

The Plan, The Plan

Like many metropolitan areas in the country, the Baltimore region has an extensive and integrated surface transportation network—including highways, city streets, suburban and rural roads, bus lines, train tracks and bicycling paths. All of these methods of transportation have one thing in common: they help people and goods get where they need to go.



needs. This process identifies the major capital projects which should meet the region's transportation needs for the coming decades.

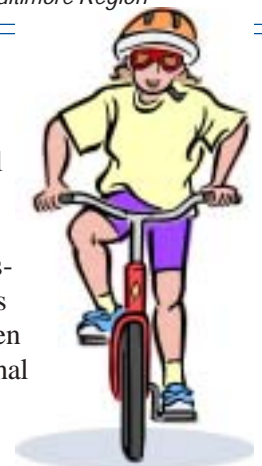
The current long range transportation plan was completed in 2001. The next one is scheduled to be finished

by December 2004 and will be known as the 2004 Baltimore Regional Transportation Plan. Our standard way of referring to it, however, is to call it *Transportation 2030*. *Transportation 2030* will guide spending for capital expansion programs and projects out to 2030. The funding covered by *Transportation 2030* also includes maintenance and operational improvements.

The Need for *Transportation 2030*

In general, a long range transportation plan:

- Provides regional coordination to locate and implement future transportation facilities and services, often across jurisdictional boundaries;
- Provides guidance and direction for local jurisdictions and state agencies in choosing infrastructure investments;
- Provides guidance and support for the region's future growth and development; and
- Serves as the foundation for developing the region's Transportation Improvement Program (TIP), the set of federally funded transportation projects ready for construction within the next five years.



Note that projects flow from the long range transportation plan to the TIP.

As our region's metropolitan planning organization (MPO), the BRTB is responsible for determining how federal transportation funds will be spent. And every three years, the BRTB re-

views how the region is changing and growing in order to determine future transportation



Inter- and Intra-regional Commuting Intensifies During the 1990s

Commuting data released on March 6, 2003, from the U.S. Census Bureau showed that the number of Baltimore-region workers traveling to jobs outside our metropolitan area increased during the 1990s. The number of people from the DC region commuting to Baltimore also increased during the same period. In more detail, the data show:

- A growing number of people commuted to the Baltimore region from Frederick, Montgomery and Prince George's counties, the District of Columbia and Northern Virginia, as well as from Cecil and Queen Anne's counties on the Upper Eastern Shore.
- Central Maryland experienced a 57 percent increase in workers coming from Pennsylvania and Delaware during the 1990s.
- The number of Baltimore-area residents commuting to jobs in Northern Virginia, especially Arlington and Fairfax counties, grew by 33 percent during the 1990s.

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Your Opinion Counts: Participate in Developing *Transportation 2030*



The first step in understanding how you can have input into *Transportation 2030* is being clear about what “having input” means.

Providing input means that you will review information and provide comments to the BRTB. This is different from an informational role, which means that you would review information, but not provide comments. Reviewing information is primarily for the purpose of increasing your knowledge.

There are many times during the development of *Transportation 2030* when information will be shared with you. There are other instances in which you can provide input that can have an effect on transportation funding decisions. These points at which you can provide input are extremely important, so be sure to make the most of them by attending public meetings and keeping up to date with the progress of *Transportation 2030*. We'll be sure to point out times when your input is needed.

You will want to reach representatives of the BRTB with your comments and input. Contact numbers are listed on the back page of *BRTB Notes*.

The Citizens Advisory Committee (CAC) is currently considering the best techniques for reaching the public and getting input about *Transportation 2030*. Although the CAC's plan is still tentative, here is information on likely methods that will be used.

Public Meetings

Planned public meetings will be opportunities to interact with BRTB rep-

resentatives and discuss your concerns about various topics related to *Transportation 2030*. BRTB representatives will consider your input as *Transportation 2030* is developed. Remember that with the variety of opinions usually represented in public comments, not all views will be addressed in the final version of *Transportation 2030*. Go online at www.baltometro.org/BRTP2004/BRTP2004.html to get a description of each public meeting and more specific details about location, date and time.

Informational Documents

Look for clear and easy-to-read information in various formats, including:

- A dedicated section on *Transportation 2030* in *BRTB Notes*, our bi-monthly newsletter;
- Updates or discussions at the monthly CAC meetings;
- A section on the BMC website for information and citizen input; and
- Regular presentations at

monthly BRTB meetings.

The CAC plays a special role in developing *Transportation 2030* by serving as a focus group. Among other things, the CAC will be involved in reviewing the goals and objectives for *Transportation 2030* and reviewing the list of selected project investments. A representative from the CAC has also been selected to serve on the BRTB's *Transportation 2030* Coordinating Committee, which will provide advice to staff and the BRTB.

Remember that all CAC meetings are open to the public, so you can attend these in addition to attending public meetings. Although discussions at CAC meetings are usually reserved for CAC members, comments from guests will be included as time permits.

Transportation 2030 Open House Kickoff on June 4th

Put it on your calendar! On June 4th, 2003, an Open House will be held to launch the development of *Transportation 2030*.

The Baltimore Regional Transportation Board (BRTB) is sponsoring this forum to invite the public to begin participating at this early stage in the process.

The Open House will feature information on the development of *Transportation 2030* and future opportunities for public participation. Maps and displays showing changes in

where people live and work in the region and how and where they travel will also be available. Representatives from the BRTB will be there to discuss options in transportation improvements and answer questions.

The Open House will be at the BMC offices at 2700 Lighthouse Point East, Suite 310 and will take place from 6:30 – 8:00 p.m.

Visit www.baltometro.org for a map and directions. Please RSVP for the Open House by going to www.baltometro.org/BRTP2004/BRTP2004.html, by calling Susan Aceti at 410-732-0500, x1047 or by sending an e-mail to saceti@baltometro.org.



Major Tasks and Timeline for *Transportation 2030*

Every three years, the BRTB develops a process to create the next Long Range Plan. This process lasts about 1.5 years and includes many tasks. Public involvement is an ongoing task throughout the entire process and is addressed in another article in this issue (Your Opinion Counts: Participate in *Transportation 2030*). The following list identifies the major tasks planned for *Transportation 2030*:

Major Task	Description	Estimated Completion Date
Review Goals & Process	Goals, technical methods, and the project submittal process are reviewed and revised, if appropriate.	August 2003
2030 Socio-economic Forecast	Local jurisdictions provide forecasts of population, housing and employment to 2030.	October 2003
Project Submittal	Local jurisdictions and MDOT submit projects to be considered in the Plan. <i>Transportation 2030</i> builds upon the established projects from the 2001 Long Range Plan.	November 2003
Financial Analysis	A forecast of available federal, state, and local funds to pay for projects and programs is developed.	December 2003
Prioritization of Candidate Projects and Evaluation of Investment Alternatives	Projects are evaluated individually and technically based on technical and public policy criteria.	March and June 2004
Selection of Best Mix of Projects	This group of preferred projects and programs are reviewed to make sure they meet specific performance measures, particularly financial constraints, mobility needs and air quality standards.	August 2004
BRTB Approval	The BRTB approves <i>Transportation 2030</i> .	December 2004

BWI and Pan American Airways Team Up to Win Three National Marketing Awards

BWI and Pan American Airways have received the 2002 “Tranny” Awards, presented by the Transportation Marketing Communications Association (TMCA) for advertising and marketing communications excellence in the transportation industry. BWI Airport and Pan Am were the only airport and airline in the country to receive awards this year. The three “Awards of Merit” were for their 2001 adver-

tising campaign promoting the new intra-Maryland air service between the Greater Cumberland Regional Airport, Hagerstown Regional Airport and BWI. Pan Am affiliate Boston-Maine Airways launched regional air service connecting Cumberland, Hagerstown and BWI in January 2002, offering three roundtrip flights per day. The adver-



tising campaign and materials were created by The Campbell Group, an advertising and public relations firm in Baltimore.

(From *BWI Community Newsletter*, Winter 2003)

Transportation 2030 Resources

If you want more information on the last Long Range Plan or want to know how *Transportation 2030* fits with state plans, check out these and other resources:



- **The 2001 Baltimore Regional Transportation Plan**
<http://www.baltometro.org/BRTP2001/BRTP2001.html>
- **The 2002 Maryland Transportation Plan**
http://www.mdot.state.md.us/State_Report_On_Transportation/Documents/MD2002Plan.pdf
- **City of Annapolis Comprehensive Plan**
http://www.annapolis.gov/citizens/depts/pl_zon/compplan/execsum.html
- **Baltimore City Strategic Neighborhood Action Plans**
<http://www.ci.baltimore.md.us/neighborhoods/snap/index.html>
- **Anne Arundel County General Development Plan**
-Go to <http://www.co.anne-arundel.md.us/> and click on *Site Map* in the list on the left side of the page.
-Under *Planning & Zoning/Inspections & Permits*, choose *Planning Information*. Click on *General Development Plan*.
- **Baltimore County Master Plan**
<http://www.co.ba.md.us/Agencies/planning/masterplan/mastplan.html>
- **Carroll County Master Plan**
<http://ccgov.carr.org/plan-d/mstrplan/index.html>
- **Harford County Master Plan**
<http://www.co.ha.md.us/MasterPlan/>
- **Howard County General Plan**
<http://www.co.ho.md.us/DPZ/GP2000/genplan2k.htm>



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Framework of *Transportation 2030*

Transportation 2030 will be shaped by a number of factors, including:

- Information collected from public outreach and input, including public meetings;
- Goals and objectives established to guide investment choices;
- Local and regional strategies to relieve congestion, improve quality of life through increased mobility and enhanced access to jobs;
- Local development patterns and plans;
- A process that takes policy and technical considerations into account in selecting prioritized projects;
- An extension of the Plan's horizon year from 2025 to 2030;
- An integration of the viewpoints of local officials with those of citizens and groups;
- Federal clean air requirements that limit the amount of emissions associated with the Long Range Plan;
- The seven planning areas from the Transportation Equity Act for the 21st Century (TEA-21); and
- Federal transportation regulations that require the total cost of selected projects be limited by the amount of funds available.

For more information on Transportation 2030, please contact Jocelyn Jones at 410-732-0500 ext. 1049, or send an email to jjones@baltometro.org.

Each issue of BRTB Notes is on the BMC web site in pdf format. Go to the BMC Home Page/ Services/ Publications/BRTB Notes or directly through this URL: www.baltometro.org/tscindex.html

Make Your Voice Heard on the Red and Green Lines

The Maryland Transit Administration (MTA) will be holding a series of meetings in May and June to get input on where the Red and Green lines will be run and where stations will be. These public “scoping” meetings will be in an open house format to allow you the chance within a 4 or 5 hour period to come in and get information and provide input. Here’s the schedule:

RED LINE

Rosemont Tower

740 Poplar Grove Street
Bus Routes: 15, 23, 91
Thurs., June 5th • 4–8 p.m.

Woodlawn Community Center

2120 Gwynn Oak Avenue
Bus Route: M-6
Sat., June 7th • 10 a.m.–2 p.m.

Hampstead Hill Elementary

Eastern & Winwood
Bus Route: 10
Thurs., May 29th • 4–8 p.m.

St. William of York

600 Cooks Lane
Bus Routes: 20, 23
Wed., June 18th •
4–8 p.m.

GREEN LINE

Dunbar High School

1400 Orleans Street
Bus Route: 23
Thurs., June 12th • 3–8 p.m.

Good Samaritan Hospital

5601 Loch Raven Boulevard
Bus Routes: 3 and 44
Sat., June 14th • 10 a.m.–2 p.m.

JOINT RED/GREEN LINE SCOPING MEETING

War Memorial Building

101 N. Gay Street
Bus Routes: 2,5,8,15, 19, 20, 23, 35, 91 and Shot Tower Metro Subway Station
Wed., May 21st • 11 a.m.–8 p.m.

Federal Funding Sought for Red & Green Lines

Scoring a victory for transit in the Baltimore region, the region’s elected officials have convinced Maryland Transportation Secretary Robert L. Flanagan and Governor Robert L. Ehrlich, Jr. to press ahead in seeking federal funds for the Red and Green Lines of the Baltimore Regional Rail System Plan. As part of TEA-21 reauthorization this fall, the state will seek money to plan and design both projects, with additional funding sought to begin construction on the Red Line.

The Red Line would be the region’s first east-west transit line, running from Woodlawn to Patterson Park. Light Rail, Metro Subway, and Bus Rapid Transit are all under consideration for the Red

Line. The Green Line is proposed as an extension of the Metro Subway from Johns Hopkins Hospital to Morgan State University in Northeast Baltimore. Planning is expected to take 24 to 36 months for both projects, with construction a few years thereafter, if federal funds are approved.

“This is a win for the region and it’s a win for Maryland. We need to build on this momentum,” Baltimore Mayor Martin O’Malley told *The Baltimore Sun*. O’Malley had joined Baltimore County Executive James Smith, Anne Arundel County Executive Janet Owens, Howard County Ex-



ecutive James Robey, and Carroll County Commission President Julia Gouge at a press conference in Annapolis urging Secretary Flanagan and Governor Ehrlich to reconsider their previous decision to not seek construction funds. Harford County Executive James Harkins was not able to attend the press conference. Transit advocates and the business community also rallied in support of construction resources. Less than a week later, the Governor announced his support for the Baltimore projects in unveiling his statewide reauthorization priorities.

MTA will kick off the formal planning process for the Red and Green Lines in mid-May. Decisions about alignments and station locations will be made through an Environmental Impact Statement prepared for each project. The public will have its first opportunity to participate in the planning of these lines at workshops to be held from mid-May through mid-June.

For more information, contact Jamie Kendrick, MTA’s Project Outreach Manager, at 410-685-7245, or view the project web page at www.baltimoreregiontransitplan.com



Inter- and Intra-regional Commuting Intensifies During the 1990s

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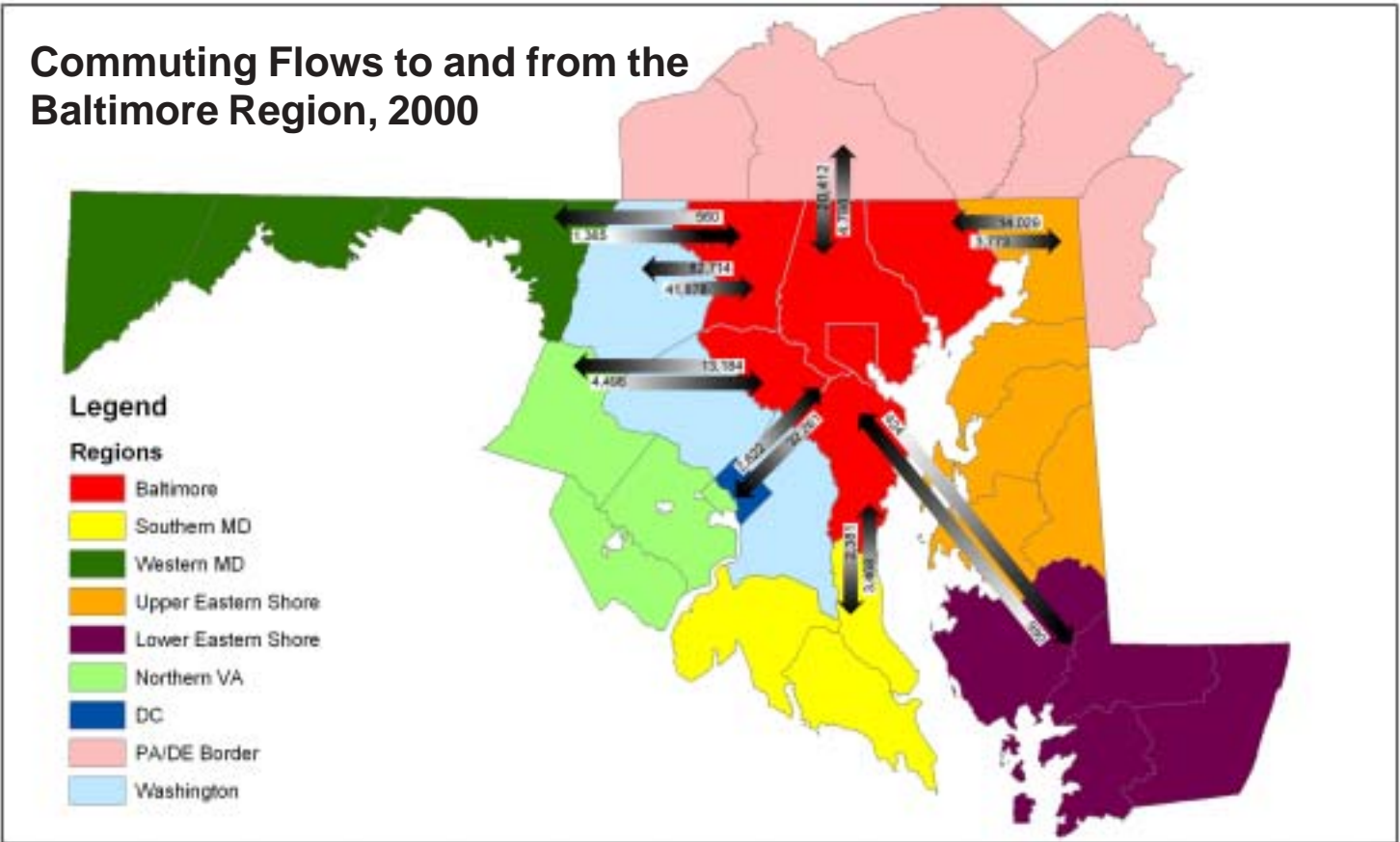
- More than 32,000 Baltimore-area residents worked in the District of Columbia in 2000.
- Overall, twice as many Baltimore-region residents commuted to jobs in the Washington region in 2000 as did in 1990, yet the percentage

of the Baltimore-area workforce commuting to the Washington region remained the same.

Intra-regional commutation patterns have also changed. In 2000, far fewer workers commuted from the surrounding suburbs into job locations in Baltimore City, while suburb-to-suburb commuta-

tion increased sharply during the 1990s.

The map below depicts the commutation flows into and out of the Baltimore region in 2000. The BMC will continue to examine these commutation trends in the weeks to come as more of the U.S. Census Bureau Transportation Planning Package becomes available.



Source: U.S. 2000 Decennial Census, Journey-to-work Dataset
 Prepared by Staff of Baltimore Metropolitan Council
 March 14, 2003



Calendar of Events

- May 13 .. Tuesday 10:00 a.m. Baltimore Regional Operations Coordination Committee
- May 14 .. Wednesday 8:30 a.m. Interagency Consultation Group
- May 14 .. Wednesday 4:00 p.m. Citizens Advisory Group
- May 22 .. Thursday 9:30 p.m. Freight Management Task Force
- May 27 .. Tuesday 9:00 a.m. Baltimore Regional Transportation Board
- June 3 Tuesday 9:30 a.m. Technical Committee
- June 18 .. Wednesday 10:00 a.m. Cooperative Forecasting Group

Look for more information on *Transportation 2030* in upcoming issues of *BRTB Notes*. Each issue of *Notes* will have a section devoted to the Plan. The next issue will describe key demographic and travel trends that affect transportation decisions.

Subject to change. Visit www.baltometro.org or call 410-732-0500 ext.1043 for an update of the events calendar and details.

BRTB Meets

At the February 4th BRTB meeting, the elected officials were presented with the final report of the Vision 2030 work activity. Mr. Don Fry, President of the Greater Baltimore Committee and Chair of the Vision 2030 Oversight Committee, discussed the difficulties and challenges that have led to potentially very rewarding visions and strategies. Mr. Fry provided a slideshow about Vision 2030 that explained the purpose of Vision 2030 and how it was initiated 20 months ago. Funds for this activity were provided by the BRTB with additional assistance from the Baltimore Regional Partnership. He described the Vision 2030 kickoff event (May 15, 2001), and the various activities and steps designed to gain public input throughout the process. Mr. Fry also described the attitudes and perceptions that were identified from the activities. He noted that education, the Bay and traffic congestion were the three top concerns expressed by the participating public. Growth and development were also significant issues, with differences in perspective from rural, urban and suburban populations.

From the public input gathered through the various activities, Mr. Fry said that 15 visions and 100 strategies were developed by the Oversight Committee. The visions and strategies are grouped into six major thematic areas. Finally, Mr. Fry requested a 120-day extension for the Oversight Committee to reach a recommendation on the implementation vehicle for Vision 2030. The Board endorsed the request. Four options are currently being considered.

At the March 25th meeting, the BRTB approved Resolutions #03-09 and #03-10. Resolution #03-09 resulted in shifting funds to a high priority area – environmental planning from various work activities that have been scaled back. Resolution #03-10 requested approval of the FY 2004 Unified Planning Work Program. The funds available for FY 2004 total \$3.9 million for regional planning activities. A central focus of

upcoming work will be the development of *Transportation 2030*. Almost all other activities will relate to this effort. Also during the meeting, the Board heard from the Federal Highway Administration (FHWA) about national freight forecasts, from MDE on new

MOBILE6 SIP budget estimates, and from BMC staff on new commuter flow data from the 2000 Census, the status on 2000 model validation tasks, and upcoming Clean Commute Month activities. (Visit www.cleancommute.com for more information on the latter).

Maryland's Threat Alert System

The Maryland Threat Alert System, or M-TAS, serves as an indicator of the validity of perceived threats, a method of communication for interagency preparedness, and a means of education for involved organizations and the general public. The M-TAS mirrors the current federal homeland security threat classification system. It incorporates five alert levels, each with a specific description and color coding. Higher alert levels are assigned to situations of greater risk, either in probability or potential severity.

Threat levels under the M-TAS are assigned by the Director of the Maryland Emergency Management Agency (MEMA) in cooperation with the Governor's Homeland Security Advisor, the Adjutant General of the Maryland National Guard, and the Superintendent of the Maryland State Police. Each of these parties will be involved in the decision to assign or change a threat level except in urgent circumstances when one or more may not be available. Once assigned, the threat level is reviewed at regular intervals. Threat levels can be assigned statewide, or limited to a smaller geographic area, jurisdiction, or infrastructure sector.

The M-TAS threat levels are as follows:

- Low** - Green
- Guarded** - Blue
- Elevated** - Yellow
- High** - Orange
- Severe** - Red

Each threat level has a unique color code and set of recommended actions for affected areas. Beyond the "Severe – Red" level is the state of alert associated with an actual event. This "Event" level is not designated in the M-TAS since it is an alert system, not a system to classify events.

The MEMA web page (<http://www.mema.state.md.us/news.html>) shows the current threat level in Maryland.



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Save the Date!
Transportation 2030
Kickoff on June 4

Let's Hear From You!

Send your comments to BRTBNotesEditor@baltometro.org or call 410-732-0500 ext.1047.

We're on the Web! Visit www.baltometro.org

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Baltimore Regional Transportation Board

Member	Empowered Representative	Representative's Phone Number
Hon. Ellen O. Moyer, City of Annapolis	Jon Arason	410-263-7961
Hon. Janet S. Owens, Anne Arundel County	Harvey Gold	410-222-7434
Hon. Martin J. O'Malley, City of Baltimore	Al Foxx	410-396-6802
Hon. James T. Smith, Baltimore County	J. Craig Forrest	410-887-3554
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Hon. James M. Harkins, Harford County, <i>Chair</i>	Pete Gutwald	410-638-3103
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