



## **Background**

The Baltimore region is undertaking an amendment to its regional transportation plan, *Transportation Outlook. 2035: Creating a Blueprint for the Baltimore Region's Future*. A workshop will be held on November 25, 2008 to obtain input from the public on a set of scenarios that have been developed. The focus of this amendment is to enhance the transit network in the Baltimore region.

This amendment will not affect the currently funded projects in *Transportation Outlook 2035* that was adopted in November 2007. The BRTB made a commitment to the public that “if the General Assembly were to approve a revenue enhancement strategy, the BRTB would consider amending *Transportation Outlook 2035* to address multi-modal needs, particularly transit. In early 2008, a revenue enhancement was passed by the MD General Assembly that resulted in new revenue amounting to \$340 million (in current dollars) beginning in 2012, over the life of the plan (2.4% inflation adjusted).

## **Impact of Changing Economy on *Transportation Outlook 2035* Amendment**

On September 10, 2008, Transportation Secretary John D. Porcari announced that \$1.1 billion in transportation projects would be deferred over the next six years to compensate for a revenue shortfall. The deferrals include both new highway and transit projects that were added to the capital program earlier in 2008 as a result of the revenue enhancement package passed by the MD General Assembly. In October 2008, the MD Transit Administration announced proposed reductions to MARC Train and Commuter Bus Service as a result of continuing budget decreases. As a result of these reductions, the

potential impact on the amendment to *Transportation Outlook 2035* was identified. Scenarios of longer-term projects (2020 to 2035) at a level of approximately \$225 million worth of projects were developed. The other funding scenario is to continue to amend the plan from 2013 to 2035 for approximately \$340 million (approximately \$16 million per year).

## **Scenarios**

Scenarios were developed with a mix of projects; based on the number of ideas that were submitted by the public in that category, recommendations by the Citizens' Advisory Committee (CAC) and technical analysis by BMC staff. The attached scenarios provide proposed funding at both levels of funding; \$340 and \$225. The mix of projects includes;

- Green Line - scope to be determined
- Park-&-Ride spaces: \$10,000/space for 2000 spaces (Anne Arundel, Baltimore, Harford, Howard counties)
- Carroll County – transit vehicles and amenities
- Intermodal Facilities - \$10 million/facility average, 3 of 4 (Central Maryland Transit Operations Facility (CMTOF), Columbia, Snowden Square, Parole)
- Intermodal Facilities - \$20 million/facility average (such as Lexington Market or other Baltimore City location)
- MARC stations (not currently included in TO2035, i.e. Odenton or West Baltimore)
- AVL (only)
- Dedicated bus lanes (in congested corridors such as I-695, MD 152, US 29, MD 2)
- AVL, 511, next vehicle information, kiosks
- Security equipment such as cameras, phones, lighting at transit stations

The scenarios have been developed based on input to address the perceived need to “give priority to connectivity between parts of the transit system which will permit the public to make full, efficient use of the expanded transit option” as stated by the League of Women Voters and to “make the regional transit system usable by and attractive to a broader segment of the region population and workforce as stated by the CAC.