

## Selecting Transportation Project Priorities

Over 100 projects have been submitted for the region's long-range plan, *Transportation 2030*. These projects include highway, interchange, transit, and bicycle/pedestrian improvements. With the list of candidate projects finalized, the prioritization process is now complete. Information is available at [www.baltometro.org](http://www.baltometro.org) under the *Transportation 2030* button. **Prioritization** is the process for evaluating projects, and includes two parts:

**1. Policy Evaluation** — 60 percent of a project's score is based on the importance of the project in relation to its adopted goals. This score is determined by the local jurisdiction or the Maryland Department of Transportation. Points are associated with a high, medium, and low ranking: 55, 35, and 15, respectively.

**2. Technical Evaluation** — 40 percent of the score is based on a technical analysis, where projects are evaluated by BMC staff for a set of criteria such as safety, congestion, and cost-effectiveness. The criteria were selected and reviewed by the Technical Committee of the BRTB.

The maximum project score is 100 points. Projects are ranked against each other within each category: highway and interchange, transit, and bicycle/pedestrian. Projects can receive up to 5 additional points for being within an established area for priority funding.

Several projects will not be evaluated for ranking because the BRTB has already agreed that they meet a set of criteria that show regionwide benefits. These projects are known as **regionally important** and will be the first to be funded.

*continued on page 5*

### Regionally Important Projects



## Does the Regional Planning Process Make the Grade?

Based on requirements of the Transportation Equity Act for the 21<sup>st</sup> Century and the Metropolitan Planning Regulations, the Federal Highway Administration and Federal Transit Administration conducted a Certification Review of the Baltimore area planning process. This review takes place every three years to monitor the efforts underway to meet planning requirements. The report from three years ago is available on the BMC website at <http://www.baltometro.org/pdfs/TMACert2001.pdf>. From March 16 to 18, the federal team met with the BRTB, citizens, and BMC staff to review the Baltimore regional planning process and to address the major issues facing the region, while following the applicable requirements.

BRTB Chair Pete Gutwald welcomed the team and assisted with topics such as transit planning, public involvement, environmental justice, congestion management, and air quality. Major activities such as the Unified Planning Work Program, the Transportation Improvement Program and the long-range transportation plan were also discussed. The Citizen Advisory Committee hosted the federal team at their regular monthly meeting and provided an opportunity for interested stakeholders to share comments and concerns with the federal team.

A report will be issued by FHWA and FTA in the near future which will be presented to the BRTB and to the public for their consideration. Once available, the new report will then replace the previous report on the website.

# Coming in Second is Better Than Being First

Maryland ranked second only to New York in average commute time to work according to U.S. Census Bureau data that was released in February 2004. This statistic along with other typical census data items was released by the U.S. Census Bureau as part of its now annual reporting of the American Community Survey (ACS). The release of data this year covered the period 2000-2002.

The ACS has been conducted since 1996 throughout the United States. It contains many of the questions asked in the traditional decennial long-form census questionnaire that was sent to 1-in-6 households in the U.S. in 2000 and its use will eliminate the need for a decennial long-form in 2010. The ACS will annually survey 810,000 households throughout the nation. Jurisdictions currently covered by the ACS in Maryland are Anne Arundel, Baltimore, Calvert, Howard, Montgomery, and Prince George's counties and Baltimore City. As a result of continuing ACS activities, data users will be able to receive census tract information based on 5-year averages beginning in 2008 and each following year.

The U.S. Census Bureau ranks states, counties, and places on various measures (<http://www.census.gov/acs/www/Products/Ranking/index.htm>) captured in the ACS. According to new 2002 ACS results, Maryland ranked second in the nation in commute time (30 minutes) to New York (30.8 minutes) and sits just ahead of the District of Columbia which has an average commute time of 29.4 minutes. Virginia rounds out the top ten longest commutes in the nation with a 25.7 minute average work trip.

For tabulation purposes, the ACS treats Baltimore City and the District of Columbia like counties and includes them in their national ranking scale for all ACS counties. Based on the 2002 average commute time for counties across the nation: Prince George's County ranked sixth (34.6 minutes), Montgomery County ranked sixteenth (30.9 minutes), Baltimore City was tied for 27<sup>th</sup> place (27.9 minutes), Anne Arundel County was tied for 35<sup>th</sup> place (29.0 minutes), Howard County ranked 37<sup>th</sup> (28.8 minutes), and Baltimore County was tied for 61<sup>st</sup> in the nation with an average 2002 commute of 27.1 minutes. It was only when Baltimore City's 2002 average commute time is compared with other cities does its ranking rise to fifth in the nation as reported in recent newspaper articles. The Bronx County, New York, has the distinction of being the county with the longest commute time (41.8 minutes).

Stay tuned for more post-2000 census information releases in future *BRTB Notes*.

## 2005-2009 TIP Projects Available

The 2005-2009 Transportation Improvement Program (TIP) annual cycle began on January 6, 2004. Projects were submitted by local jurisdictions and the Maryland Department of Transportation modal administrations. The new TIP projects are available online at [http://bmc.baltometro.org/tips\\_web](http://bmc.baltometro.org/tips_web). Similar to last year, visitors to the TIP website can review draft projects with detailed project descriptions, project justifications and find information about phases of the projects, funding amounts, and funding sources. This user-friendly format also enables visitors to view the maps associated with the projects online. The formal comment period is April 21 to May 26, 2004.

### Announcement: Regional Transit Forum

On June 10, representatives from the region's transit operators will be invited to participate in the first of a series of Transit Forums. The event, co-sponsored by the BRTB and the Maryland Transit Administration, will feature a panel of distinguished speakers who will discuss the role of transit in economic development, homeland security, and other timely and important issues.



# Annapolis Lawmakers Consider Major Bills

The volume of legislation in the 2004 session was roughly 50 percent higher than in previous years. Historically, 30 percent of bills introduced will be enacted into laws affecting transportation-related programs, policies, and expenditures in the region and state-wide.



In the current session, legislation covering a wide range of topics with regional interest have been introduced. Bills considered would prohibit private use of traffic signal preemption devices, authorize installation of speed enforcement cameras, and strengthen homeland security preparedness. Other bills were introduced to extend the 40 percent transit farebox recovery requirement due to expire in June. If not extended, the farebox recovery requirement will revert back to 50 percent. Other bills alter the source and magnitude of public transportation funding.

Several key bills seek to change the state budget process, limit the use of the Maryland Transportation Trust Fund for non-transportation pur-

poses, and restrict certain types of debt that can be incurred by the Maryland Department of Transportation and the Maryland Transportation Authority (MdTA). One bill would restrict the ability of MdTA to change traffic tolls without the approval of the Board of Public Works, and another seeks to increase transportation funding through transportation fee increases. Several bills have been introduced dealing with military base closings and federal property dispositions which could have potential effects on community development and smart growth-related initiatives.

To view a copy of the most recent legislative report, with up-to-date, concise information on the scope, extent, and current status of legislation of regional interest introduced in the Maryland General Assembly, please visit [www.baltometro.org](http://www.baltometro.org) or email Earl Long at [elong@baltometro.org](mailto:elong@baltometro.org).

## BRTB Meets

At the February 24, 2004 BRTB meeting, the BRTB approved two resolutions: Resolution #04-12 which supports the alternatives retained for detailed study as a result of the I-95 Master Plan process, and Resolution #04-13 which supports the regional grant requests for the federal Job Access and Reverse Commute program. BMC staff briefed the BRTB on the latest work tasks associated with the development of Transportation 2030 as well as an overview of the 2004 General Assembly legislation. BMC staff also outlined the various transportation/air quality products mandated by federal guidelines and a schedule for the preparation of these requirements.

At the March 23, 2004 BRTB meeting, the Board approved Resolution #04-14 in support of an amendment to the FY 2004 UPWP to better align project cost and project work scope. The BRTB also approved Resolution #04-15 in support of the work tasks and budgets outlined in the FY 2005 UPWP. BMC staff briefed the BRTB on an EPA environmental justice grant received by Morgan State University and gave a status report on the reauthorization of the Transportation Equity Act. The Maryland Transit Administration discussed the planning activities associated with the development of the Red & Green corridors of the Baltimore Region Transit Plan. Additionally, BMC staff briefed the BRTB on travel behavior in the Baltimore region from Census 2000, discussed the activities planned for Clean Commute Month (May 2004), and briefed the BRTB on the 2004 Baltimore MPO certification review conducted on March 16-18, 2004.



Comments on prioritization due May 28. Workshop 6 p.m., May 12 at BMC

# Clean Commute Activities in Full Swing

It's no secret that the Baltimore region faces major air quality challenges. Our region has been cited by the U.S. Environmental Protection Agency as a *severe nonattainment area* for the 1-hour ozone standard. This designation indicates that our air regularly contains unhealthy levels of ground-level ozone — an irritant that can adversely affect breathing. The majority of bad air days occur during the months of May through September, known as the ozone season.

Why is the ozone season only May through September? Ground-level ozone is formed when the chemicals in emissions from smokestacks and tailpipes, among other sources, mix together under the hot summer sun. The still air we so often experience during that season does nothing to disperse the pollution, so it lingers. Although ozone usually dissipates at night, its chemical components stick around, and it can re-form under the next day's sunshine. During calm, dry periods, with little movement of air, the region may experience a number of consecutive days when ozone levels are unhealthy.

The good news is that our air is cleaner than it was just twenty years ago. Throughout the 1980s, metropolitan Baltimore regularly experienced two dozen or more *Code Red Days* per season. Today, thanks to advances in technology and the efforts of private citizens, industry and government, an ozone season may have between five and ten such days each summer. This decrease is remarkable given the increases in the region's population and pollutant sources. Better, however, is not good enough. A lot still needs to be done.

Because single occupant vehicles may cause approximately 20% of the emissions that create ozone, the Baltimore Metropolitan Council, the Maryland Department of the Environment, Clean Air Partners, and the other members of the Clean Commute Partnership have once again designated May as Clean Commute Month.

During the month, the Clean Commute Partnership will sponsor a series of events to raise awareness of the relationship between driving and air pollution, as well as encourage the use of alternative forms of commuting.

**What are alternative commute options?** Options like carpooling or riding buses may be obvious. Others like bicycling and walking may not be readily apparent. The option of teleworking actually moves work to people rather than the other way around. All are excellent ways of reducing pollution and stress.

Clean Commute events, such as Bike to Work Day, community and employer outreach efforts, Park-&-Ride lot "thank-you" events, and a telework event will provide knowledge and opportunities to people who wish to experience alternative commuting. Information and assistance will also be given to those organizations interested in establishing employer-based commuting programs.

For information about Clean Commute Month, visit [www.cleancommute.com](http://www.cleancommute.com). The site contains detailed information on alternative commuting, as well as a complete calendar of Clean Commute Month activities.

Members of the Clean Commute Month team are ready to visit any location in the region to present information about clean commuting and its positive effects on our environment. To arrange a visit, contact Russ Ulrich at [rulrich@baltometro.org](mailto:rulrich@baltometro.org) or 410-732-9575.

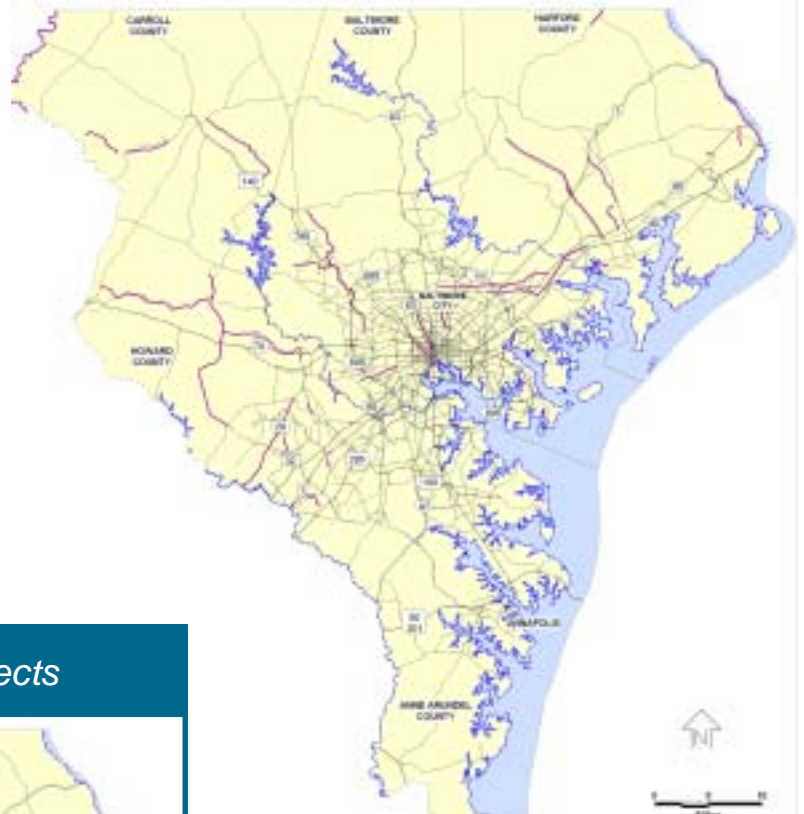


*Pam Tucker (c), President of the Mid-Atlantic Telework Advisory Council, and Kristen Lauver, of Accelera Solutions, present BMC's Russ Ulrich with sponsorship contributions for Clean Commute Month 2004. The pair has raised private-sector funding for the Invitation to Telework/Sailing thru the Commute event set for the afternoon of May 21<sup>st</sup> aboard Baltimore's Clipper City schooner. Participants will enjoy a harbor cruise and light refreshments while learning of the advantages of telework. To find out how to be a part of this adventure, contact Russ Ulrich at 410-732-9575 or [rulrich@baltometro.org](mailto:rulrich@baltometro.org).*

# Selecting Transportation Project Priorities

continued from page 1

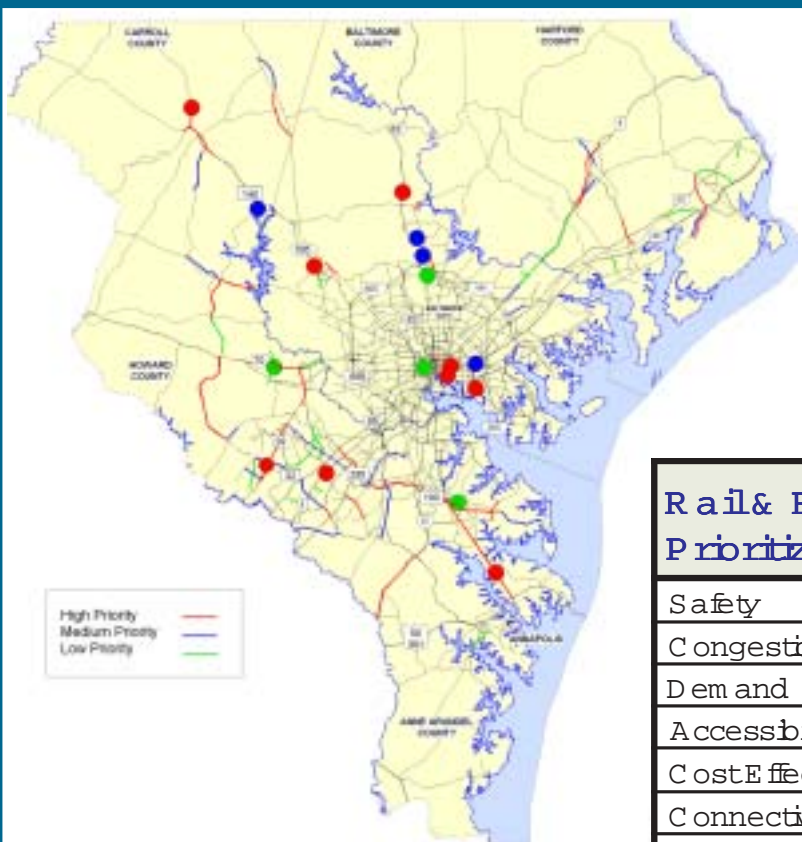
## Bike & Pedestrian Candidate Projects



### Highway & Interchange Prioritization Criteria

Safety	20%
Congestion	15%
Demand	15%
Accessibility	10%
Cost Effectiveness	20%
Connectivity	12%
Environment	8%

## Highway & Transit Candidate Projects



### Bicycle and Pedestrian Prioritization Criteria

Demand	40%
Transportation Need	25%
Bicycle & Pedestrian Stress Levels	25%
Directness	10%

### Rail & Bus Rapid Transit Prioritization Criteria

Safety	5%
Congestion	15%
Demand	20%
Accessibility	20%
Cost Effectiveness	20%
Connectivity	15%
Environment	5%

# Special Census Data Aids Planning

The U.S. Census Bureau's Census Transportation Planning Package 2000 (CTPP) is a special tabulation of responses from households completing the Census long form. It is designed for transportation planners and is intended to provide data to support a wide range of transportation planning activities, particularly in the fields of travel demand forecasting and trend analysis. It summarizes information by place-of-residence, place of work, and journey-to-work flows. Place-of-work and journey-to-work flows are only available through the use of this specific Census tabulation. Additionally, it is the only source of information with summary tabulations available by transportation analysis zones (TAZ) that have been defined by MPOs.

In 2003, the Census Bureau released place-of-residence data for the Baltimore region and asked the MPO to review the data and to notify the Bureau of any problems. The staff has worked closely with the Bureau and the Federal Highway Administration to ensure the accuracy of the data before it was released to the public. Variables such as population, households, income, labor force, and auto ownerships serve as key inputs into the travel demand model.

The MPO recently received newly released place-of-work data for the Baltimore region from the Census Bureau. The staff is currently conducting a 30-day review of this data as requested by the Census Bureau. The data will reveal the characteristics of workers and their workplaces: how they get to work,

how much they earn, when they leave for work, as well as the number of jobs, dominant occupations and industries throughout the region. Analytical work has been undertaken to highlight changes in demographic and travel behaviors and results will be published shortly.

## BMC Highlights from the Transportation Research Board's Annual Meeting



*Paul Agnello and Jocelyn Jones, BMC staff, presented at the Data Needs for Freight and Intermodal Planning Poster Session. The topic was Freight Data Lessons Learned from Truck Model Development in the Baltimore Region.*

*Census data on population, households, income, labor force, & auto ownerships serve as key inputs into the travel demand model.*



*Rick Crawford, Chair of the BRTB's Freight Movement Task Force and Norfolk Southern representative, was part of a panel on Public Investment in Private Rail Infrastructure. He presented a Delaware bridge case study.*

# Baltimore Region Environmental Justice and Transportation Project

In September 2003, Morgan State University, in cooperation with the Greater Baltimore Urban League and the Baltimore Metropolitan Council, was awarded a one-year grant from the Environmental Protection Agency (EPA) for the Baltimore Region Environmental Justice and Transportation Project (BREJTP). The goal of the project is to develop a community-based process to identify and analyze the impact of transportation operations and policies on population subgroups.

BREJTP includes a series of listening sessions intended to identify residents' environmental justice (EJ) concerns related to transportation issues in

## BREJTP Timeline

- ✓ Interviews with Community Leaders: Spring 2004
- ✓ Listening Sessions: May/June 2004
- ✓ Workshop: July/August 2004
- ✓ Final Report: August/September 2004



the Baltimore region. Although the listening sessions will be open to the public, targeted leaders of community-based organizations representing low-income and minority populations will be invited. These sessions will be two-way edu-

cational exchanges, with participants learning more about the definition, history, and process of EJ. Participants will, in turn, provide their perspective on the transportation-related EJ issues they face in their communities.

A follow-up workshop will bring the participants from the listening sessions together with other interested parties and a panel of experts to disseminate results and network with each other. Community newsletters, media advertisements, and a website will be used to facilitate public participation.

The results of this study will be used to determine the need to develop new tools or techniques for transportation-related EJ analyses and provide a basis for increasing the use of equity analysis as a conventional technique in the metropolitan transportation planning

## Fundamental Environmental Justice Principles\*

1. To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

\* FHWA ([www.fhwa.dot.gov/environment/ej2000.htm](http://www.fhwa.dot.gov/environment/ej2000.htm))

## Red & Green Line Planning Proceeds

In cooperation with the Federal Transit Administration, the Maryland Transit Administration (MTA) is proceeding with project planning and environmental studies for the Red and Green Line priority segments of the Baltimore Region Transit Plan. On March 17, the MTA hosted the first meeting of a newly formed Technical Committee to help provide guidance for upcoming tasks including the definition and evaluation of alternatives and any corresponding environmental documentation. The Red Line corridor extends from Patterson Park to the Social Security complex to the west. The Green Line corridor extends north from the existing Johns Hopkins Hospital terminus to reach Morgan State University and Good Samaritan Hospital.

The Technical Committee includes representatives from various transportation, planning, environmental and economic development bodies in Baltimore City and Baltimore County as well as state and regional agencies. The Committee was convened to provide a forum for ongoing coordination as planning proceeds with more detailed testing of various scenarios.

A presentation by MTA made attendees aware of progress since the public scoping meetings held in Spring 2003. A working group composed of a subset of the Technical Committee will explore issues such as transit mode selection, locations of stations, environmental issues, and demographic projections along proposed alignments. Initial public information sessions are expected to be held in the autumn of 2004.



Baltimore Metropolitan Council  
2700 Lighthouse Point, East  
Suite 310  
Baltimore, MD 21224-4774  
[www.baltometro.org](http://www.baltometro.org)  
Design: Lillian Bunton

**Let's Hear From You!**

Send your comments to  
[BRTBNotesEditor@baltometro.org](mailto:BRTBNotesEditor@baltometro.org)  
or call 410-732-0500 ext.1047.

**We're on the Web! Visit [www.baltometro.org](http://www.baltometro.org)**

Funding for this newsletter is provided in part by member jurisdictions,  
grants from the US Department of Transportation and the Maryland Department of Transportation.

## 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
Hon. Martin J. O'Malley, City of Baltimore .....	Al Foxx ...	410-396-6802
Hon. James T. Smith, Baltimore County .....	J. Craig Forrest ...	410-887-3554
Hon. Julia W. Gouge, Carroll County .....	Jeanne Joiner ...	410-386-2145
Hon. James M. Harkins, Harford County, <i>Chair</i> .....	Pete Gutwald ...	410-638-3103
Hon. James N. Robey, Howard County, <i>Vice Chair</i> .....	Carl Balsler ...	410-313-4310
Kendal P. Philbrick, Secretary, MD Dept. of the Environment.....	Thomas C. Snyder ..	410-537-3255
Robert L. Flanagan, Secretary, MD Dept. of Transportation .....	Marsha Kaiser ...	410-865-1275
Audrey E. Scott, Secretary, MD Dept. of Planning .....	David Whitaker ...	410-767-4564

## in this issue . . .

<i>Selecting Transportation Priorities .....</i>	<i>1</i>
<i>Regional Planning Process: Does it Make the Grade? .</i>	<i>1</i>
<i>Coming in Second in National Commute Length .....</i>	<i>2</i>
<i>Annapolis Lawmakers Consider Major Bills.....</i>	<i>3</i>
<i>Activities in Full Swing for Clean Commute Month ....</i>	<i>4</i>
<i>Census Data Aids Planning..</i>	<i>6</i>
<i>EJ and Transportation .....</i>	<i>7</i>
<i>Red &amp; Green Line Planning .</i>	<i>7</i>