

**Baltimore Regional Transportation Board (BRTB)  
Citizens' Advisory Committee (CAC)**

**RESOLUTION CAC-09-01  
Comments on Proposed Amendment to Transportation Outlook 2035**

Draft, for CAC Consideration, April 22, 2009

WHEREAS, the BRTB has solicited public comments on the draft Baltimore Region Unified Planning Work Program (UPWP) for FY2010; and

WHEREAS, the CAC has approved resolutions recommending that the BRTB update the process by which the regional long-range transportation plan is developed, to better reflect regional needs based on a comprehensive regional vision, and to be more inclusive of the public, specifically,

- “That work begin immediately on a... long range plan, [including] a comprehensive community planning process to develop a vision, framework and priorities” (CAC-08-01, April, 2008); and
- “Establish a vision-driven and need-based comprehensive long-range plan and planning process” (CAC-08-06, September, 2008); and

WHEREAS, the BRTB decided at its December, 2008 meeting to develop a comprehensive regional transportation vision for the Baltimore region; and

WHEREAS, the proposed budget for the Long-Range Planning task for FY2010 is only \$75,000 greater than the corresponding budget for FY2009, representing approximately the same percentage (6.2%) of the total proposed annual budget – despite the addition of the regional visioning activity; and

WHEREAS, significant changes in the way surface transportation projects are evaluated and funded by the Federal government and at the State level are likely to be made during FY2010, thereby increasing the importance and urgency of having a regional transportation plan and planning process that can respond to such changes;

NOW THEREFORE BE IT RESOLVED that the CAC recommends that the BRTB proceed expeditiously and without delay to prepare the Regional Transportation Vision and update the process by which the long-range transportation plan is developed; and

BE IT FURTHER RESOLVED that the CAC recommends that the BRTB modify the FY2010 Unified Planning Work Program language as provided in Attachment A; and

BE IT FURTHER RESOLVED that the CAC recommends that the BRTB increase the FY2010 budget for the Long-Range & Vision Planning task, to enable the regional visioning process and the development of an updated regional transportation planning process to be progressed as expeditiously as possible, without resource constraints and with an appropriate level of public participation.

**ATTACHMENT A**  
**Baltimore Region FY2010 Unified Planning Work Program**  
**for Transportation Planning**

**Long-Range Transportation Planning – System Level**

**PROJECT:** LONG-RANGE STRATEGIC ANALYSIS

This project is divided into two task activities:

- Long-Range & Vision Planning
- Congestion Management Process

**TASK:** LONG-RANGE & VISION PLANNING

**PURPOSE:** To establish a regional planning process that is based on a comprehensive vision for regional transportation and which satisfies the requirements of the Metropolitan Planning Regulations.

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The next long-range transportation plan will begin to be updated in this timeframe. A key task will be the development of a regional transportation “Vision.” The Vision will be comprehensive, multi-modal and responsive to the region’s needs and aspirations. It will address concerns within the region about protection of the environment, the availability and cost of energy resources, future land use and development patterns, regional economic competitiveness and the quality of life. Specific goals, objectives and strategies will be developed to guide implementation of the Vision. While the list of capital projects included in the next long-range transportation plan will be resource-constrained according to the applicable Federal regulations, the Visioning process will not be initially constrained by the current scarcity of funds available for transportation system investments. A second, related key task will be the refinement of the process by which the long-range regional transportation plan is developed.

The goal of this UPWP task is to achieve consensus on a Comprehensive Regional Transportation Vision, and a refined long-range planning process, by the end of FY2010. This would enable the preferred long-range transportation plan to be developed in 2011. Recognizing the collaborative nature of this effort, involving all of the BRTB member jurisdictions, state agencies, public and private stakeholder groups and the general public, consensus may not be easily achieved. However, the regional Vision and updated long-range plan will be important to have in hand in order for the State and region to be able to respond most efficiently and productively to new requirements and opportunities that may emerge from the pending Federal surface transportation authorization, potential new Federal and/or state and local infrastructure funding mechanisms, prospective new environmental regulations, and continuing population and employment growth in the region.

The various inter-related work elements within this task are illustrated in the accompanying flow diagram. A research and data compilation effort will be undertaken in the first quarter of FY2010 to assemble information from available existing sources on regional trends and forecasts (including demographics, land use, travel demand, goods movement, and environmental conditions), relevant programs and initiatives of the BRTB member jurisdictions and Maryland state agencies, and best practices and examples from other regions with respect to regional visioning, long-range transportation planning, analytic methods and tools, performance measures, and funding sources and mechanisms. A set of working papers will be developed during the second quarter of FY2010, summarizing regional trends and forecasts, identifying regional transportation-related strengths, weaknesses, opportunities and threats, and comparing national and international best practices.

Critical to the success of the work effort will be an ongoing process of reaching out to and engaging with public and private stakeholders, including the BRTB member jurisdictions (including but not limited to departments of planning, transportation, public works, environment and economic development), state agencies, various public and private stakeholder groups with an interest in regional transportation, and the general public. Issues and concerns will be obtained from these groups at the outset. Brainstorming sessions will be held to solicit ideas and identify priorities. The interim work papers will be circulated for review, discussion and feedback by stakeholder groups. Visioning workshops will be held to facilitate the evaluation of alternatives – including alternative regional transportation visions, strategic directions, investment levels, performance measures, and evaluation frameworks. BRTB will seek to achieve a broad regional consensus around a comprehensive regional vision – and a refined long-range planning process.

The visioning activity will compare proposed goals with state conservation plans, the Maryland Strategic Highway Safety Plan, land use plans, climate change plans, and other relevant plans. Following efforts started as a result of current metropolitan planning regulations, this task will also compare proposed goals with natural and historic resource inventories, integrate safety into all aspects of goal development and will consider a range of special groups, including consideration of environmental justice communities, aging population, labor force, goods movement, and pedestrian and bicycle communities.

Objectives will be developed based on the goals that are specific and measurable. The objectives will be measurable so that progress toward the achievement of the goals is clear. The objectives will also be realistic with clear target dates.

The revised long-range planning process will update the process by which candidate capital projects are formulated, evaluated, prioritized and selected for inclusion in the long-range plan and TIP. The sequence of steps to be followed and the timeline for those steps will be identified, along with the quantitative performance measures to be used to evaluate projects, and the analytic tools and data required to perform the measurements. As a byproduct of this task, the input forms used to describe and document candidate projects will be updated.

Consultant assistance will be obtained as necessary to update various components of the planning process, such as development of multi-modal measures, expanded analysis years and more detailed project costs and financial analysis. This review will include additional research that builds on previous efforts and input to further update the plan's policies, strategies, and performance measures. Based on a recent Baltimore-specific freight profile, more consideration of the growth in regional freight activity, goods movements, and the related infrastructure are needed to improve multi-modal mobility in this region. Efforts will continue to integrate many overarching issues into the project selection process and performance criteria such as safety, congestion management, security, and management and operations. Also maximizing tools such as GIS layers and visualization techniques will allow technical information to be displayed in a user-friendly manner. All of the tools and techniques will build on, or be compatible with the regional travel demand model.

For the consideration of additional revenue as well as updating tools used in the planning process, ample documentation of issues and discussions will take place. This task will integrate the technical work of other UPWP tasks as appropriate, particularly with respect to data collection, modeling and analysis, policy-making, and project identification.

Public input and feedback will be sought, and opportunities for public participation will be provided as described in the BRTB Public Participation Plan.

**FY 2010 PERFORMANCE OBJECTIVES:**

1. Document all activities related to possible update to Transportation Outlook 2035.
2. Develop a public and stakeholder outreach plan and schedule.
3. Initiate outreach to agencies responsible for land use, conservation and climate plans to understand their goals and how they affect the transportation plan update.
4. Undertake a research and data compilation effort to identify national and international best practices
5. Understand historical trends (success) of project planning and implementation.
6. Coordinate trends analysis, local planning assumptions and cooperative forecasts.
7. Review financial forecasting tools and documenting procedures.
8. Prepare a Comprehensive Regional Transportation Vision, through collaboration with stakeholder groups, including development of goals and objectives to be carried forward in the long-range plan development.
9. Prepare an updated process for developing the long-range transportation plan, including identification of specific performance measures.
10. Revise the project submittal form to capture necessary information.
11. Continue coordination of activities such as regional mitigation strategies.

PRODUCTS/MILESTONES	SCHEDULE
Obtain stakeholder input and conduct brainstorming sessions	1 <sup>st</sup> Quarter

Research & Data Compilation	1 <sup>st</sup> Quarter
Working Paper: Regional Trends and Forecasts	2 <sup>nd</sup> Quarter
Working Paper: Regional Strengths, Weaknesses, Opportunities & Threats	2 <sup>nd</sup> Quarter
Working Paper: Best Practices	2 <sup>nd</sup> Quarter
Visioning Workshops with Stakeholders and the Public	3 <sup>rd</sup> Quarter
Draft White Paper: Regional Transportation Vision	4 <sup>th</sup> Quarter
Draft White Paper: Long-Range Planning Process	4 <sup>th</sup> Quarter
Update submittal forms	4th Quarter
Coordinate Conformity of Plan amendment/revision with TIP	Throughout Fiscal Year
Continue approach to mitigation	Ongoing

PARTICIPANTS: Baltimore Metropolitan Council

BUDGET: \$700,000 [suggested doubling of FY2009 level of effort]

# BRTB Work Program for Long-Range Planning and Visioning – FY 2010

