

Speak Up About the Maryland Transportation Plan!

The Maryland Department of Transportation (MDOT) is in the process of updating the Maryland Transportation Plan (MTP). The MTP sets a vision with goals and policies to guide transportation decision-making over a 20 year period. Usually the MTP is updated every three years, but it is being updated a year early to encompass goals of the new Ehrlich Administration.

The MTP is similar to the Long
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Transportation 2030— Moving Ahead

Transportation 2030 has reached the first of several milestones. The BRTB approved two resolutions that set the stage for the rest of the plan process.

Resolution #04-2 identifies the guiding principles, goals, and strategies. Several committees, primarily the Technical Committee, Citizens Advisory Committee and Management and Operations Partnership participated, and many changes occurred. Three new principles were added and many strategies were revised or added. A commitment to safety was reinforced in several locations.

Resolution #04-3 iden-

tifies the process for evaluating the transportation projects for consideration in the plan. The evaluation process is called Prioritization. Prioritizing projects takes into account what the local jurisdictions, in consultation with the state, want to do. This accounts for 60 percent of the project score. It also takes into account information such as how congested a particular road is, the number of accidents 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. Some

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Annual Highlights 2003

Building Permit Data System Monitors Development

BMC staff continued to maintain and update the regional building permit data system. Approximately 400 permits are edited, sorted, geocoded and entered into the system each week. The compilation of weekly data is funneled into a monthly publication entitled, "Metropolitan Building Activity Report." This report summarizes and analyzes regional development trends, supported by maps and charts highlighting notable development projects. There is also a comparison of our region with the nation. BPDS Online, a subscription service allowing users to access and query permit data anytime from the Internet, continued to

attract interest from economic development professionals, a business publishing company, and real estate personnel. Development monitoring products and services support the transportation planning process by indicating the future demand for transportation service due to new construction. To subscribe to BPDS, call 410-732-9570.



CAC Active in Development of Transportation 2030

The Citizens Advisory Committee (CAC) accomplished a great deal over the last year. Appointed in the spring of 2002, members spent a period of time becoming familiar with the regional transportation planning process and transportation issues in the various jurisdictions in the metropolitan area. In 2003, the CAC played an important role in the early development of *Transportation 2030* by doing a thorough review of the principles, goals, and strategies and providing extensive comments. The CAC also reviewed the prioritization process used to evaluate projects. BMC public involvement staff also conducted outreach activities to organizations beyond the CAC by organizing an Open House

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Clean Air Partners Monitors Ozone Action Days

The summer of 2002 brought memorable air quality challenges. Unusually hot, dry weather helped to keep ground-level ozone readings high. The situation was worsened by an exceptionally large forest fire in Quebec, which spewed smoke and ash as far south as Washington, D.C. By the time the ozone season ended in late September, the Baltimore region had recorded 16 Code Red days. Clean Air Partners mounted an extensive public awareness campaign, educating people about both protecting their health and reducing the causes of air pollution.



Management & Operations:

Increasing the Efficiency, Safety, and Security of the Transportation System through Multi-jurisdictional Coordination and New Technology



M&O Partnership:

- Completed feasibility study for wireless integrated network for public safety and transportation emergency personnel
- Delivered funding for the purchase and installation of CHART traffic management workstations in local emergency operations centers
- Provided training opportunities in terrorism response, emergency communications, and transportation technology standards

Baltimore Regional Operations Coordination

Committee:

- Preparing Regional Incident Response Coordination Plan
- Developing a memorandum of understanding for multi-jurisdictional notification of incidents affecting the regional transportation system
- Completed Federal Highway Administration self assessment exercise

Traffic Signal Subcommittee

- Coordinating signal timing studies in several regional jurisdictions
- Identifying training opportunities in signal operations
- Compiled emergency signal maintenance contact list

Transportation Emergency Preparedness Task Force

- Initiates, coordinates, and oversees regional transportation emergency preparedness activities
- Preparing scope of work for Regional Protective Action Plan

Equity Task Force Formed

New EPA-Funded Project Starts

The Transportation Equity Task Force (TETF) of the BRTB was established in June 2003 and resumes the work done by the former Equity Subcommittee. The purpose of the Transportation Equity Task Force is to advise the BRTB on transportation-related issues and concerns of low-income and minority communities and persons with disabilities. About 30 organizations/agencies are at-

tending meetings. The TETF's work will complement a new project being carried out by BMC in cooperation with Morgan State University and the Baltimore Urban League. With a recent grant by the Environmental Protection Agency, this project will involve a number of listening sessions to identify transportation equity issues for low-income residents around the region.

Federal and General Assembly Bills Tracked

BMC provided timely reports throughout the Maryland General Assembly session on the status of bills that affect the transportation planning interests of the region. BMC also provided an end-of-session legislative report and a final disposition report that summarized what happened to each bill. At the federal level, BMC provided timely reports on the status of Congressional activities related to the reauthorization of federal transportation funding legislation which will expire on September 30. For more information on reauthorization, visit www.fhwa.dot.gov/reauthorization.



New TIP Software Allows Online Review of Projects

BMC, along with Gold Software Consulting, has developed new TIP software which enables jurisdictions and agencies to submit and edit their TIP projects online. The new software also provides the public an opportunity to review and comment on the TIP online. Visitors to the TIP website can review draft projects with project descriptions and justifications and find information about phases of the projects, funding amounts, and funding sources. Visitors can also view site maps associated with the projects. Visit www.baltometro.org/TIP2008draft.html.

Specialized Mobility Planning Improves Options for the Elderly and Disabled

BMC continued to be involved in specialized mobility planning for individuals with travel disabilities. This initiative included publishing the expanded 2003 edition of the *Out & About Travel Guide* which describes specialized transportation services available in the Baltimore region. BMC has been an active participant in other organizations, including the Maryland Research Consortium, and the Maryland Coordinating Committee for Human Service Transportation, that seek to develop programs to improve travel options for the elderly and the disabled. BMC has also provided ongoing technical assistance to Howard County organizations seeking to develop a specialized elderly rideshare program known as “Neighbor Ride”.

In addition, BMC has help to publi-



cize a new “Ride Partners” specialized ridesharing program. This program which opened in early April is included in BMC’s 2003 *Out & About Travel Guide*. Ride Partners uses volunteer drivers to provide trips for ambulatory elderly and disabled residents of Annapolis and Anne Arundel County. This program is the product of a three way partnership between Partners in Care, Volunteer Maryland, and the Annapolis Department of Transportation.

Holding Capacity Research Examines New Growth Potential

The Cooperative Forecasting Group (CFG) estimates new households, population, jobs and the workforce to support them for 1,100 small areas across the region, and uses a variety of local data sources to support these estimates, such as U. S. Census data, building permits, and unemployment insurance records. The estimates support travel demand modeling in the Baltimore region. A key factor in determining where new growth is likely to go over the next 30 years is how much room — “holding capacity” — there is to absorb it. The CFG has reviewed several methods presented by its member jurisdictions, such as the Maryland Department of Planning and the Homebuilders Association of Maryland. CFG Chairman Dan Rooney (Harford County) presented the findings and timeframe to the BRTB for developing a parcel-based GIS system for all jurisdictions in the Baltimore region.



Central Business District Trip Report Developed

During the spring of 2003, BMC staff conducted a survey of person trips into the Baltimore Central Business District (CBD) to determine commuter mode choice during the morning peak period (7-9 AM).

Vehicle occupancy counts were conducted at 38 locations around the CBD perimeter. Transit ridership counts were taken on transit lines entering the CBD: two METRO rail locations (State Center and Shot Tower), two light rail locations (Oriole Park at Camden Yards and University of Baltimore), and on all bus routes. Autos account for 78 percent of trips entering the CBD and transit trips account for the remaining 22 percent.

The 78 percent of auto trips is divided into single occupancy vehicles (SOV) which account for 66 percent of the trips and high occupancy vehicles (HOV) that carry 2 or more persons per vehicle which account for the remaining 12 percent. Comparing these data to a 1997 survey, transit ridership has remained relatively steady at 22 percent. The percentage of SOV trips has gone up by about 2 percent since 1997 and HOV trips dropped by about 2 percent.



Speak Up!

Range Plan developed for the Baltimore region every three years. Like the Long Range Plan, the MTP sets out the goals for transportation decision-making and then relies on another document to specify actual projects that meet these goals. The State's Consolidated Transportation Program (CTP) is similar to the Baltimore region's Transportation Improvement Program (TIP). Both the CTP and the TIP contain projects that flow from long-range documents.

This fall, during October and November, MDOT will be holding a series of workshops for the public to discuss the draft goals and objectives. These workshops will be a two way dialogue for discussing the four draft goals that MDOT has prepared.

Look for information about this plan

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update and workshops beginning in mid September by logging on to MDOT's web site at www.marylandtransportation.com and clicking on "State Report on Transportation."

MDOT will also be doing a telephone poll of 1,000 state residents to collect opinions on the draft goals. The draft MTP will be available later this fall with the final version to be completed and delivered to the General Assembly in January 2004.

The BRTB's Citizen Advisory Committee heard a presentation on the MTP update at its September 10th meeting and the presentation will be repeated again at the BRTB meeting on November 18th.

For more information, call Ed Strocko at 410-865-1307.

Census Analysis Helps Planning Activities

The BMC staff continues to process Census 2000 data as it becomes available. Census datasets released in 2003 include the Summary File 3, county to county commuting data and the Census Transportation Planning Package (CTPP) containing place of residence data. BMC staff launched a new Census 2000 page on the agency's website (www.baltometro.org/content.asp?id=17) aimed at providing better presentation, easier access, and faster census information to the general public. A large number of tables and maps analyzed at the regional, jurisdictional, RPD, and census tract levels are available on the website. Early data from Census 2000 provided a context for the Vision 2030 process and will support the short and long range transportation planning process as well as travel demand modeling, demographic/economic forecasts, environmental justice analysis, and many of the MPO's other transportation planning activities.

CAC continued

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attended by over 70 individuals and organizations, and by meeting individually with a number of organizations either directly or indirectly engaged in the regional transportation planning process.

Calendar of Events

Event	Time	Date
Traffic Signal Subcommittee	10:00 AM	November 5
Interagency Consultation Group	8:30 AM	November 12
Transportation Equity Task Force	2:00 PM	November 12
Travel Analysis Advisory Group	9:30 AM	November 18
Baltimore Regional Trans. Board	5:30 PM	November 18
Citizens Advisory Committee	4:00 PM	November 19
Cooperative Forecasting Group	10:00 AM	November 19
Technical Committee	9:30 AM	December 2

This schedule is subject to change.

Please call Joan Gorsuch at 410-732-0500 ext. 1043 to confirm.

Clean Commute Month 2003

Every year, transportation and air quality stakeholders conduct an outreach event at the beginning of the summer ozone season to promote alternatives to driving alone. In 2003, Clean Commute Month surpassed previous efforts with more events and exposure. The popular Bike-to-Work Day kicked off the month with rallies in Baltimore City, Annapolis, and Bel Air. Additional events during



the month included the first-ever Maryland Alternative Fuel Vehicle Day, the inaugural Clean Air Partners Air Festival, displays at fairs and festivals, a telework seminar, and numerous employer-outreach breakfasts throughout the region. For more information, including a summary of all aspects of the 2003 campaign, visit www.cleancommute.com.

BMC Joins with JHU for Carroll County Safety Report

To help Carroll County's traffic safety professionals understand the nature and scope of transportation injuries in their communities, BMC, with the generous help of the Johns Hopkins University, produced a Safety Report for Carroll County. The report, which is not limited to transportation injuries, contains information on injury mortality, injury-related hospital discharges, and motor vehicle crashes. The information is illustrated by graphs, charts and statistical data. A series of reports on other jurisdictions was initiated by Johns Hopkins University.

For a copy of the report, contact Kim Spangler at 410-876-4966.

Master Network Database Converted to ArcGIS

BMC staff has been working on converting its Master Network Database from the MapInfo GIS platform to the ArcGIS platform. The Master Network Database is a repository that includes all Travel Demand Model networks. The system allows BMC staff to store, manage, edit and display these networks in a true GIS environment. This conversion

will provide several additional benefits including: (1) allowing more than one user to edit and update Travel Demand Model networks simultaneously, (2) allowing all Travel Demand Model output to be displayed and analyzed within BMC's new standard GIS environment and (3) facilitating data sharing and data integration between local, state and federal agencies.

Industry Designations Classifications Converted

International events created the need for the BMC staff to change the Standard Industrial Classification (SIC) designations on all of the agency's employment databases to the new North American Industry Classification System (NAICS). These industry classifications were changed because of the North American Free Trade Agreement (NAFTA) enacted in 1994. BMC staff converted more than 84,000 employment records in its 2000 employment census database from the 1987 SIC designations to 2002 NAICS designations. Industry employment data at the federal and state level will be reported by NAICS industrial classifications in the future.

Transportation 2030

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projects that meet certain criteria are allowed to 'skip' the prioritization process because they are of a higher regional importance to all the jurisdictions.

By October 31, the local jurisdictions and the Maryland Department of Transportation will submit projects for consideration in *Transportation 2030*. For more information, visit www.baltometro.org/content.asp?id=47.

BWI Airport Survey Shows Originating Jurisdictions of Users

At the request of the Maryland Aviation Administration, BMC staff conducted a ground-level transportation services survey at the Baltimore/Washington International (BWI) Airport. 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 users' services — taxi, shuttle and limo riders. The main purpose of each of the surveys was to identify the originating jurisdictions of BWI users. The surveys resulted in two reports: *2002 BWI Parking Lot Study* and *Survey of BWI Ground Transportation Passengers*.

Results of Vehicle Speed Data Collection

From 1998 to 2002, BMC collected vehicle speed data throughout the Baltimore region. For this study, BMC selected 14 corridors of various road types to analyze during the morning rush hour (7-9 AM). To collect the data, the BMC equipped three drivers with a Global Positioning System (GPS) unit and a laptop computer. The drivers collected travel time and travel speed for each corridor.

Driving was conducted Tuesday through Friday from September to December of 1998 and 2002. Drivers drove each corridor seven times in each direction to obtain a proper sample. The results of this study can be found in the task report, *Congestion Monitoring Using GPS on Freeways and Arterials in the Baltimore Region, 1998-2002*.



MOBILE6 Research Completed

MOBILE6 (M6) represents EPA's latest version in emission model estimation and is used in the conformity determination of plans and programs. In order to use the revised emission model, BMC staff provided an extensive review of the M6 model. Data were collected and analyzed to determine the impacts of use in the air quality model for the Baltimore region. BMC staff also worked cooperatively with the Maryland Department of the Environment (MDE) in developing M6 inputs for vehicle registration, environmental conditions, and vehicle control strategies.

Final Vision 2030 Report Published

In January of 2003, the Baltimore Regional Transportation Board published *Vision 2030: Shaping Our Region's Future Together*. Vision 2030 was a citizen-driven effort—the result of a variety of interviews, focus groups, workshops, surveys, and public meetings. Fifteen vision statements and one hundred strategies emerged from this process, addressing issues as diverse as economic development, education, the environment, government and public policy, livable communities, and transportation. The entire visioning effort was an 18-month process initiated by the BRTB, with the support of the Baltimore Metropolitan Council and the Baltimore Regional Partnership. Transportation related principles developed in the Vision 2030 process have been incorporated into *Transportation 2030*.



BRTB Meets

On June 10th the elected officials heard from 13 individuals or organizations regarding various transit issues. Mr. Paul Wiedefeld, Executive Director of the Maryland Aviation Administration (MAA), described BWI Airport's economic impact on the Baltimore region. The BRTB elected Harford County Executive James M. Harkins and Howard County Executive James N. Robey as Chair and Vice-Chair of the BRTB for FY 2004.

At the July 22nd meeting the BRTB deferred a resolution to approve the new urbanized area boundary. Nelson Castellanos, Maryland Administrator for the Federal Highway Administration (FHWA) and Gail McFadden Roberts of the Federal Transit Administra-

tion (FTA) described the key goals and program areas of SAFETEA. There were also presentations on Clean Commute Month, a status report on the TIP and *Transportation 2030*, transportation initiatives for the elderly and a methodology for holding capacity.

On August 26th the BRTB approved Resolutions #04-2 and #04-3 establishing the goals and a prioritization process for *Transportation 2030*. The BRTB also approved Resolution #04-4 which amended the FY 2004 UPWP to reflect a decrease of \$33,648 in federal funds available to the MPO as a result of Census 2000. The BRTB also supported Resolution #04-5 that sets MOBILE6 motor vehicle emission budgets.

MARYLAND FREIGHT MOVES

A 2002 Year-End Review of Freight Activity

AIRPORTS



BWIMetric Tons	2002	2001	%Change
Total Cargo	251,354	225,083	11.7%
Mail	12,628	30,211	-58.2%
Freight	238,726	194,872	22.5%
Domestic	244,905	215,083	13.9%
International	6,449	10,000	-35.5%

Regional Comparison	BWI	IAD	DCA
Mail	34.5%	57.0%	8.5%
Freight	43.8%	55.7%	0.5%

BWI is Baltimore-Washington International Airport

IAD is Dulles International Airport

DCA is Reagan Washington National Airport

Source: Maryland Aviation Administration

PORT OF BALTIMORE



Foreign Trade Short Tons	2002	2001	%Change
Total Cargo	23,694,946	25,737,054	-7.9%
Imports	17,928,583	18,764,555	-4.5%
Exports	5,766,363	6,972,499	-17.3%
Bulk Cargo	16,913,246	19,837,114	-14.7%
General Cargo	6,781,700	5,899,940	14.9%

Foreign Trade Value (Thousands)	2002	2001	%Change
Total Value	\$23,189,520	\$20,822,197	11.4%
Imports	\$17,935,255	\$15,689,573	14.3%
Exports	\$5,254,265	\$5,132,624	2.4%

Bulk Cargo	\$1,319,643	\$1,624,038	-18.7%
General Cargo	\$21,869,877	\$19,198,159	13.9%

Source: Maryland Port Administration

TRUCKING



Carloads	2002	2001	%Change
Canton	7,084	7,534	-6.0%
CSXT	5,010,548	5,144,311	-2.6%
Maryland Midland	10,009	9,983	0.3%
Norfolk Southern	4,351,259	4,410,604	-1.3%
P & B Rivers	104,301	105,273	-0.9%

Intermodal Units	2002	2001	%Change
CSXT	2,026,473	1,915,179	5.8%
Norfolk Southern	2,347,889	2,210,846	6.2%

Figures are systemwide and not limited to the Baltimore area. Intermodal Units include trailers and containers.

Sources: Association of American Railroads, Canton Railroad, Maryland Midland Railway, and Patapsco & Back Rivers Railroad (P & B Rivers)

RAILROADS



Total Vehicles & % Truck Activity	2002	2001	%Change
Hatem Bridge	10,019,378	9,524,834	5.2%
% Truck Activity	4.1%	4.4%	-6.7%
Bay Bridge	25,004,518	24,355,636	2.7%
% Truck Activity	8.7%	8.7%	0.0%
Key Bridge	11,526,695	11,251,255	2.4%
% Truck Activity	9.9%	10.0%	-0.6%
Harbor Tunnel	24,552,366	23,997,869	2.3%
% Truck Activity	3.3%	3.4%	-1.9%
Fort McHenry Tunnel	44,185,565	42,723,279	3.4%
% Truck Activity	8.8%	9.4%	-6.9%
JFK Memorial Hwy.	29,869,564	29,550,330	1.1%
% Truck Activity	12.3%	13.3%	-7.0%

Truck activity includes heavy commercial vehicles with 3+ axles.

Source: Maryland Transportation Authority

Prepared by the Freight Movement Task Force, a committee of the Baltimore Regional Transportation Board
For more information, contact Jocelyn Jones, 410/732-0500, ext. 1049, or jjones@baltometro.org

Baltimore Metropolitan Council
2700 Lighthouse Point, East
Suite 310
Baltimore, MD 21224-4774
www.baltometro.org
Editor: Susan Aceti
Design: Lillian Bunton

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
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Audrey E. Scott, Secretary, Maryland Dept. of Planning	David Whitaker ...	410-767-4564

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