What will it be like to live in the Baltimore region in 30 years?
Where will we live? Where will we work? How will we get there?

We get up in the morning, get dressed, feed our families and then go about our daily routines. Children go to school. Adults go to work. Somewhere along the line we go shopping, keep medical appointments, and visit family and friends. We usually don't even think about the ships, planes, trains and trucks that transport food, clothing and household items to our favorite stores. We may grumble about potholes and fret about traffic, but for the most part, we consider it all part of everyday life. Yet every single thing we do depends on a transportation network that provides for the safe and efficient movement of people and goods. Our transportation system is so vital to our quality of life and economic well-being that transportation planning has become everybody's business. Federal, state and local governments all have a role to play. So does the business community, which relies on the transportation network for employees to get to work and to move goods. Citizens need safe places to walk and bicycle, efficient and affordable transit, and a highway system that will take them where they need to go.
Creating A Blueprint for the Baltimore Region’s Future

Transportation Outlook 2035 is a long-range transportation plan for the Baltimore region. It serves as a multi-modal blueprint for the Baltimore area by identifying the ways the region plans to invest in the transportation system over the next few decades.

LEARN MORE AT A PUBLIC MEETING

Attend one of these public meetings to learn more and share your thoughts:

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Location and Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tuesday, July 24, 2007</td>
<td>5–8 p.m.</td>
<td>Presentation at 7 p.m. George Howard Building Tyson Rooms 3430 Courthouse Drive Ellicott City, MD 21043</td>
</tr>
<tr>
<td>Wednesday, July 25, 2007</td>
<td>4–8 p.m.</td>
<td>Presentations at 5 and 7 p.m. Heritage Office Complex 2nd Floor Chesapeake Room 2664 Riva Road Annapolis, MD 21404</td>
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<tr>
<td>Tuesday, July 31, 2007</td>
<td>3–8 p.m.</td>
<td>Presentations at 4 and 6 p.m. Harford County Administration Building 2nd floor conference room 220 South Main Street Bel Air, MD 21014</td>
</tr>
<tr>
<td>Wednesday, August 1, 2007</td>
<td>4–8 p.m.</td>
<td>Presentations at 5 and 7 p.m. County Office Building Public Hearing Room (Room 003/004) 225 N. Center Street Westminster, MD 21157</td>
</tr>
<tr>
<td>Monday, August 6, 2007</td>
<td>3–8 p.m.</td>
<td>Presentation at 7 p.m. Baltimore County Public Library 320 York Road Towson, MD 21204</td>
</tr>
<tr>
<td>Wednesday, August 15, 2007</td>
<td>5–8:30 p.m.</td>
<td>Presentations at 6 and 8 p.m. Charles L. Benton Building Room 346 417 E. Fayette Street Baltimore, MD 21202</td>
</tr>
<tr>
<td>Tuesday, August 21, 2007</td>
<td>3–7 p.m.</td>
<td>Regional Public Meeting Presentations at 4 and 6 p.m. Baltimore Metropolitan Council 2700 Lighthouse Point East Suite 310 Baltimore, MD 21224</td>
</tr>
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<td>3–7 p.m.</td>
<td>Regional Public MeetingPresentations at 4 and 6 p.m. Baltimore Metropolitan Council 2700 Lighthouse Point East Suite 310 Baltimore, MD 21224</td>
</tr>
<tr>
<td>Tuesday, August 28, 2007</td>
<td>5 p.m.</td>
<td>BRTB Meeting with Elected Officials Presentations at 5 p.m. Baltimore Metropolitan Council 2700 Lighthouse Point East Suite 310 Baltimore, MD 21224</td>
</tr>
</tbody>
</table>

LET US KNOW WHAT YOU THINK!

Comments may be submitted online at www.baltometro.org or in writing to The Baltimore Regional Transportation Board, 2700 Lighthouse Point East, Suite 310, Baltimore, MD 21224, by fax to 410.731.8248, or by e-mail to mhaines@baltometro.org.

All comments must be received by 4:30 p.m. on Wednesday, August 29, 2007.

Public comments are also welcome to be presented at area elected officials at the BRTB meeting.

Additional copies of this draft plan are available at public libraries throughout the region, as well as planning offices in each jurisdiction. Visit www.baltometro.org for an up-to-date calendar of Transportation Outlook 2035 public meetings and events.
The Challenge: Planning for Tomorrow

Planning a transportation system for generations to come is a complex task. How many people will live here? Where will they work? What kind of transportation service will they want and need? Questions like these are important to look at when putting together a long-range transportation plan. The following forecasts, covering the years 2000-2035, were considered when drafting this plan.

A region of nearly 3 million

By 2035, the region’s population will grow about 18%—reaching a total of nearly 3 million people. Carroll County is projected to have the highest percentage population growth within the region at 55%.

By 2035, the elderly population will grow in size to 20% of the regional population and will make up 25% of the region’s driving age population.

New jobs for new residents

The region can expect job growth of 29% (an increase of 451,600 jobs), totaling nearly 2 million jobs in 2035.

Anne Arundel County will by far add the greatest number of jobs—157,000 (53% increase), while Harford County is projected to experience the highest percentage of growth in employment—growing by 72% with 69,000 new jobs. These significant increases are largely a result of the federal Base Realignment and Closure (BRAC) and other federal government redeployments.

Howard County will also see a large increase in the number of jobs—adding 100,000 new jobs for a 65% increase.
As baby boomers retire, who will fill their jobs?

By 2035, the region’s labor force is expected to grow by about 198,000. Yet, the number of jobs in the region will reach 451,600. The reason for this huge gap? Baby boomers. Starting in 2010, baby boomers will start turning 65. By 2035, over 1/2 of a million people in the Baltimore region will reach retirement age and many of them will leave the workforce.

This expected jobs/labor force imbalance will increase the distance people will travel for work, as well as produce longer commute times and more congested roadways.

Getting to work

The historic pattern of work trips starting in the suburbs going into the city has been replaced by a pattern of work trips going from one suburb to another suburb.

The percentage of people using transit to get to work is projected to remain constant at around 8%.

Congestion during the morning commute on interstates will increase from 17% in 2000 to a projected 44% in 2035. For all roadways during the evening commute in 2035, congestion will increase by 258%.

Clearing the air

Despite the increased miles of travel since 1980, the region’s air quality has improved. There have been fewer unhealthy air days. This is due in part to stricter standards for motor vehicles, as well as power plants and factories.

Although cars are getting cleaner, future projections for growth in vehicle travel make it more important than ever to control emissions from the transportation sector.
Choosing What’s Best for the Region: The Prioritization Process

Prioritization is a tool that helps decision-makers decide which projects to include when there is a limited amount of money available. Most projects submitted for inclusion in the long-range plan go through this process of evaluation.

Projects are evaluated based on their policy and technical merits. The policy evaluation strongly follows the priorities of the local jurisdictions of the BRTB. In addition, projects are reviewed to determine the projects’ consistency with Priority Funding Areas established by the Maryland Department of Planning. This policy evaluation accounts for 60 percent of the project score.

The technical analysis takes into account information such as how congested a particular road is, the number of crashes on a road, or the number of potential users for a bus or train. This technical information accounts for 40 percent of the project score.

GOALS

• Improve Safety
• Maximize Transportation System Management and Operations
• Increase Accessibility and Mobility
• Preserve the Environment
• Improve Transportation System Security
• Link Transportation Investment to Land Use and Economic Development
• Foster Inter-jurisdictional Participation and Cooperation
In choosing projects to be included in Transportation Outlook 2035, the BRTB considered a wide range of scenarios—from doing nothing to doing everything. Ideally, the region would want to keep all roads, bridges, and buses in good condition, eliminate all congestion, and build a transit system everyone would love to ride.

Unfortunately, this scenario costs more than our available resources. Somewhere in the middle is a balanced approach to addressing road and transit needs, regional and local priorities.

The projects listed in this draft plan are a carefully selected mix that takes into account the level of resources that can reasonably be expected to be available. This includes both the capital costs, for preservation and expansion of the regional transportation system, as well as the costs to operate and maintain the system.

The following is a breakdown of all costs identified in the Draft Plan:

**OPERATIONS**
$17.9 BILLION
Funding covers the day-to-day operations of the transportation system. For transit, this includes the cost of running buses and trains and, for highway it may include maintenance projects that are of a smaller scale than preservation projects (i.e., filling potholes, clearing debris, etc).

**PRESERVATION**
$6.8 BILLION
System preservation is essential to keeping a safe and well-run transportation system. This includes activities such as resurfacing roads, repairing bridges, maintaining buses and transit tracks, etc.

**EXPANSION**
$8.7 BILLION
This is funding for all capacity improvements. These include projects such as building a new transit line, increasing lanes on a highway, or adding a new bicycle trail.

**HIGHWAY & INTERCHANGE**
$6 BILLION
Projects funded include federal aid eligible highways and roadways maintained by the State Highway Administration, as well as in each local jurisdiction.

**TRANSIT**
$2.2 BILLION
Transport projects in this category include a new system to be built by the Maryland Transit Administration, as well as local services such as Howard Transit or Carroll Area Transit System.

**OTHER STRATEGIES**
$0.5 BILLION
This category includes three main areas: capital improvements, technical enhancements, and commuter assistance. Capital improvements include things like adding bicycle racks, improving access to sidewalks for people with disabilities, improving park-and-ride lots, or expanding bus service.
A Multi-Modal Approach

The BRTB considers a special category of projects that are classified as critically important to all jurisdictions in the region. These projects, termed “Regionally Significant,” must meet a set of criteria and are not subject to the technical or policy prioritization process. Technical information was, however, collected for modeling and air quality purposes.

**REGIONALLY SIGNIFICANT PROJECTS**

1. US 50/295: Add 2 lanes from I-97 to Wilson Preston Lone Bay Bridge, 2020
2. I-695: Widens to 8 lanes from I-95 N to I-95 N, 2015
3. I-695: Widens to 8 lanes from I-95 S to MD 122, 2015
4. I-95 S: Add 2 lanes from I-895 (Arbutus) to Baltimore/Howard County line, 2020
5. I-95 S: Widens to 10 lanes from Baltimore/Howard County line to Howard/Prince George Co line, 2030
6. Red Line. Construct east-west rapid transit system from Patterson Park through downtown Baltimore to Woodlawn, 2015
Highway Project List and Map

Hwy.

Highway & MdTA Projects

Model: 2015

US 40: Complete a 6 lane road to MD 715, 2025

MD 53: Complete a 6 lane road to MD 315 to MD 28, 2023

MD 50: Complete a 6 lane road to MD 32 to US 29, 2023

US 1: Complete a 6 lane road to Maryland Ave and MD 415, 2023

US 29: Complete a 6 lane road to MD 315 to MD 28, 2023

MD 41: Complete a 6 lane road to MD 32 to MD 29, 2025

MD 40: Complete a 6 lane road to MD 32 to MD 29, 2025

MD 39: Complete a 6 lane road to MD 32 to MD 29, 2025

MD 38: Complete a 6 lane road to MD 32 to US 29, 2023

MD 37: Complete a 6 lane road to MD 32 to US 29, 2023

MD 36: Complete a 6 lane road to MD 32 to MD 29, 2023

MD 35: Complete a 6 lane road to MD 32 to MD 29, 2023

MD 34: Complete a 6 lane road to MD 32 to US 29, 2023

MD 33: Complete a 6 lane road to MD 32 to MD 29, 2023

MD 32: Complete a 6 lane road to MD 32 to MD 29, 2023

MD 31: Complete a 6 lane road to MD 32 to US 29, 2023

MD 30: Complete a 6 lane road to MD 32 to MD 29, 2023

MD 29: Complete a 6 lane road to MD 32 to US 29, 2023

MD 28: Complete a 6 lane road to MD 32 to US 29, 2023

MD 27: Complete a 6 lane road to MD 32 to MD 29, 2023

MD 26: Complete a 6 lane road to MD 32 to MD 29, 2023

MD 25: Complete a 6 lane road to MD 32 to MD 29, 2023

MD 24: Complete a 6 lane road to MD 32 to MD 29, 2023

MD 23: Complete a 6 lane road to MD 32 to MD 29, 2023

MD 22: Complete a 6 lane road to MD 32 to MD 29, 2023

MD 21: Complete a 6 lane road to MD 32 to MD 29, 2023

MD 20: Complete a 6 lane road to MD 32 to MD 29, 2023

MD 19: Complete a 6 lane road to MD 32 to MD 29, 2023

MD 18: Complete a 6 lane road to MD 32 to MD 29, 2023

MD 17: Complete a 6 lane road to MD 32 to MD 29, 2023

MD 16: Complete a 6 lane road to MD 32 to MD 29, 2023

MD 15: Complete a 6 lane road to MD 32 to MD 29, 2023

MD 14: Complete a 6 lane road to MD 32 to MD 29, 2023

MD 13: Complete a 6 lane road to MD 32 to MD 29, 2023

MD 12: Complete a 6 lane road to MD 32 to MD 29, 2023

MD 11: Complete a 6 lane road to MD 32 to MD 29, 2023

MD 10: Complete a 6 lane road to MD 32 to MD 29, 2023

MD 9: Complete a 6 lane road to MD 32 to MD 29, 2023

MD 8: Complete a 6 lane road to MD 32 to MD 29, 2023

MD 7: Complete a 6 lane road to MD 32 to MD 29, 2023

MD 6: Complete a 6 lane road to MD 32 to MD 29, 2023

MD 5: Complete a 6 lane road to MD 32 to MD 29, 2023

MD 4: Complete a 6 lane road to MD 32 to MD 29, 2023

MD 3: Complete a 6 lane road to MD 32 to MD 29, 2023

MD 2: Complete a 6 lane road to MD 32 to MD 29, 2023

MD 1: Complete a 6 lane road to MD 32 to MD 29, 2023

MD 0: Complete a 6 lane road to MD 32 to MD 29, 2023

US 29: Complete a 6 lane road to MD 32 to MD 29, 2023

MD Trans

Transportation Outlook 2020 Draft Plan
Transit, Bicycle, Pedestrian, & Management and Operations Projects

A Multi-Modal Approach

After review by all participants, a draft list of 103 projects was compiled and includes: Transit Projects, Bicycle & Pedestrian Projects, Management & Operations Projects, and Highway & Interchange Projects.

Projects included in this list either add to or enhance the existing transportation system. Additional projects and programs that contribute to the maintenance and operation of the transportation system are not included in this plan.

In compliance with federal law, all of these projects are being modeled to ensure they meet air quality conformity requirements. The results of this air quality analysis will be available at the end of July 2007. In addition, all projects included in this list will be built to the current standards of the Americans with Disabilities Act.
**TRANSIT**

1. MARC Penn Line Improvements: Perryville to Washington, DC, Ongoing
2. MARC Camden Line Improvements: Baltimore City to Washington, DC, Ongoing
4. MARC Middle Run: Realignment and station improvements, 2015
5. MARC Aberdeen: Realignment and station improvements, 2015

*In addition to these transit projects, an additional $186.75 million has been designated for other regional transit improvements.*

**BICYCLE AND PEDESTRIAN**

**Baltimore City Bicycle Network: Implement Bicycle Master Plan throughout Baltimore City, 2013-2020**

7. White Marsh Trail: Construct shared-use trail Avalon Rd to Bird River Rd, 2014
8. Red Run Trail: Construct shared-use trail Owings Falls to Solder's Delight, 2014
9. Campbell Boulevard Trail: Construct shared-use trail parallel to Campbell Boulevard from White Marsh Mail to MD 7, 2014
10. AB Trail: Wine operating trail from Edmondson Ave to Frederick Ave, 2014
11. Patapsco Greenway Connector: Construct shared-use trail from Delta to Ivester Road Bridge, 2014
12. Owings Fall Trail South: Construct shared-use trail from Owings Mills Town Center to Owings Falls, 2020
13. Owings Fall Trail North: Construct shared-use trail from Owings Mills Town Center to Owings Falls, 2020
14. Celina Lovelace Trail: Construct shared-use rail trail from Londontown Cemetery to Spring Grove, 2020
15. Whitleydale Valley Community Trail: Construct 8-ft wide trail along MD 31 from New Windsor to Westminster, 2015
16. Poe Run to Sykesville Trail: Construct 8-ft wide trail from Poe Run Park to Sykesville, 2015
17. North & West Branch Patapsco Trail: Construct 8-ft wide trail from Liberty Reservoir to east of Westminster, 2020
18. Monocacy River Scenic Greenway: Construct 8-ft wide trail along the Monocacy River, 2020
19. Patapsco Regional Trail: Construct 8-ft wide trail in a greenway corridor along the South Branch of the Patapsco River from Mt. Airy to Sykesville, 2020
20. Little Pipe Creek Trail: Construct 8-ft wide macadam trail along the Little Pipe Creek corridor from Union Bridge to New Windsor, 2025
21. Lower Susquehanna Heritage Greenway Trail: Construct bike/ped trail from Conowingo Dam along the Susquehanna River to Havre de Grace, 2015
22. Aberdeen Area Bikeway (MD 332): Construct bike/ped trail from Rayken Dam to Aberdeen MARC Station, 2015
23. Havre de Grace Bikeway: Construct bike/ped trail from Hanover Street to Sykesville Park, 2015
24. MD 152 Corridor Bikeway: Construct bike/ped trail from Hess Rd to Trumble Rd, 2015
25. MD 24 Bikeway: Construct bike/ped trail from US 1 to Bel Air South Parkway, 2015
26. Trumble Road Bikeway: Construct bike/ped trail from Edgewood Recreational Park to Frying Point Park, 2015
27. Winters Run Greenway: Construct bike/ped trail from Tedgate Rd to Winters Run, 2015
28. Woodlawn Rd/Walden Rd Bikeway: Construct bike/ped trail along Woodlawn Rd and Walden Rd, from MD 324 to Edgewood Rd, 2016
29. Colonial Jones Greenway Trail: Construct bike/ped trail in the Foster Run Stream Valley Corridor from MD 40 to Huronart Point Park, 2015
31. MD 99 Pathway: Construct 15,000 linear feet of pathway with cross walk and signal improvements from I-70 to Harrettsville Rd, 2015
32. MD 32: Construct bike/ped trail from MD 108 to Carroll Co Line, 2015
33. MD 103: Improve bike/ped accommodations along MD 103 from Anne Arundel Co line to US 29, 2015
34. US 29: Construct bike/ped trail from MD 108 to Montgomery Co line, 2020

**MANAGEMENT AND OPERATIONS**

- Expand real-time monitoring of roadway conditions and maintain all jurisdictions access to information, including emergency dispatch centers.
- Provide travelers with real-time information about conditions on all freeways, major arterials, and alternate routes.
- Alive highway and signal operations agencies to coordinate signal timing systems to respond to conditions.
- Enhance the collection and distribution of real-time information to include monitoring of transit system status and disseminating this information to travelers. This project will enhance daily operations as well as improve system security.

*These projects are not site specific and therefore not on the map.*
ABOUT THE BRTB
The Baltimore Regional Transportation Board is the federally-designated Metropolitan Planning Organization for transportation in the Baltimore region.

The mission of the BRTB is to provide regional transportation planning and policy making for the Baltimore region. The BRTB provides overall program management of an annual work program, the Unified Planning Work Program, as well as policy direction and oversight in the development of a federally-mandated Long Range Transportation Plan, the Transportation Improvement Program and the transportation element of the State Air Quality Implementation Plan.

MEMBERS OF THE BRTB
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*Non-voting members