Greetings,

As the County moves forward with post-BRAC plans, you are probably seeing the changes happening with transportation and infrastructure development. Maybe your company has reviewed the initiatives designed to alleviate some of the traffic issues near APG. Perhaps you even have your own alternatives in place. This month’s issue of EDAB e-news provides an update on the transportation management plan and highlights the resources available to commuters. In both our feature article and in Fast Facts, you can find websites that will provide updated traffic information and lane closures. You can also get an idea of the economic magnitude resulting from BRAC completion.

In our Transportation Spotlight, you’ll learn about a cooperative venture between Harford County and neighboring Cecil County to help ease the transportation burden.

For information on EDAB and its role in advocating for positive economic growth in the county or to become involved in EDAB, visit www.harfordbusiness.org.

Best Regards,

Eric McLauchlin
Chairman - EDAB

Transportation Spotlight: Maryland Transit Administration

Route #7: Teal Line

Harford County, Cecil County and the Maryland Transit Authority (MTA) have collaborated on a new commuter bus line that connects Harford and Cecil Counties. Working together, the groups took a regional approach to finding a solution to the BRAC transportation challenges. The project is partially funded by a federal Job Access and Reverse Commute (JARC) grant administered by the MTA.

Route #7, also known as the "Teal" line, has nine round trips throughout the day, between 6 a.m. and 6:30 p.m., Monday through Friday. It begins at the Aberdeen Train Station, and includes stops at McDonald's in Havre de Grace, Concord Apartments in Perryville, the Perryville Train Station, Perry Point VA Medical Center, Hollywood Casino and the Perryville Outlet Center. Three trips add stops in downtown Havre de Grace, at Pat's Pizza, Harford Memorial Hospital and the Graw Apartments.

Exact schedules and updates can be found at the Harford Transit website or Cecil Transit at www.ceciltransit.com or by calling Harford Transit at 410-612-1620 or Cecil Transit at 410-658-5574.

Navigating the Corridor in 2012 and Beyond

By Karen Holt

While the BRAC move has been completed within the gates of Aberdeen Proving Ground, the surrounding community is still responding to the impact of 8,200 new BRAC jobs and 28,000 direct and indirect jobs in the County. This increase has made APG the third largest economic engine in the state, but it is not without growing pains.

Outside the APG gates, BRAC is still a work in progress. We are embarking on post-BRAC plans that continue to prioritize transportation, infrastructure development and education/workforce development. These interwoven areas will affect how the region progresses both economically and technologically.

The unprecedented growth has increased peak period traffic in and around APG already by more than 70 percent. The County identified six priority intersections early in the BRAC planning process that, with improvements, could help ease the traffic burden. In addition to the approved state funding for construction of one of the six key intersections, the Chesapeake Science and Security Corridor (CSSC) has identified creative solutions designed to change people's commuting habits.
habs. APG implemented a transportation management plan in partnership with the County, the City of Aberdeen, the Maryland Department of Transportation, Maryland Transit Administration, and State Highway Administration.

The plan promotes alternative solutions to single occupancy vehicle (SOV) travel, creates a base transportation demand communications program, offers group travel incentives, and promotes work patterns to reduce peak travel demand.

The objective is to reduce single-occupancy vehicle trips during peak periods by 22 percent and increase commuter carpooling from 10-20 percent. This would alleviate falling service at the intersections in the vicinity of APG. The plan also seeks to increase transit mode shares, such as MARC service, APG shuttles and subscription bus service, making the Aberdeen train station a multi modal location.

CSSC and Harford Transit will be communicating these programs to the APG tenant organizations including those at the enhanced use lease. Harford Transit’s ride share coordinator, Alan Doran, communicates these travel incentives and alternatives to APG employees and tenant organizations. Funding has been requested from the federal Office of Economic Adjustment for an APG shuttle demonstration grant, a carpool incentive program, and a feasibility study for telework centers. The carpool incentive program would be an unprecedented suburban/rural program, modeled after successful urban programs. The possibility of telework centers is a promising way to enable many employees to do their jobs in a satellite location, alleviating traffic congestion around the APG area. The centers would require high-speed computing capability and the IT infrastructures necessary for security and data retrieval.

In addition to alternative commuting strategies, CSSC is making clear communication of new traffic patterns a priority. A significant impact will be the construction design enhancements at the intersection of Routes 715 and 46, the main artery entering APG. Commuters will experience lane and ramp closures for a 12-month period, beginning late Spring. CSSC has communicated these closures and schedules to the affected businesses and residents. There is also an information resource, The Defense Daily, available by subscription or by visiting www.apg-cssc.com. Commuters can find updated status on lane closures and ramp alternatives, the State’s 511 link and more.

We need to keep the growing pains of this project in perspective with the economic prosperity it brings to the region. Through continued communication and education, workers will be able to make informed decisions about scheduling and commuting. With the change in habits and mindset, workers can travel throughout the APG area with little aggravation. Maybe they’ll even make new friends in the carpool.

Note: Karen Holt is BRAC Manager of the APG-CSSC Regional BRAC Office. CSSC unites eight jurisdictions in three states to ensure a successful BRAC implementation and high quality of life for those who live and work in the defense community. The APG-CSSC Regional BRAC Office is grant funded through the Office of Economic Adjustment. It serves as a communications clearinghouse and event coordination hub for regional BRAC-related information and activities.

BRAC Fast Facts

- BRAC has had the largest economic impact on the County since World War II.
- In addition to the 8,200 jobs on Post at APG, BRAC has resulted in an estimated 7,500-10,000 off-post contractor jobs and 28,000 direct, indirect and induced jobs in the region.
- Employment at APG is expected to be 27,000-32,000 by the year 2015.
- Over 110 defense contractors are now located in Harford County.
- Commuters can get road and traffic pattern information from several sources:
  o Commuter Connections - http://www.micaq.org/commuter2
  o Harford County Commuter Assistance - www.harfordcountymd.gov/commuter
  o 511 Maryland Travelers Information - www.md511.org, or call 511 Before You Go

Source: APG-CSSC Regional Office

David R. Craig, Harford County Executive

The Harford County Economic Development Advisory Board consists of a number of subcommittees - including technology, workforce development, finance, tourism, and land use - dedicated to the positive growth and Economic Development of Harford County.