE REGIONAL PROCESS FITS WITH OTHER PLANNING PROCESSES
I.3	HOW TRANSPORTATION 2030 WAS DEVELOPED
<b>II.1</b>	<b>DEVELOPMENT OF OUR TRANSPORTATION SYSTEM</b>
II.1	HIGHWAY TRANSPORTATION
II.3	MASS TRANSPORTATION
II.6	WATER TRANSPORTATION
II.6	AIR TRANSPORTATION
II.9	RAILROAD TRANSPORTATION
II.9	BICYCLE AND PEDESTRIAN TRANSPORTATION
II.10	SPECIALIZED TRANSPORTATION
<b>III.1</b>	<b>EVALUATING OUR CURRENT TRANSPORTATION SYSTEM</b>
III.1	TRAVEL TRENDS
III.1	TRENDS AND POPULATION, ROAD MILES, AND VMT
III.1	CONGESTION IN THE BALTIMORE REGION
III.5	TRAVEL BEHAVIOR IN THE BALTIMORE REGION
III.6	SCENARIOS AND PERFORMANCE MEASURES
III.6	PERFORMANCE MEASURES
III.7	BASELINE ALTERNATIVE (2000)
III.8	THE EXISTING AND COMMITTED ALTERNATIVE (2030E&C)
<b>IV.1</b>	<b>MANAGING THE SYSTEM FOR MAXIMUM SAFETY &amp; EFFICIENCY</b>
IV.1	SYSTEM PRESERVATION
IV.1	SAFETY
IV.2	CRASH TRENDS
IV.3	ENHANCING SYSTEM PERFORMANCE WITH IMPROVED MANAGEMENT AND OPERATION
IV.5	HOMELAND SECURITY ACTIVITIES
IV.5	CONGESTION MANAGEMENT
IV.5	DATA COLLECTION ACTIVITIES IN SUPPORT OF CMS
IV.9	FREIGHT/SERVICES MOVEMENT
IV.9	TRUCKING
IV.11	CURRENT TRUCK ISSUES
IV.13	RAILROADS
IV.13	CURRENT RAILROAD ISSUES
IV.15	PORT OF BALTIMORE
IV.16	CURRENT PORT ISSUES
IV.18	AIR CARGO
IV.19	AIR CARGO ISSUES
<b>V.1</b>	<b>FACTORS THAT IMPACT TRAVEL BEHAVIOR/PATTERNS</b>
V.1	LAND DEVELOPMENT PATTERNS

V.1	DEMOGRAPHIC TRENDS
V.2	HOUSEHOLD SIZE
V.2	DEMOGRAPHIC AND SOCIOECONOMIC FACTORS
V.3	COMMUTING CHOICES
V.4	AUTO AVAILABILITY
<b>VI.1</b>	<b>GROWTH MANAGEMENT AND LOCAL LAND USE PLANNING</b>
VI.1	TRANSIT ORIENTED/MIXED-USE DEVELOPMENT AND REVITALIZATION
VI.2	ACCESS TO JOBS
VI.2	ACCESSIBILITY OF TRANSPORTATION OPPORTUNITIES
VI.2	AIR/WATER QUALITY
VI.2	TRANSPORTATION FUNDING
VI.2	PUBLIC PARTICIPATION
VI.2	JURISDICTIONAL PLANS
<b>VII.1</b>	<b>MOVING INTO THE 21<sup>ST</sup> CENTURY</b>
VII.1	POPULATION, HOUSEHOLD AND EMPLOYMENT FORECASTS
VII.3	KEY INDICATORS OF TRAVEL DEMAND
VII.6	PERFORMANCE MEASURES COMPARISON
VII.7	DEVELOPMENT OF A PREFERRED ALTERNATIVE
VII.8	GOALS AND OBJECTIVES
VII.11	ESTABLISHING PRIORITIES
VII.13	FINANCING TRANSPORTATION 2030
VII.15	ESTIMATION OF PROJECT COSTS
VII.15	FINANCIAL REASONABLENESS
VII.16	PREFERRED ALTERNATIVE INVESTMENTS
VII.16	CAPITAL PROJECTS
<b>VIII.1</b>	<b>PROJECTED EFFECTS OF TRANSPORTATION 2030</b>
VIII.2	SUPPORT OF REGIONAL TRANSPORTATION GOALS
VIII.3	SYSTEM PERFORMANCE
VIII.8	MULTI-MODAL IMPLICATIONS
VIII.8	INTER-REGIONAL IMPLICATIONS
VIII.9	ENVIRONMENTAL JUSTICE
VIII.9	BALTIMORE REGIONAL TRANSPORTATION BOARD PROCESS
VIII.10	DATA ANALYSIS FOR TRANSPORTATION 2030
VIII.16	ACCESSIBILITY ANALYSIS CHARTS
VIII.18	WATER QUALITY
VIII.19	METHODS FOR MINIMIZING IMPACTS
VIII.21	AIR QUALITY
VIII.23	THE CONFORMITY PROCESS - OVERVIEW
VIII.23	TECHNICAL CONFORMITY ANALYSES
VIII.24	VOLUNTARY EPISODIC CONTROL EFFORTS - CLEAN AIR PARTNERS
<b>IX.1</b>	<b>PLANNING STUDIES</b>
<b>X.1</b>	<b>FUTURE AGENDA FOR THE PLANNING PROCESS</b>
X.1	KEY CHALLENGES FOR CONSIDERATION IN FUTURE LONG-RANGE PLANS

## FIGURES

PAGE	FIGURE
I.2	I-1 BALTIMORE METROPOLITAN PLANNING AREA
II.2	II-1 EXISTING HIGHWAY SYSTEM
II.4	II-2 EXISTING TRANSIT RAIL AND BUS ROUTES
II.8	II-3 EXISTING AIRPORT FACILITIES
III.3	III-1 CONGESTION DURING MORNING PEAK, SPRING 2002
III.4	III-2 CONGESTION DURING EVENING PEAK, SPRING 2002
III.5	III-3 AVERAGE TRAVEL TIME TO WORK IN THE BALTIMORE REGION
III.10	III-4 CONGESTED ROADWAYS: YEAR 2000
III.11	III-5 HIGHWAY NETWORK WITH EXISTING AND COMMITTED IMPROVEMENTS TO 2008
III.13	III-6 CONGESTED ROADWAYS - 2030 EXISTING AND COMMITTED
IV.6	IV-1 FALL 2002 MORNING PEAK TRAVEL SPEEDS
IV.7	IV-2 SPRING 2004 EVENING PEAK TRAVEL SPEEDS
IV.8	IV-3 REGIONAL ACTIVITY CENTERS
IV.10	IV-4 INTERMODAL FREIGHT FACILITIES
IV.12	IV-5 REGIONAL TRUCK ROUTES
IV.14	IV-6 FREIGHT RAIL LINES
IV.17	IV-7 PORT OF BALTIMORE – ACCESS ROUTES AND TERMINAL FACILITIES
VII.1	VII-1 BALTIMORE REGION POPULATION
VII.2	VII-2 BALTIMORE REGION HOUSEHOLDS
VII.3	VII-3 BALTIMORE REGION EMPLOYMENT
VII.3	VII-4 KEY INDICATORS OF TRAVEL DEMAND
VII.4	VII-5 PROPORTION OF TOTAL SIMULATED PERSON TRIPS PRODUCED IN THE BALTIMORE REGION
VII.13	VII-6 OVERALL PRIORITIZATION PROCESS
VII.14	VII-7 DISTRIBUTION OF TRANSPORTATION FUNDS (IN BILLIONS)
VII.14	VII-8 EXPANSION FUNDS (IN BILLIONS)
VII.23	VII-9 PREFERRED ALTERNATIVE RAIL TRANSIT PROJECTS
VII.24	VII-10 PREFERRED ALTERNATIVE HIGHWAY PROJECTS
VII.26	VII-11 PREFERRED ALTERNATIVE BICYCLE AND PEDESTRIAN PROJECTS
VIII.7	VIII-1 CONGESTED ROADWAYS – PREFERRED ALTERNATIVE
VIII.11	VIII-2 POPULATION BY RACE AND TRANSPORTATION ANALYSIS ZONE: BLACK
VIII.12	VIII-3 POPULATION BY ETHNICITY AND TRANSPORTATION ANALYSIS ZONE: HISPANIC
VIII.13	VIII-4 POPULATION BY ETHNICITY AND TRANSPORTATION ANALYSIS ZONE: WHITE
VIII.14	VIII-5 POPULATION BY ETHNICITY AND TRANSPORTATION ANALYSIS ZONE: OTHER
VIII.15	VIII-6 POPULATION BY INCOME AND TRANSPORTATION ANALYSIS ZONE
VIII.16	VIII-7 ACCESSIBILITY ANALYSIS CHARTS
VIII.22	VIII-8 WATERSHEDS – PREFERRED ALTERNATIVE

## TABLES

PAGE	TABLE
II.7	II-1 PUBLIC USE GENERAL AVIATION FACILITIES
II.7	II-2 PASSENGER MARKET SHARE AT BWI AIRPORT, 1997-2003
III.5	III-1 LONGEST COMMUTES IN THE U.S.
III.7	III-2 PERFORMANCE MEASURES USED FOR ANALYSIS
III.9	III-3 REGIONAL A.M. PEAK AND 24-HOUR MEASURES: 2000
III.12	III-4 REGIONAL A.M. PEAK AND 24-HOUR MEASURES: 2030 EXISTING AND COMMITTED
IV.2	IV-1 REGIONAL CRASH STATISTICS 1980-2002
IV.3	IV-2 REGIONAL CRASH FATALITIES 1980-2002
IV.11	IV-3 TRUCK PERCENTAGES AT REGIONAL TOLL FACILITIES: 2000-2003
IV.16	IV-4 ACTIVITY AT PORT TERMINALS: 2000-2003
IV.19	IV-5 MAIL AND FREIGHT ACTIVITY AT BWI: 2000-2003
IV.19	IV-6 REGIONAL AIR MAIL AND FREIGHT ACTIVITY, 2003
VI.11	VI-1 REGIONAL APPLICATION OF LAND USE / GROWTH MANAGEMENT TECHNIQUES
VII.5	VII-1 REGIONAL A.M. PEAK AND 24 HOUR MEASURES: 2000 AND 2030 E&C
VII.15	VII-2 TRANSPORTATION DEMAND MANAGEMENT STRATEGIES
VII.16	VII-3 CAPITAL PROJECTS
VII.22	VII-4 PREFERRED ALTERNATIVE RAIL TRANSIT PROJECTS
VII.25	VII-5 PREFERRED ALTERNATIVE HIGHWAY PROJECTS
VII.27	VII-6 PREFERRED ALTERNATIVE BICYCLE & PEDESTRIAN PROJECTS
VIII.4	VIII-1 REGIONAL A.M. PEAK MEASURES
VIII.5	VIII-2 REGIONAL 24-HOUR MEASURES
VIII.18	VIII-3 HIGHWAY RUNOFF CONSTITUENTS AND THEIR PRIMARY SOURCES (U.S. EPA, 1993)
VIII.26	VIII-4 FINAL EMISSIONS RESULTS (IN TONS/DAY)
IX.1	IX-1 PLANNING STUDIES FOR NEEDED PROJECTS

## APPENDICES (SEPARATE DOCUMENT)

A.1	EXISTING & COMMITTED PROJECTS
B.1	PRIORITIZATION METHODOLOGY & RESULTS
C.1	ROUND 6-A SOCIOECONOMIC FORECASTS
D.1	PUBLIC PARTICIPATION
E.1	RESOLUTION
F.1	GUIDELINES FOR THE CONGESTION MANAGEMENT SYSTEM IN THE BALTIMORE REGION

## ACRONYMS

ADA	Americans with Disabilities Act
AFV	Alternative Fuel Vehicle
BMC	Baltimore Metropolitan Council
BMP	Best Management Practices
BPG	Bicycle/ Pedestrian/ Greenways Transportation Plan

BRTB	Baltimore Regional Transportation Board
BRTP	Baltimore Regional Transportation Plan
BWI	Baltimore Washington International Airport
CAAA	Clean Air Act Amendments of 1990
CAC	Citizens Advisory Committee
CAP	Clean Air Partners
C&D	Chesapeake & Delaware Canal
CEO	Cluster Exchange Option
CHART	Coordinated Highways Action Response Team
CLRT	Central Light Rail Transit
CMAQ	Congestion Mitigation / Air Quality
CMS	Congestion Management System
CO	Carbon Monoxide
CPA	Community Planning Areas
CTP	Consolidated Transportation Program
DCA	Reagan Washington National Airport
DEO	Density Exchange Option
DOT	United States Department of Transportation
E&C	Existing & Committed
EPA	United States Environmental Protection Agency
ERS	Emission Reduction Strategy
EJ	Environmental Justice
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GA	General Aviation
GIS	Geographic Information Systems
GPS	Global Positioning Systems
HBW	Home-Based Work
HBNW	Home-Based Non-work
HCM	Highway Capacity Manual
HCTS	Harford County Transportation Services
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
IAD	Dulles International Airport
ICG	Interagency Consultation Group
ICTF	Intermodal Container Transfer Facility
I&M	Inspection & Maintenance
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITS	Intelligent Transportation Systems
JARC	Job Access and Reverse Commute
JFX	Jones Falls Expressway
LGSS	Land Growth & Stewardship Subcommittee
LOS	Level of Service
LOTS	Locally Operated Transit System
MAA	Maryland Aviation Administration

# TRANSPORTATION 2030

MARC	Maryland Commuter Rail system
MDE	Maryland Department of the Environment
MDP	Maryland Department of Planning
MDOT	Maryland Department of Transportation
MdTA	Maryland Transportation Authority
MMID	Maryland Midland Railroad
M&O	Management & Operations
MPA	Maryland Port Administration
MPO	Metropolitan Planning Organization
MTA	Maryland Transit Administration
MTN	Martin State Airport
NAAQS	National Ambient Air Quality Standards
NHTS	National Household Travel Survey
NO <sub>x</sub>	Oxides of Nitrogen
NPDES	National Pollution Discharge Elimination System
NS	Norfolk Southern Railroad
OBO	Other-Based Other
PFA	Priority Funding Area
RC	Rural Conservation
RPD	Regional Planning District
RR	Rural Residential
SCP	Safety Conscious Planning
SHA	Maryland State Highway Administration
SIP	State Implementation Plan
SOV	Single Occupancy Vehicle
STPP	Surface Transportation Policy Project
TANF	Temporary Assistance to Needy Families
TAZ	Transportation Analysis Zone
TDM	Transportation Demand Management
TEA-21	Transportation Equity Act for the 21 <sup>st</sup> Century
TIP	Transportation Improvement Program
TMA	Transportation Management Association
TMDL	Total Maximum Daily Load
TOD	Transit Oriented Development
TSM	Transportation System Management
TTI	Texas Transportation Institute
UPWP	Unified Planning Work Program
URDL	Urban/ Rural Demarcation Line
US	United States
V/C	Volume to Capacity
VEIP	Vehicle Emissions & Inspection Program
VMT	Vehicle Miles of Travel
VOC	Volatile Organic Compounds
WBO	Work-Based Other