

Open House Kicks Off *Transportation 2030*

An Open House on June 4th successfully kicked off the development of *Transportation 2030* – the next regional long-range transportation plan. Over seventy attendees, including individual residents, representatives of community and regional nonprofit organizations, business groups, public safety personnel, higher education institutions and local, state and federal government staff participated in the Open House.

Participants viewed 15 poster-sized displays with information on growth in population, employment, households and vehicle miles traveled; details about air quality issues; and, a planned regional multi-modal travelers information system. The displays also included maps showing regional commuting flows; activity and development centers; the region’s land development patterns; major intermodal freight activity; and, the Baltimore Region Rail System plan.



Open House attendees listen to the evening’s speakers.

The major steps in the *Transportation 2030* process were also featured prominently to give participants a sense of the development of the long-range plan.

In addition, attendees also heard from several speakers. Pete Gutwald, the Chair of the Baltimore Regional Transportation Board (BRTB), gave an overview of *Transportation 2030*. He was followed by Jocelyn Jones, a Baltimore Metropolitan Council staff mem-

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Who’s Traveling Through BWI?

At the request of the Maryland Department of Transportation (MDOT), Baltimore Metropolitan Council (BMC) staff conducted a ground-level transportation services survey at the Baltimore/Washington International (BWI) Airport in December 2002 and January 2003. Funding for this survey was provided through the FY 2003 Unified Planning Work Program (UPWP) and the Maryland Aviation Administration (MAA). The survey included three activities: (1) a license plate survey of vehicles parked in BWI lots; (2) a survey of transit riders; and (3) a survey of demand responsive transportation user’s services — taxi, shuttle and limo riders. The main purpose of each of

the surveys was to identify the originating jurisdictions of BWI users. This information is vital in assisting MAA with a marketing and a multi-modal access plan for BWI Airport.

The license plate survey, conducted in December, was an update of a similar survey performed in May of 2001. The 2002 survey was conducted by Maryland Parking, in cooperation with the Maryland Aviation Administration. The four-day survey of 16,002 vehicles in parking lots managed by the Airport found that the Baltimore region represented 28.9 percent of the total surveyed vehicles

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Clean Commute Month 2003 – striving, not driving, toward cleaner air

This year, businesses, advocacy groups, citizens and state and local agencies joined together to make the most successful Clean Commute Month in its five-year history. During the month of May, citizens throughout the region left their cars at home and ventured to try an alternative commute. Participants biked, walked, took Metro, Light Rail, MARC, and car/vanpooled. Through events, activities, the website, radio and mailings about Clean Commute Month and clean alternatives, thousands of people learned about air quality in the Baltimore region, the relationship between driving and air quality, and what each person can do to help. With the Baltimore region classified by the federal government as “severe” for not meeting air quality standards, initiatives such as Clean Commute Month are becoming increasingly important in cleaning up our air.



Participants at Bike to Work Day enjoy a break in the activities.

Thanks! to those people who participated in this year’s initiative – who gave up their cars to try an alternative commute. Thanks also to the many organizations who joined the Clean Commute team to promote clean alternatives to driving alone:

• MD Energy Administration • Balto County Community College, Catonsville, Automotive Technology Department • MD Dept of the Environment • WholeFoods • MD Dept. of Transportation • MD Transit Administration • Balto Bicycling Club • Clean Air Partners • Balto Metropolitan Council • Mayor’s Committee on Bicycle & Pedestrian Safety • Balto City Councilwoman Catherine Pugh • One Less Car • LightStreet Cycles • Rideshare coordinators for Balto, Harford, Howard & Carroll counties & BWI business area • Struever Brothers • Metro Networks

HIGHLIGHT OF ACTIVITIES:

BIKE-TO-WORK DAY, MAY 2

Bikers of all levels rallied at three points in the region to celebrate biking as a commute option. Participants got free t-shirts and water bottles and entered a raffle for prizes. This was the highest turnout ever.



Students from Coldstream Elementary participate in the Ozone Action Days kick-off event at War Memorial Plaza.

OZONE ACTION DAYS KICK-OFF FESTIVAL, MAY 2

This festival, held at Baltimore’s City Hall Plaza, was the first ever to launch the ozone season in the Baltimore area. Participants enjoyed a clean barbeque while learning about options to reduce ozone. Elementary students from Coldstream Elementary School took part in the *Captain Ozone* clean air curriculum. The event was sponsored by Clean Air Partners

TELEWORK SEMINAR, MAY 20

BMC and the Maryland Department of Transportation sponsored a Baltimore Regional Telework Seminar on May 20. As a result of the session, the State Employees Credit Union is considering rejoining the Telework Partnership with Employers program and Si-

emens and the Greater Baltimore Technology Committee are interested in exploring partnerships with BMC and MDOT in promoting telework.

MARYLAND ALTERNATIVE FUEL VEHICLE DAY, MAY 28

Teachers, students, and citizens took part in a training session, ride-n-drive, and vehicle expo to learn about alternative fueled vehicle choices at the Community College of Baltimore County, Catonsville.



The Community College of Baltimore County hosts Alternative Fuel Vehicles Day.

EMPLOYER BREAKFASTS, THROUGHOUT MAY

Over 10 breakfast events were held throughout the region to educate and encourage employers to promote clean alternatives to driving alone.

FAIRS AND FESTIVALS, THROUGHOUT MAY

Clean Commute staff talked to hundreds of people at the Towsontown Festival and the Flower Mart about clean air, the health effects of pollution, and transportation choices.

**We hope you enjoyed
your Clean Commute and
will join us next year, if not
every day!**

BRTB Meets

At the April 22nd BRTB meeting, the BRTB approved Resolution #03-13. This resolution approved capital grant applications for consideration by the Maryland Transit Administration (MTA) toward a federal program called Section 5310. This funding is for eligible vehicles and support equipment for organizations that provide transportation services to the elderly and individuals with disabilities. The BRTB also endorsed May 2003 as Clean Commute Month with a full range of activities planned to engage the public. A presentation was made by a representative of the MTA on the status of the Job Access and Reverse Commute Program that has provided substantial federal and state funding to non-profit organizations in the Baltimore region.

At the May 27th meeting, the BRTB was scheduled to approve Resolution #03-12; however, the action was deferred to allow the City of Annapolis more time to ascertain implications to its transit program. The nominating committee recommended that Harford County serve as Chair of the BRTB and Howard County serve as Vice Chair. A special presentation was made by a representative of the Baltimore County Department of Economic Development on the current status of the Owings Mills transit-oriented development plan. The presentation focused on site plan options and development opportunities as well as transportation-related issues.

AIR QUALITY CODES

There are some color code alerts that those of us in the Baltimore region have been aware of for years: air quality warnings. All too often during the summer months, the words: “Today is a CODE RED (or ORANGE) day” can be heard on our radios and televisions.

Mindful of the confusion that can arise in the minds of folks hearing too many color-coded warnings, Clean Air Partners is strongly encouraging media outlets throughout the Baltimore and Washington regions to always include the words “air quality” when reporting ozone color codes. Announcements such as “Tomorrow is an AIR QUALITY CODE RED day; all individuals should limit outdoor activities and are asked to limit driving and only refuel after dark,” will soon take the place of what had become rather generic sounding advisories.

If you're a little hazy on all of the air quality color codes, their meanings, and what voluntary actions should be considered for each, then a quick review is in order.



CODE RED

is not just bad; it's unhealthy – for everyone. In addition to limiting outdoor activities and driving, people should avoid using gasoline-powered lawn equipment, oil-based paints, and aerosol products.

CODE ORANGE

means that air quality is unhealthy for *at risk* individuals, such as children, the elderly, and anyone with respiratory ailments. It's especially important for those at risk to reduce outdoor activities and for everyone else to help reduce ozone sources. Taking transit, carpooling, and teleworking are always good strategies to consider.



CODE YELLOW

signifies moderate air quality. Some people, especially those with chronic health problems, can experience problems breathing. Once again, limiting exposure to the outside air, as well as helping to reduce ozone formation are good ideas.



CODE GREEN

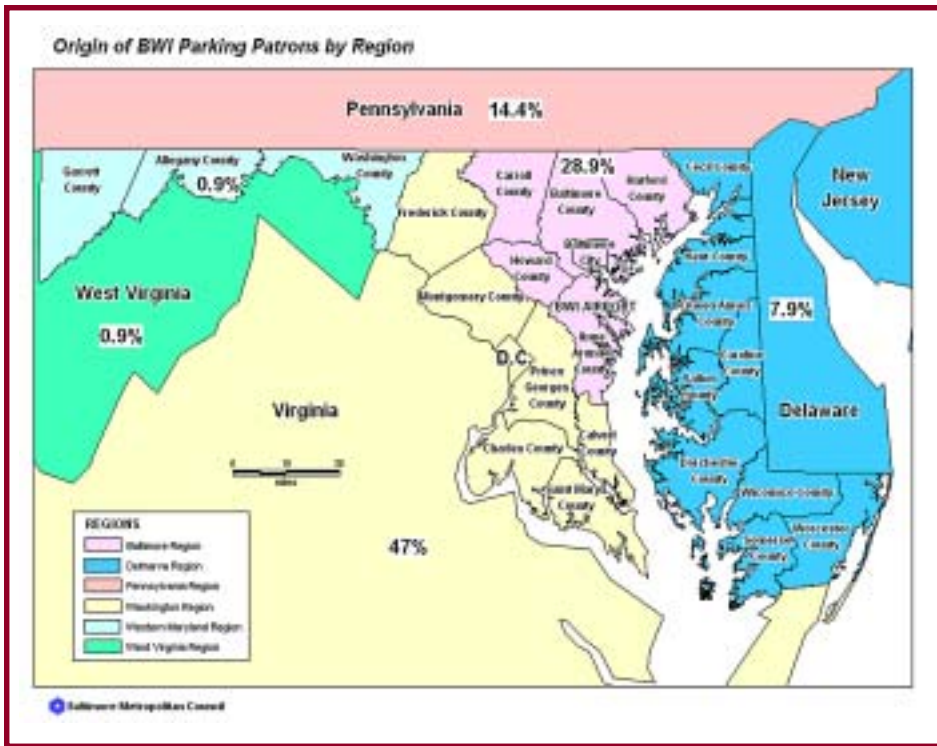
is what we live for, good air. Not much to say here, except that's when you want to take full advantage of all of the wonderful outdoor opportunities our region offers. It's also a good time to make sure your car, boat, lawnmower, or any other gasoline-powered engine is well-tuned and running as efficiently as possible.



For further information on air quality issues in the region, visit Clean Air Partners online at www.cleanairpartners.net or contact Russ Ulrich at 410-732-9575.

Who's Traveling Through BWI?

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(see map). Forty-seven percent of BWI users live in and around the Washington, D.C. region, up from 44.6 percent in the 2001 study. Of all of the Maryland jurisdictions, the largest percentage of travelers come from Montgomery County, 12 percent of all vehicles recorded. Vehicles from Baltimore County were second, with 8 percent. The number of passengers traveling from southern Pennsylvania increased from 12.4 percent in 2001 to 14.4 percent last year.

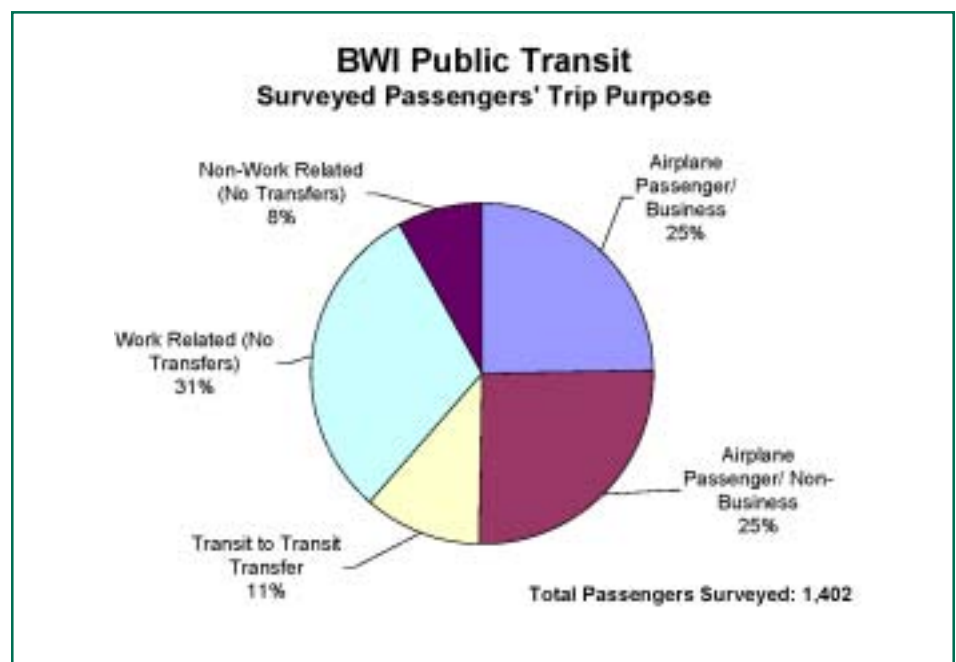
The second survey was conducted in January 2003 over a four-day period. This was a survey of transit users to and from BWI. BMC staff interviewed 1,402 public transit riders of BWI's six public transit routes – the B30 Express Bus, Red Express Bus, Local Bus #17, Light Rail, Amtrak/MARC Shuttle and Sky Blue Bus. The survey found that 50 percent of public transportation users were traveling to fly from BWI and that 31 percent were utilizing transit to work at or around the Airport (see chart). The survey also revealed that 11 percent of public transportation rid-

ers are using the BWI Airport as a point of transfer to other locations. In the Baltimore metropolitan area, Baltimore City is the most popular origin or destination with 68 percent of public transit users. Transit users from Baltimore County were second among Baltimore region riders with 13 percent while Anne Arundel County ranks third with 11 per-

cent. Among public transit users, the District of Columbia accounted for 14 percent of the ridership while the Washington metropolitan area was the origin or destination of 16 percent of trips to or from BWI Airport.

A third survey of Demand Responsive transportation – taxi, limo and shuttle services – was conducted in December 2002 and recorded the responses from 8,120 demand responsive passengers. In this survey, the largest percentage of users came from Baltimore City with 48 percent of all surveys recorded. Passengers from Anne Arundel County were second with 24 percent and Howard County ranks third with 16 percent. Baltimore County travelers accounted for 11 percent of those using BWI's Demand Responsive Services for transportation to and from the Airport. Users from the District of Columbia and the Washington metropolitan area represented 14 percent and 22 percent, respectively.

Copies of the 2002 BWI Parking Lot Survey and Survey of BWI Ground Transportation Users 2003 can be obtained by calling the Baltimore Metropolitan Council's Regional Information Center at 410-732-9570.



Maryland Seeking Federal AMBER Alert Grant Funds

The Maryland AMBER Alert plan was developed to quickly notify the public following a child's abduction when circumstances surrounding the abduction indicate the child is in danger of serious bodily harm or death. It is supported by a partnership of local law enforcement agencies, the Maryland State Police, the Maryland Department of Transportation, the Maryland Center for Missing Children, the Maryland Emergency Management Agency, and area broadcasters. The Maryland State Highway Administration has submitted a proposal to receive \$125,000 in federal funds to support the AMBER Alert program.

The AMBER Alert was named in memory of Amber Hagerman, a 9-year old Texas girl who was kidnapped in 1996 and later found murdered. AMBER is also an acronym for America's Missing: Broadcast Emergency Response. AMBER Alert plans have since played a role in the rapid location and safe recovery of dozens of abducted children nationwide.

Activation of the AMBER Alert Plan in Maryland is an option following the abduction of a child aged 14 years or less (ages 15-17 under extenuating circumstances). Police responding to the kidnapping must notify a trained Maryland State Police duty officer who will verify that the abduction meets the AMBER Alert criteria. State Police will then activate the Emergency Alert System to immediately release a detailed description of the child, suspected kidnapper, and/or a suspect vehicle. This information is broadcast on regional radio and television along with an emergency telephone contact for the appropriate authorities.

The federal grant funds are part of a \$7 million United States Department of Transportation grant program

AMBER Alerts are also displayed on highway variable message signs to encourage motorists to report any sightings of the kidnapping victim or suspect to the police.



to help states apply Intelligent Transportation Systems (ITS) to existing or proposed AMBER Alert programs. This grant program will also support development of more efficient communication plans for emergency responders and transportation agencies. A working group of representatives

from the Maryland State Highway Administration, Maryland State Police, and the Baltimore Metropolitan Council has developed a list of possible programs, initiatives, or equipment needs to improve coordination and communication as part of this funding initiative.

TIP Projects to Get Online Debut

Starting on July 30, a new website highlighting transportation projects in the draft 2004-2008 Metropolitan Baltimore Transportation Improvement Program (TIP) will be available. Visitors to the TIP website can review draft projects proposed near their home or in the region with project descriptions and justifications and find information about phases of the project, funding amounts, and funding sources. Visitors can also view online locational maps associated with the projects. Comments on the draft projects will be accepted through August 13th. A full schedule for development of the TIP is available on the website under "What's New."

After July 30 visit the website at: http://bmc.baltometro.org/tips_web. For more information, contact Candice Tan at 410-732-0500 ext. 1048 or ctan@baltometro.org.



Open House Kicks Off *Transportation 2030*

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Open House attendees mingle and view displays.

ber, who described the major activities of *Transportation 2030* along with a timeline for its development. The final speaker was Lynne Nemeth, the Chair of the BRTB's Citizen Advisory Committee (CAC), who provided information on opportunities for public participation in the development of *Transportation 2030*.

Next Steps

Since the Open House, the CAC has been hard at work reviewing goals, policies and strategies for *Transportation 2030* and looking at the process used to evaluate projects. This process is called prioritization. The next formal opportunity for public participation will come in the fall. This will mark the beginning of a series of presentations at community meetings around the region to provide information on the regional transportation planning process and important upcoming decisions on the development of *Transportation 2030*. The presentations will take place at regularly scheduled community organization meetings from September 2003 through March 2004. Be sure to check our website at www.baltometro.org in late August for information about the dates and locations of these meetings.

If your organization would like to include a *Transportation 2030* pre-

sentation in one of its meetings, please contact Susan Aceti at 410-732-0500, x1047 or send an e-mail to saceti@baltometro.org.

Cargo Display Unveiled at BWI



The BWI Development Council's Cargo Development Committee initiated and contributed to the construction of a new freestanding display unveiled May 21 in the Observation Gallery at BWI. The display highlights the contribution of the air cargo industry to BWI and the impact that air cargo has on the economy of Maryland in general.

Did you know?

Over the last 30 years, overall person travel has increased dramatically, but the increase in work trips has not kept pace with the increase in travel related to recreation, shopping, and other non-work related purposes. Many people are surprised that the vehicles on the roadway during the afternoon rush hour are not just taking commuters home.

In each year since 1990, the average American adult added 87 trips for recreation, 86 for family and personal errands, and 69 trips for shopping. Of the total growth in the number of trips in the 90s, only about 9 percent is growth in travel to and from work.

Source: *The Transportation Research Board's Travel Survey Methods, Volume I, Issue 4, June 2003.*

Calendar of Events

Date	Day	Time	Event
August 5	Tuesday	9:30	Technical Committee
August 7	Thursday	9:30	Management and Operations (SOC)
August 13	Wednesday	8:30	Interagency Consultation Group
August 26	Tuesday	9:00	Baltimore Regional Transportation Board
September 2	Tuesday	9:00	Technical Committee
September 9	Tuesday	5:30	BRTB (elected officials)
September 16	Tuesday	9:30	Technical Analysis Advisory Group
September 25	Thursday	9:00	Freight Management Task Force

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

Yes, Virginia, Public Participation Does Work

Sometimes citizens feel apathetic about public participation. “Does it really work? Does what I say make a difference? They’re just going to do what they want to anyway.” If you’re feeling this way about participating in the transportation planning process, consider these changes that happened during the development of the 2001 Long Range Plan.

Several citizen organizations expressed their concern about two proposed road widenings in Harford County -- Route 22 and the portion of Route 152 from I-95 to Route 1 were slated to be widened but the organizations were able to convince their elected representatives to cut out the two projects. The road widenings were outside the county’s Priority Funding Areas and would have cost about \$129 million. Citizen groups in Harford County hailed the decision as a model of responsive government.

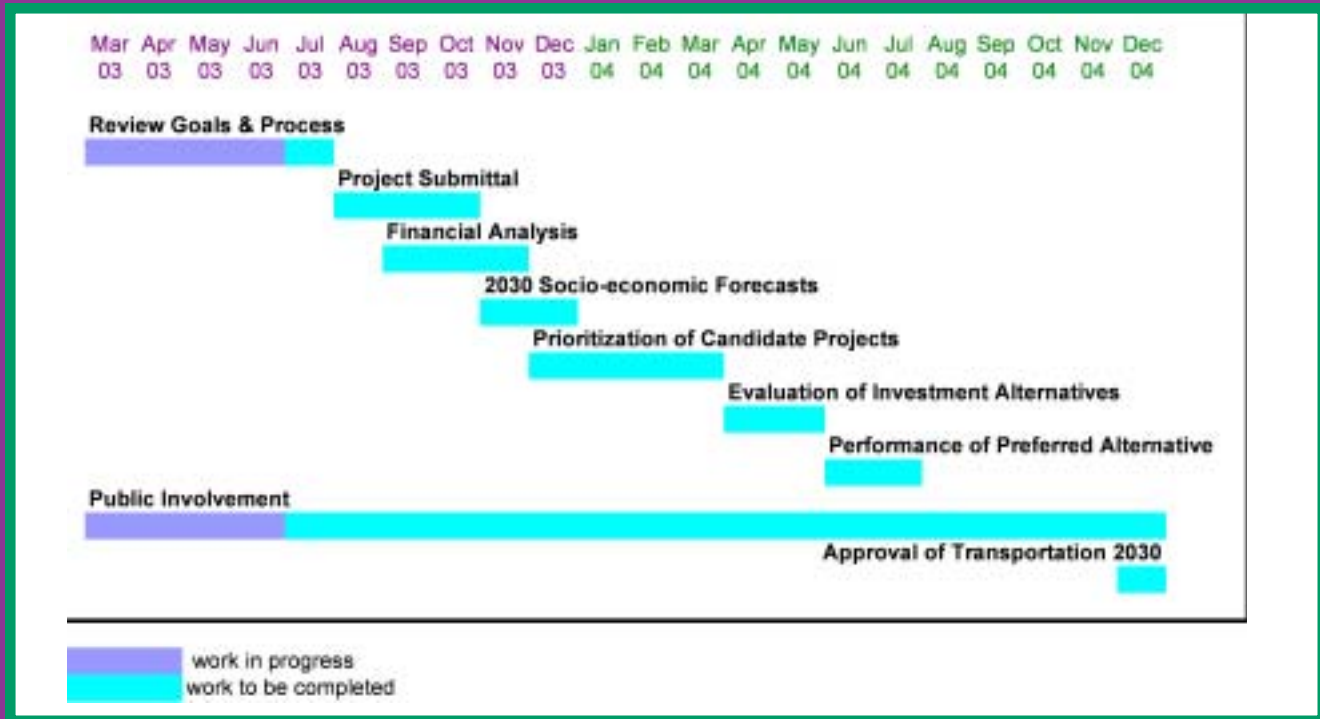
In addition, Baltimore County citizen organizations convinced their elected representative to reduce the size of a proposed new I-83 interchange at Loveton so it would only serve the small growth area to the east, not the rural area to the west. The change reduced the cost of the project by \$10 million.

Public comment during another phase in the development of the 2001 Long Range Plan also made a difference. This year, criteria to measure a project’s environmental impact has been added to the method used to evaluate projects that are submitted for funding. This criteria was added, in part, because of public comment. If approved by the BRTB’s Technical Committee and the BRTB itself, air quality benefits and impact on natural resources will be measured for all submitted projects.

Changes like these come about because citizens weigh in and because the BRTB and its many committees and subcommittees spend hours considering how to improve the transportation planning process. Perhaps one of the biggest problems with public participation is that people don’t always see the results of their efforts. We tend to hear what’s wrong with the public participation process rather than what works. So, keep in mind that even though you may not see it, your participation does make a difference!

Did you know? The title of this article is a nod to the 1897 New York Sun editorial by Frank P. Church (“Yes, Virginia, there is a Santa Claus”).

Timeline for *Transportation 2030* projects



Work on Transportation 2030 continues. Upcoming public participation activities will include presentations at community meetings throughout the fall and into spring 2004.

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Let's Hear From You!
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We're on the Web! Visit www.baltometro.org

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Baltimore Regional Transportation Board

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