

METROPOLITAN REPORT

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A Word from the Baltimore Metropolitan Council Chair

This has been an exciting year to serve as Chair of the Baltimore Metropolitan Council. In 2004, BMC worked more closely than ever with our delegations to the Maryland General Assembly in Annapolis, especially to secure funding for the Baltimore Region Transit System Plan. For the very first time, BMC had a presence at the MACO Convention in Ocean City, with staff members on hand to explain the regional transportation planning process and demonstrate BMC's latest online data products. Those products include a series of 94 Community Profiles and an enhanced Building Permits Data System. Meanwhile, the Urban Area Work

Group (UAWG) took shape as the coordinating body for regional homeland security, and began briefing the BMC Board on its activities. The UAWG reviews all proposals for federal homeland security funding, and recently launched a grant program for nonprofits needing to upgrade the security at their facilities. All of the BMC member jurisdictions joined to provide a match for state and federal funds for a Transportation Redundancy Study, which will use computer modeling to determine what might happen if a major component of our transportation infrastructure were to be severely damaged or destroyed. BMC's Transportation Planning Di-

vision also completed Transportation 2030, a federally-required update of the region's long-range transportation plan. T2030 was approved by the Baltimore Regional Transportation Board (BRTB) in December. The Transportation Planning Division also sought to engage the public more fully in transportation planning through a series of environmental justice listening sessions, and the launch of *B'More Involved*, an innovative electronic newsletter.

It's been an honor to work with my fellow executives this year, and I look forward to working with Baltimore County Executive Jim Smith, as he becomes BMC Chair in 2005.



Martin O'Malley
Mayor, Baltimore City
BMC Chair

Regional Summit Links Transportation Investments with Economic Development, Challenges Business Community

On the morning of September 22, approximately 120 people gathered on the 21st floor of Baltimore's World Trade Center for a Regional Transportation Summit on Infrastructure Investment, Financing, and Security Challenges and Regional Pri-

orities. The Baltimore Regional Transportation Board (BRTB), Baltimore Metropolitan Council (BMC) and Greater Baltimore Committee (GBC) sponsored the summit in conjunction with the BWI Business Partnership and Baltimore and Howard

County Chambers of Commerce.

Baltimore Mayor Martin O'Malley welcomed the attendees on behalf of the BMC Board of Directors, which he chairs. Congressman Ben Cardin reported on the status of federal transportation legislation, and Congressman Dutch Ruppersberger discussed homeland security issues related to transportation. George Schoener, Deputy Assistant Secretary for Transportation Policy at the U.S. Department of Transportation, and Secretary Robert L. Flanagan, Maryland Department of Transportation gave presentations on federal and state policies on transportation funding. Secretary Flanagan pointed out that, in the past, transportation infrastructure investments in Baltimore City have not yielded hoped for economic development benefits.

A panel consisting of Donald C. Fry, President of the GBC, David

Gillece, Chairman of the Board and CEO of the Economic Alliance of Greater Baltimore, Deborah Povich, Executive Director of the Job Opportunities Task Force, and Delegate Maggie McIntosh, Chair of the House Environmental Matters Committee, Maryland General Assembly, reiterated the need for the private sector to become more involved in transportation issues. Don Fry spoke of the GBC's support of the Baltimore Regional Rail Plan, and its importance in developing new jobs. David Gillece challenged the business community to take advantage of economic development opportunities presented by transportation infrastructure investments. Deborah Povich focused on the difficulties that many entry-level workers have in reaching appropriate jobs using transit. Delegate McIntosh reminded the



Delegate Maggie McIntosh, Deborah Povich of Job Opportunities Task Force, David Gillece of the Economic Alliance of Greater Baltimore and Don Fry of the Greater Baltimore Committee called on the business community to make greater use of government investment in transportation.

continued on page 4



Is Our Air Getting Cleaner?

The region's second consecutive mild summer produced just one Code Red exceedance of the Environmental Protection Agency's one-hour standard for ground-level ozone in 2004, compared with two exceedances in 2003. That's good news indeed. However, ground-level ozone loves the kind of hot, humid, stagnant conditions we experienced in 2002, when there were 16 Code Red exceedance days. That's not so good. That means that there were 16 days when it was unhealthy for young children, the elderly, anyone with chronic health problems and even some healthy adults to be out-of-doors.

However, a look at the last 20 years of data, going back to the summer of 1985, helps put things in perspective. In 2002, our summer weather was similar to that in the summer of 1988. In 1988 there were 36 exceedance days, more than twice as many as in 2002. Regulations on industry, cleaner fuels and cleaner vehicles have all made a huge difference in our air quality, by reducing the emissions of pollutants that make up ozone. Vol-

untary actions by individuals and businesses, which have been promoted by Clean Air Partners and its predecessor organization since 1995, are also making a difference.

Despite all that progress, the Baltimore region still has not attained the EPA's health-based standard for ozone. Based on research that indicates that prolonged exposure to even lower levels of ozone can be harmful, the EPA is adopting a new standard based on the average concentration of ozone over eight hours. The eight-hour standard may result in more Code Red days.

The EPA also announced in December that the Baltimore region does not meet federal standards for particulate matter, or particle pollution, which is the mixture of solid particles and liquid droplets in the air we breathe. Unlike ozone, particles are not a seasonal pollutant. High readings can occur at any time of the year. Particles can come from sources such as motor vehicles, construction sites and wood-burning fireplaces and stoves, or can be formed

when gases from burning fuels react with sunlight and water vapor. Very small particles less than 10 microns in diameter pose the greatest health problem, because they can get deep into the lungs, and may even get into your bloodstream.

The Maryland Department of the Environment is working with the 13 states in the Ozone Transport Commission to push for aggressive new controls at upwind power plants to reduce fine particle pollution. As with ozone, fine particles and their precursors can be transported over hundreds of miles. Other actions like acid rain controls, Maryland's Vehicle Emissions Inspection Program and reformulated gasoline requirements have all helped lower particle levels in the last decade. Particle levels in Maryland have dropped about 25 percent since the early 1990s as a result of these efforts.

Is our air getting cleaner? Yes. Is it clean enough? Not yet. And that's why it's still important for each of us to keep doing our share for cleaner air.

The "Next Generation" Helps Clean the Air

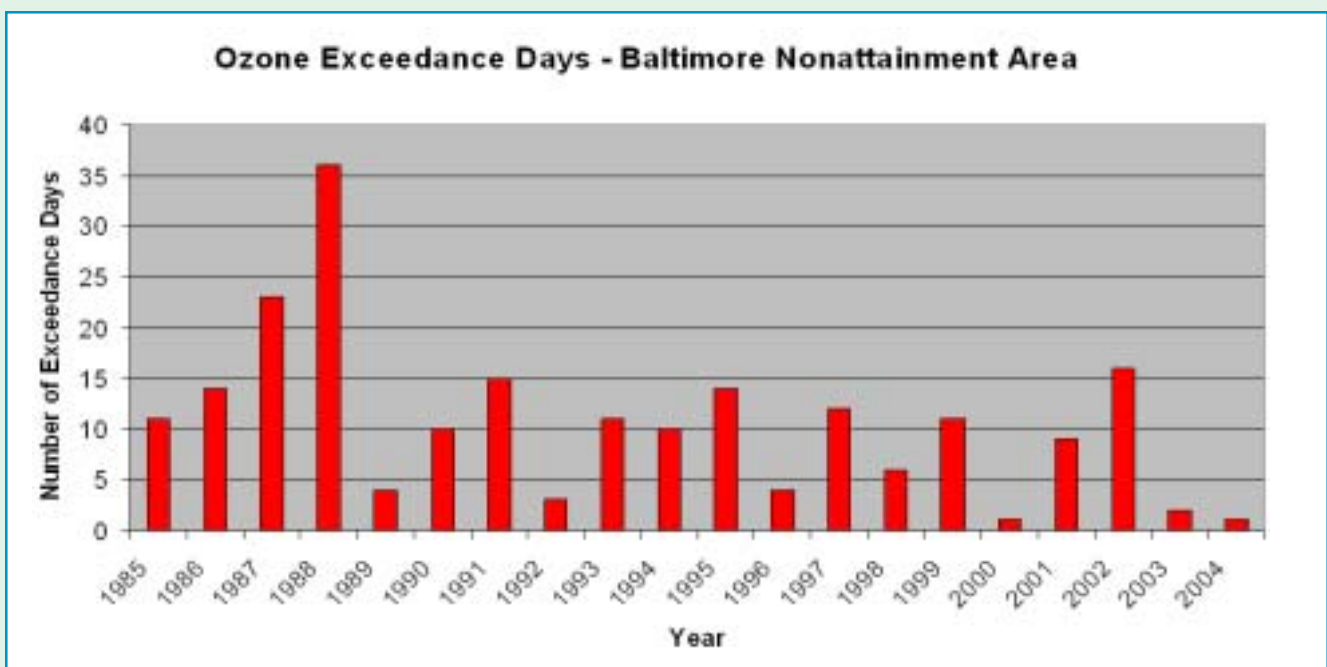
The 2004 spike in gasoline prices left many drivers shaking their heads, as it cost about \$35 to fill the tank of a full-sized automobile, and \$75 to gas up an SUV. There are, however, some exciting new technologies that could soften the impact of future fluctuations in gasoline prices.

As a member of the Metropolitan Baltimore Clean Cities coalition, BMC was instrumental in organizing the 2004 Alternative Fuel Vehicle (AFV) Day Odyssey on April 4 at the Community College of Baltimore County in Catonsville. Baltimore was one of 34 cities hosting 2004 Odyssey events to showcase cleaner and more energy-efficient choices in transportation. The "next generation" of fuel-efficient vehicles is here, and students, fleet managers and the general public came out to see them.

As technology has advanced beyond vehicles laden with electric storage batteries and cars requiring special fueling stations, the market has expanded from fleet vehicles to the family car. The major auto manufacturers are beginning to offer hybrid vehicles, combining a gasoline engine with an electric motor, in a variety of models, including an SUV. Gas mileage is typically 50 percent higher than with a conventional internal combustion engine.

As the world has changed and the market advanced, the Clean Cities program broadened its outlook. Created in 1993 to help meet EPA requirements for mandated vehicle fleets, Clean Cities has redefined its mission as reducing our dependence on foreign oil through increased use of fuel blends such as ethanol and biodiesel, fuel economy practices, market penetration of hybrid vehicles, and idle reduction technologies for heavy-duty vehicles. Baltimore is one of 80 Clean Cities coalitions throughout the country.

For more information about air quality, visit:
www.cleanairpartners.net
www.mde.state.md.us/Air/index.asp



Fifth Annual Clean Commute Month is Bigger than Ever

For the fifth consecutive year, BMC joined with the Baltimore Regional Transportation Board (BRTB) and Clean Commute Partnership to encourage commuters to try an alternative to driving alone during Clean Commute Month in May.

May is the beginning of ozone season in Central Maryland. Single occupancy vehicles produce approximately 20 percent of the ozone-forming pollutants in the Baltimore region. Tailpipe emissions and gasoline vapors produce nitrogen oxides (NOx) and volatile organic compounds (VOCs) which convert into ozone when exposed to heat and light. During Clean Commute Month, commuters are encouraged to try walking or biking to work, sharing a ride, using transit, or

teleworking, so that they'll have a viable alternate commute on Air Quality Action Days in the summer.

Clean Commute Month activities included:

- ◆ Bike to Work Day on Friday, May 7, at City Hall Plaza in Baltimore City, the Annapolis City Dock, Towson Courthouse Square and Bel Air Government Center in Harford County
- ◆ A cruise on the Clipper City for employers wanting to learn more about telework
- ◆ Commuter Thank You Day at the White Marsh Park & Ride lot on May 26
- ◆ Clean Commute Fridays throughout the month of May in Annapolis

Look for Clean Commute Month in May, 2005.



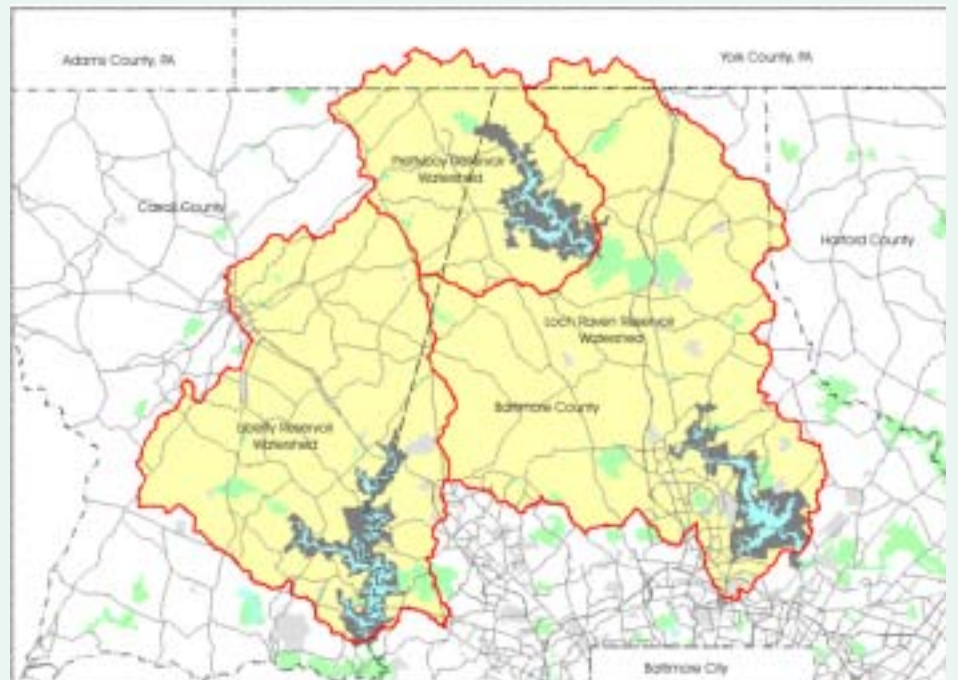
Baltimore Reservoir Technical Group Recommends Enhanced Monitoring of Lakes and Tributaries

The Baltimore Reservoir Technical Group (RTG), a standing committee of BMC, released its latest technical report at the 2004 State of Our Watersheds Conference on November 20. The conference was jointly sponsored by the Baltimore City Department of Public Works and the Baltimore County Department of Environmental Protection and Resource Management.

The report, *Water Quality Assessment, Targeted Studies and Ongoing Water Quality Issues in the Baltimore Metropolitan Water Supply Reservoirs and Their Watersheds*, is the result of a year-long effort by the RTG. Drawing upon more than a dozen reports and specialized studies dealing with the watersheds since the mid-1990s, the report presents recommendations for maintaining and improving water quality in the Liberty, Loch Raven and Prettyboy reservoirs and their watersheds. Although Baltimore City owns the reservoirs in Baltimore and Carroll counties as well as water treatment plants in the City, 1.8 million people in the entire region depend on the reservoir system for their drinking water.

The report describes ongoing efforts to monitor sedimentation and the delivery of other pollutants to the reservoirs by tributary streams. Monitoring activities are currently conducted by Baltimore City, Baltimore County, Carroll County and the Maryland Department of Natural Resources. The RTG recommends that these agencies coordinate their monitoring efforts both to avoid duplication and increase overall coverage.

The RTG also points out the importance of monitoring tributaries during wet-weather events. Heavy rains or snow melt can increase stream flows and deliver large loads of sediment and pollutants into the reservoirs. Sediment can fill in the lake beds and displace holding capacity for water, while algae blooms and elevated levels of phosphorus and sodium can affect the quality of the water.



The RTG was established by the 1984 Reservoir Watershed Management Agreement, which was signed by Baltimore City, Baltimore and Carroll counties, the soil conservation districts of the two counties, the Maryland Department of Agriculture and the predecessors of the Maryland Department of the Environment and the Baltimore Metropolitan Council. The 1984 Reservoir Watershed Management Agreement was reaffirmed in February of 2003 by the same signatories.

Printed copies of the report can be obtained for \$10 each from the Regional Information Center at 410-732-9570. The report is also available online in PDF format at <http://www.baltometro.org/reports/ResProgTechRept.pdf>.

Interested in Transportation?

In 2004, BMC's Transportation Planning Division, working with the Baltimore Regional Transportation Board (BRTB), developed several new and enhanced opportunities for public involvement in transportation planning. In addition to holding a series of public meetings on Transportation 2030, the 2004 Baltimore Regional Transportation Plan, BMC and the BRTB partnered with Morgan State University and the Greater Baltimore Urban League to hold a series of eight "listening sessions" to capture the comments and concerns of minority and low-income residents. Information about Transportation 2030 and the Baltimore Region Environmental Justice and Transportation Planning Project (BREJTP) is available at www.baltometro.org.

An exciting new development in public outreach is the recently-launched electronic newsletter *B'More Involved*. Packed with news you can use on upcoming meetings and events and other developments in transportation, *B'More Involved* is e-mailed to subscribers 2-4 times a month. To view previous issues and subscribe, visit www.baltometro.org/eNews/BMoreInvolved.htm.

BMC also publishes BRTB Notes, a free bi-monthly newsletter with more detailed information about what's going on in the world of transportation. BRTB Notes is available online at www.baltometro.org. To receive the newsletter by mail, send a request to BRTBNotesEditor@baltometro.org or call 410-732-0500 ext. 1047.

Cooperative Purchasing Saves Dollars

In pursuing its mission to realize cost savings for local government agencies, the Baltimore Regional Cooperative Purchasing Committee (BRCPC) awarded two contracts in 2004 for the purchase of electricity.

In May, the BRCPC awarded a 23-month, \$67.3 million contract to Reliant Energy to supply electricity for 2,405 GL, or commercial, accounts for 23 local government entities. These accounts had been purchasing electricity at Price Freeze rates, which expired on June 30. Without a contract, these accounts would have reverted to the fluctuating Standard Offer Service (SOS) rate. The contract with Reliant Energy is expected to save more than \$6 million over the term of the

contract, compared with the SOS rate.

In November, the BRCPC awarded a 30-month, \$61 million contract to Constellation NewEnergy to supply electricity to a pool of "P" type accounts. These accounts are currently covered by a cooperative contract with PEPCO, which expires on March 30. Without a new contract, these accounts would have had to purchase electricity at the SOS rate. The new contract is estimated to save approximately \$4.8 million over the course of the contract, compared with the SOS rate.

The BRCPC also realized significant savings in 2004 on items such as copier paper and fuel oils through online reverse auctions, which allow vendors to bid against each other in real time.



*BRCPC Members: Standing (left to right): Brian Snyder, Annapolis; Angelo Trotta, Baltimore City; Michael Krupnik, Baltimore City; William Schull, Anne Arundel County; Sandra Spears, BMC support staff; William Hubbard, Anne Arundel Schools; Paul Cramer, Baltimore County Schools; Harry Bain, Regional Purchasing Coordinator; John Miller, Harford County Schools
Seated (left to right): Richard Shelton, Carroll County; Lucy Slaich, Harford County; Darla Herbold, Howard County; George Dietsch, Howard County; Jeff Parker, Baltimore City Schools
Not pictured: Nancy Codner, Carroll County Schools; Deborah Groat, Anne Arundel Schools; Stephen Myer, Baltimore County; Douglas Pindell, Howard County Schools*



In This Issue:

Chairman's Message	1
Regional Transportation Summit	1
Air Quality	2
<i>Clean Commute Month</i> <i>Alternative Fuel Vehicles</i>	
Reservoir Technical Group Report	3
Cooperative Purchasing	3
Recent Publications	4

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BMC Publications — 2004

2000 Transportation Analysis Zone Structure. Task Report 04-4. January 2004. \$10.00

Documents and provides maps of the 2000 transportation analysis zone (TAZ) structure in the Baltimore region. *Also online at www.baltometro.org/TAZ/TAZ2000.pdf*

2004 Employment/Activity Center Vehicle Occupancy and Classification Study. Task Report 05-1. August 2004. \$10.00.

Compendium of vehicle occupancy and classification data from 5 major employment/activity centers in the Baltimore region: BWI Airport, Bel Air, Westminster, White Marsh, and Woodlawn/Social Security. *Also online at www.baltometro.org/reports/ActivityCenter2004.pdf*

Baltimore Region FY 2005 Unified Planning Work Program for Transportation Planning. March 2004. \$10.00.

Annual report detailing work to be accomplished. *Also online at www.baltometro.org/UPWP/UPWP2005.pdf*

Baltimore Region Transportation Improvement Program 2005-2009. July 2004. \$25.00.

Report issued annually by the Baltimore Regional Transportation Board, listing timing, cost and rationale for transportation improvements to be made in the region over the 5 year period. *Also online at www.baltometro.org/TIP/TIP2009final.html*

Baltimore Region Travel Demand Model for Base Year 2000. Task Report 04-1. January 2004. \$10.00.

Documents the model development completed in summer 2003 to simulate person travel and ultimately traffic conditions for the year 2000. Supersedes the 1996 model completed in September 2001.

BRCPC 2003 Annual Report. Spring 2004. Free.

Annual report of the Baltimore Regional Cooperative Purchasing Committee. *Also online at www.baltometro.org/brcpc/Report2003.pdf*

Contact the Regional Information Center (410-732-9570 or ric@baltometro.org) for ordering information. Or complete order form (available online at www.baltometro.org/pdfs/orderform.pdf) and mail to Baltimore Metropolitan Council, Regional Information Center, 2700 Lighthouse Point East, Suite 310, Baltimore, MD 21224-4774, or fax to 410-732-9488.

Conformity Determination of the 2001 Baltimore Region Long Range Plan, and the 2005-2009 Transportation Improvement Program. July 2004. \$10.00.

Annual update of analyses showing that planned transportation improvements in the region conform with air quality goals. *Also online at www.baltometro.org/reports/Conformity2009final.pdf*

Congestion Monitoring Using GPS in the Baltimore Region: Travel Speeds in the Evening Peak, Spring 2004. Task Report 05-4. December 2004. \$10.00.

Survey data on 23 roadways in the Baltimore region shows that overall travel speeds are at or above the posted speed limit, but also identifies a number of congested areas, which are due to bottlenecks, heavy volume, road construction and other factors. *Also online at www.baltometro.org/reports/GPS2004.pdf*

Naturally Occurring Retirement Communities in the Baltimore Region. Task Report 04-10. June 2004. \$10.00.

Documents the need for improving mobility options for the existing and rapidly growing elderly population in the region, especially in lower density suburban areas. *Also online at www.baltometro.org/reports/NORC.pdf*

Profile of Travel Trends: A Statistical Abstract for 1980, 1990, 2000, and 2002. Task Report 04-6. June 2004. \$10.00.

Continues a series of reports on transportation trends in the Baltimore region; presents data in a tabular and graphic display-oriented format. *Also online at www.baltometro.org/reports/TravelTrends2004.pdf*

Reservoir Program Technical Report: Water Quality Assessment, Targeted Studies and Ongoing Water Quality Issues in the Baltimore Metropolitan Water Supply Reservoirs and Their Watersheds. November 2004. \$10.00.

Summarizes key water quality trends in the 3 water-supply reservoirs in the Baltimore region, and identifies issues of concern regarding future drinking-water quality. *Online at www.baltometro.org/reports/ResProgTechRept.pdf*

Transportation Summit Challenges Business Community *continued from page 1*

group that the Baltimore area must compete for funding with the Washington suburbs, and called on the business community to support legislation for transportation investments in the Baltimore area.

Howard County Executive James

N. Robey, chair of the Baltimore Regional Transportation Board, closed the program by echoing the call to action for the business community to fight for the transportation network that the Baltimore area will need in the years ahead.

Right: Former Congresswoman Helen Bentley attended the Regional Transportation Summit on September 22 to hear USDOT Deputy Assistant Secretary George Schoener speak about the reauthorization of federal transportation legislation.

