Baltimore Regional Transportation Board

CMP Committee

February 7, 2023

BMC

BRTB

Agenda

1. **WELCOME AND INTRODUCTIONS** (5 min.)

2. **APPROVAL OF MINUTES FROM NOVEMBER 1, 2022 MEETING** (5 min.)

3. **MEETING OBJECTIVE** (5 min.)

4. **PRESENTATION OF REGIONAL SYSTEM PERFORMANCE DASHBOARD** (10 min.)
   BMC staff will present the recently completed regional system performance dashboard.

5. **OVERVIEW OF UPDATES TO REGIONAL ONLINE CMP TOOL** (10 min.)
   BMC staff will present an overview of the recent updates to the Online CMP Tool.

6. **STATUS OF REGIONAL CONGESTION** (15 min.)
   BMC staff will present an overview of how current congested locations compare to pre-pandemic locations.

7. **PRIORITY LETTER DEVELOPMENT – PLANNING FOR 2023** (15 min.)
   The group will discuss regional text for 2023 priority letters and how to use regional resources to support development of projects.

8. **OTHER BUSINESS** (5 min.)

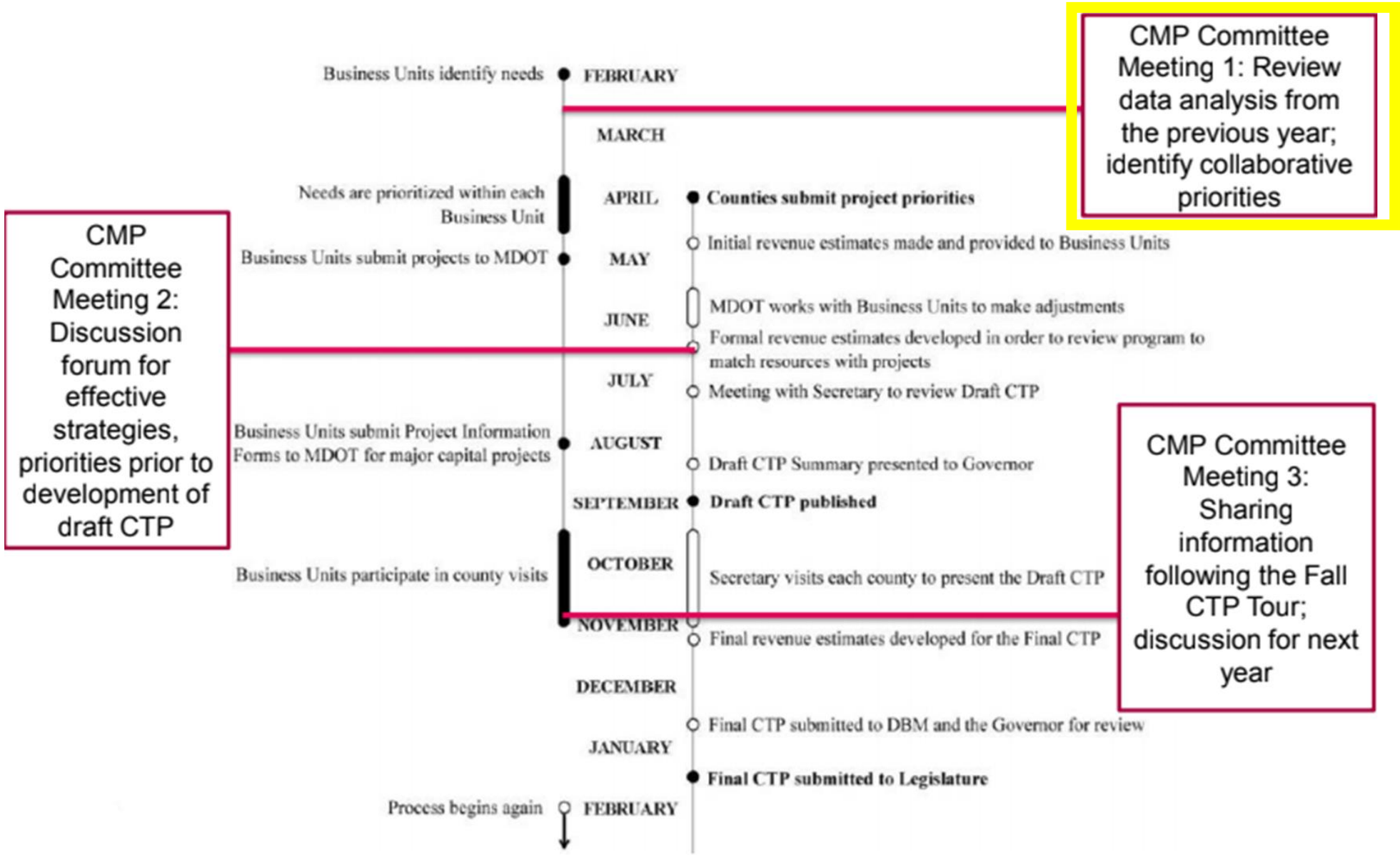
2023 Meetings – June 6, November 7, 2023

3. Meeting Objective

- Provide ideas for further investigation on regional congestion trends

- Provide input to finalize regional text for local priority letters

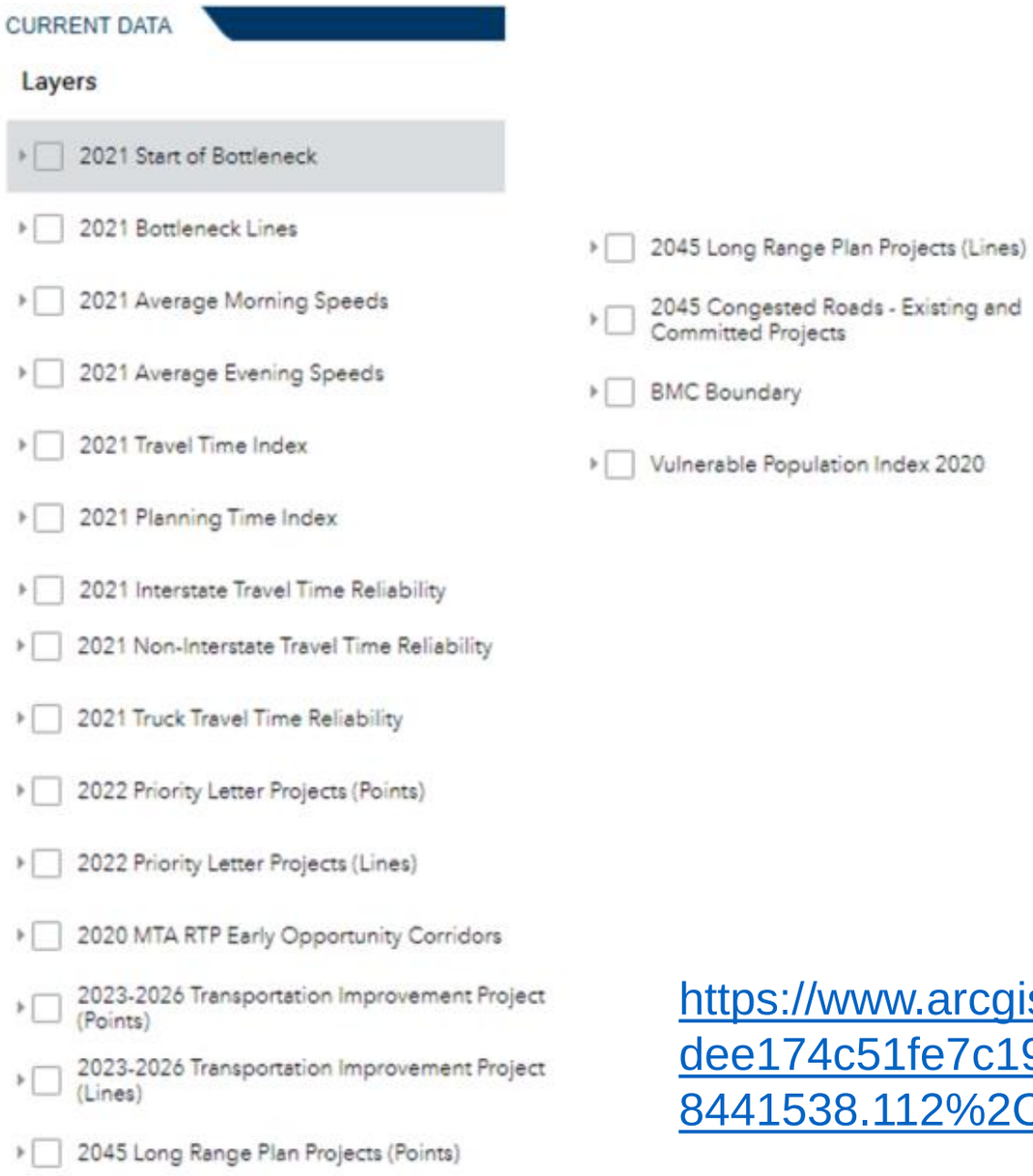
Reminder: CMP Committee Schedule

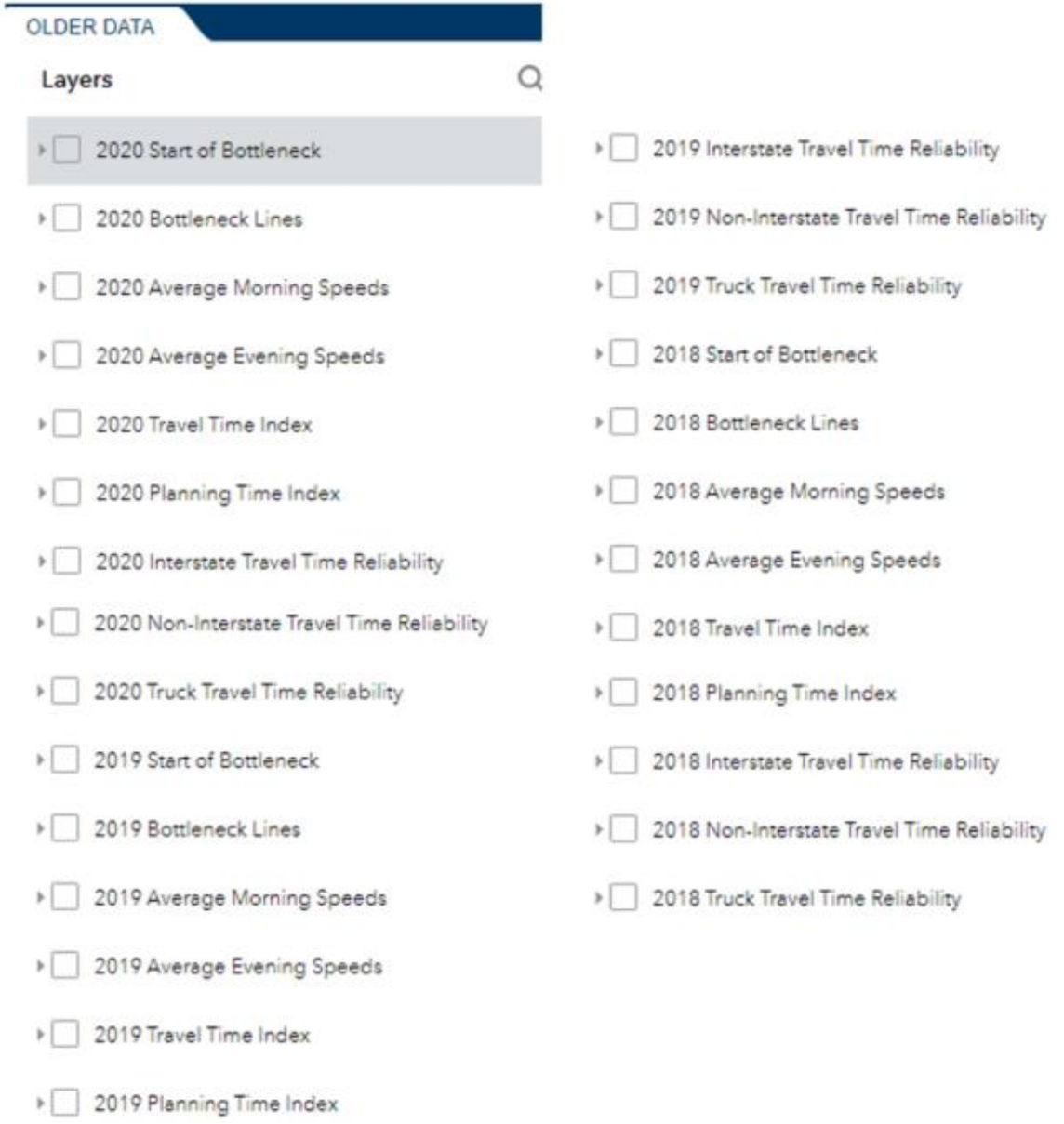


4. Regional System Performance Dashboard

- https://public.tableau.com/app/profile/charles.baber/viz/SystemPerformance_20221221/AnnualSpeeds

5. Overview of Updates to Regional Online CMP Tool





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6. Status of Regional Congestion

- Pre and Post Pandemic Traffic Conditions

Post Pandemic Conditions

- Traffic volumes in Maryland are down an average of about 5% from pre-COVID 2019 levels, according to the State Department of Transportation.

- In 2021, Baltimore-area commuters traveled an average 27.3 minutes each way, shorter than their average 31.5 minutes each way in 2019, according to a recent study based on U.S. census data.

- Baltimore experienced the biggest drop in average commute — 4.2 fewer minutes one way — of any U.S. city outside the West Coast. California cities, including Oakland, San Francisco and San Jose, had the biggest decreases. Data obtained from the RITIS Probe Data Analytics Suite.

INRIX Traffic Scorecard for Baltimore

Overview

63 Congestion Rank Worldwide

15 Congestion Rank in United States

55 Hours Lost in Congestion

$932 Cost of Congestion Per Driver

Vehicle Hours of Delay

Travel delay is the amount of extra time spent traveling due to congestion. Travel delay is a representation of the total vehicle hours of delay. The delay calculations are performed at the individual TMC segment level, for each hour of day. Travel delay is best calculated at the hourly level, then aggregated into various summaries, such as weekday peak period, weekday off-peak period, weekend, daily, etc. Note that travel delay values cannot be lower than 0.

There are two kinds of travel delay: **vehicle-hours of delay** and person-hours of delay. Vehicle-hours of delay is the total amount of time all vehicles on the chosen segments were delayed. Person-hours of delay is the total amount of time all passengers on the chosen segments were delayed. Because passenger cars can have more than one person in them, a 1.25 vehicle occupancy constant is applied to the passenger vehicle volume to get a more accurate estimation of

Vehicle-hours of delay = (VMT (Eq. A-3) ÷ speed) - (VMT (Eq. A-3) ÷ free-flow speed*)

Delay and Cost Summary I-695 - January through October - Weekdays

2019

Delay and Cost Summary

43,751 Congestion Events
matched your search criteria. Those events sum to:

Vehicle Hours of Delay:	**4,326,278 hrs**
Passenger:	**$87.18M**
Commercial:	**$43.47M**
Total Delay Cost:	**$130.65M**

2020

Delay and Cost Summary

13,409 Congestion Events
matched your search criteria. Those events sum to:

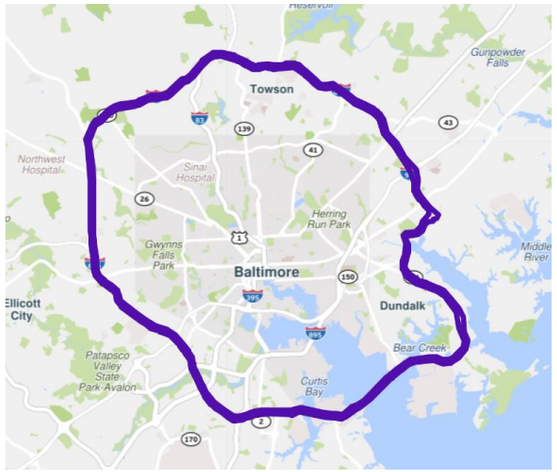
Vehicle Hours of Delay:	**1,085,009 hrs**
Passenger:	**$21.86M**
Commercial:	**$10.90M**
Total Delay Cost:	**$32.77M**

2022

Delay and Cost Summary

34,438 Congestion Events
matched your search criteria. Those events sum to:

Vehicle Hours of Delay:	**2,410,318 hrs**
Passenger:	**$48.57M**
Commercial:	**$24.22M**
Total Delay Cost:	**$72.79M**



Current vehicle hours of delay are 56% of pre pandemic conditions in 2019

Delay and Cost Summary Limited Access Roads - January through October - Weekdays

2019

Delay and Cost Summary

217,284 Congestion Events
matched your search criteria. Those events sum to:

Vehicle Hours of Delay:	14,383,555 hrs
Passenger:	$289.84M
Commercial:	$144.54M
Total Delay Cost:	$434.38M

2020

Delay and Cost Summary

81,376 Congestion Events
matched your search criteria. Those events sum to:

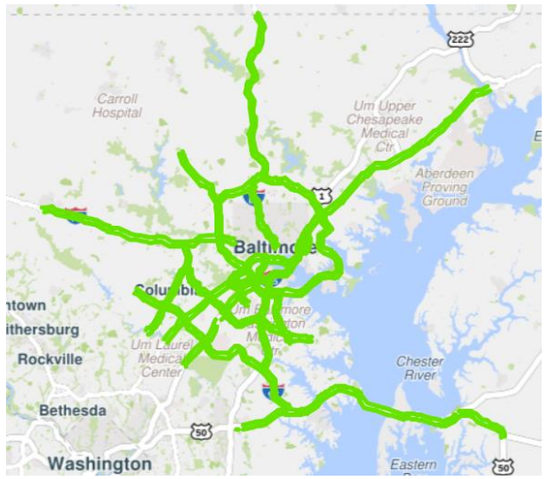
Vehicle Hours of Delay:	3,907,180 hrs
Passenger:	$78.73M
Commercial:	$39.26M
Total Delay Cost:	$118.00M

2022

Delay and Cost Summary

127,256 Congestion Events
matched your search criteria. Those events sum to:

Vehicle Hours of Delay:	8,908,222 hrs
Passenger:	$179.51M
Commercial:	$89.52M
Total Delay Cost:	$269.03M



Current vehicle hours of delay are 62% of pre pandemic conditions in 2019.

Causes of Congestion 2022 – Baltimore Region – Limited Access Highways

BMC Region Limited Access
662 miles of road

January 01, 2022 to October 31, 2022
M, T, W, T, F
12:00 AM to 11:59 PM

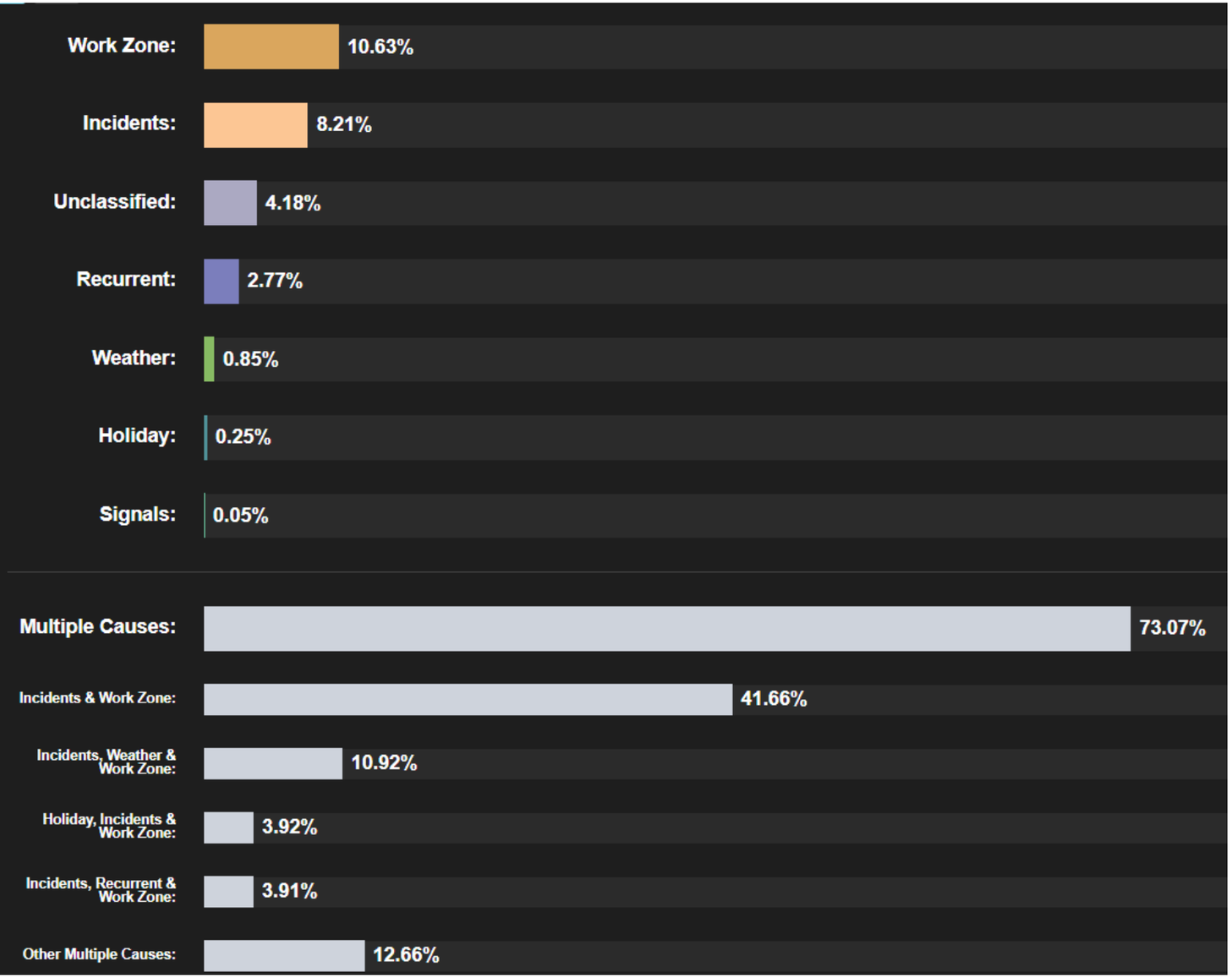
Average Cost of Delay
Cost of Passenger Delay: $22.39/hr
Cost of Commercial Delay: $100.49/hr

Percent of Volume
Percent of Passenger Vehicles: 90%
Percent of Commercial Vehicles: 10%

Delay and Cost Summary

127,256 Congestion Events
matched your search criteria. Those events sum to:

Vehicle Hours of Delay:	**8,908,222 hrs**
Passenger:	**$179.51M**
Commercial:	**$89.52M**
Total Delay Cost:	**$269.03M**



Vehicle Hours of Delay Comparison by Jurisdiction

	2019	2022	Percentage
Anne Arundel	9,723,669	5,036,915	52%
Baltimore City	20,015,814	5,694,638	28%
Baltimore County	15,447,607	6,554,504	42%
Carroll	1,028,253	351,002	34%
Harford	2,384,893	1,400,523	58%
Howard	5,155,320	2,372,491	46%
Queen Annes	378,965	235,383	62%

For More Information

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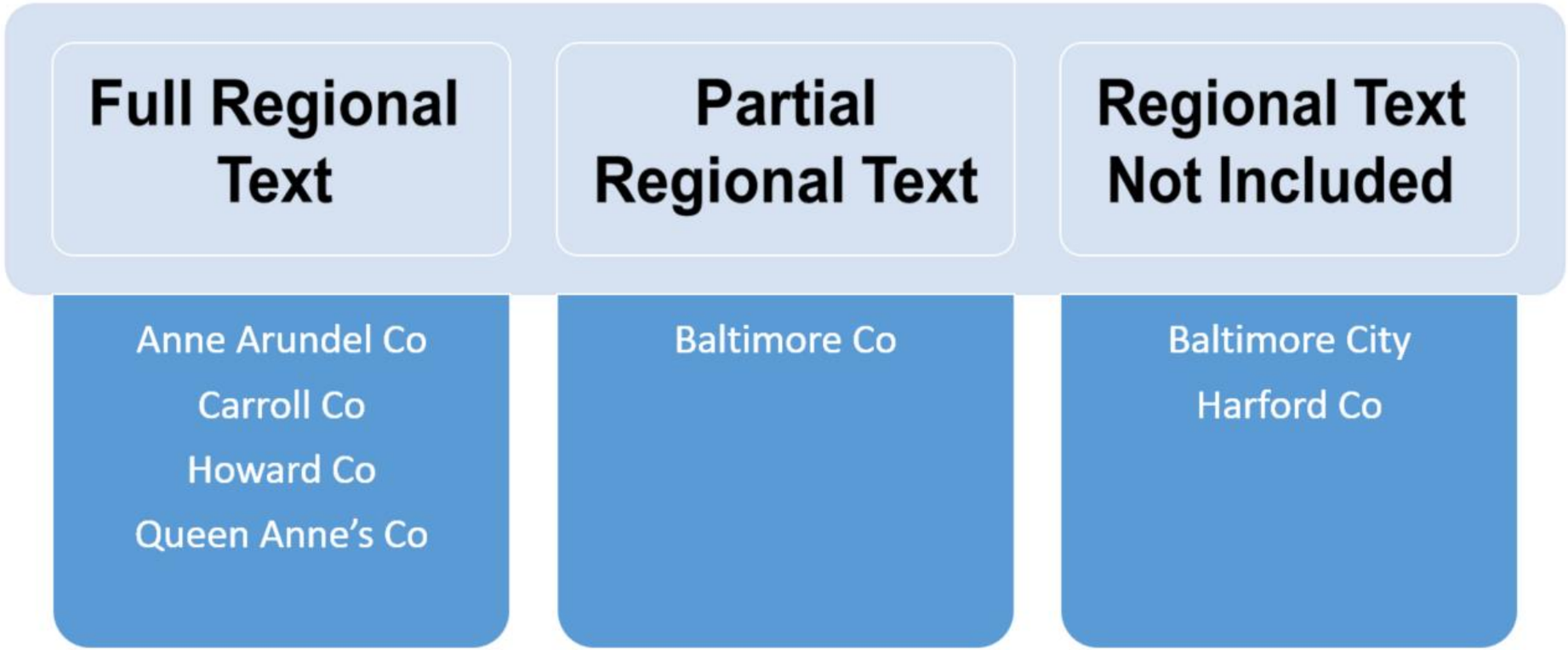
7. Regional Priority Letter Text for 2023

- Status of regional text in 2022 local priority letters:



7. Regional Priority Letter Text for 2023

Introduction to Regional Priority Letter Text

Each jurisdiction is very invested in cost effective, systematic, and regionally integrated approaches to addressing multimodal congestion, mobility, and safety in the Baltimore region. We can best achieve these goals through coordinated project development that is informed by conditions outside of our local borders. As one way to achieve this and for the first time last year, many of the local priority letters from our region included regional text that was developed by the BRTB Congestion Management Process Committee. We have heard anecdotally that MDOT found this approach useful to help identify common priorities across the Baltimore region.

Based on positive response, the CMP Committee has again prepared regional text for consideration of inclusion in the 2023 priority letter of each Baltimore region jurisdiction. The text shows the coordinated efforts to identify and support priorities across jurisdictional boundaries and conveys to MDOT the multijurisdictional approach to developing priorities.

The general locations of the priority transit corridors from the MDOT MTA Regional Transit Plan can be found on the Baltimore Metropolitan Council's Online CMP Tool (select "MTA RTP Early Opportunity Corridors 2020" layer).

The MDOT SHA System corridors are shown in the MDOT SHA TSMO Strategic Plan on page 15.

For additional information, please contact your local jurisdiction CMP Committee representative or Eileen Singleton (esingleton@baltometro.org).

7. Regional Priority Letter Text for 2023

Proposed Text to Include in Baltimore Region Priority Letters 2023 (additions from last year's text are highlighted in yellow)

As a member of the Baltimore Regional Transportation Board, we are very invested in cost effective, systematic, and regionally integrated approaches to addressing multimodal congestion, mobility, and safety in the Baltimore region. Therefore, we have identified several regional priorities:

- *We strongly support funding and implementing the regional transit corridors in the State's Regional Transit Plan and request MDOT advance planning, design, and operational funding, in coordination with our local and regional transit systems, to meet the goals and priorities in the Regional Transit Plan. MDOT should ensure public transit can provide equitable and high quality service to all public transit riders, particularly our transit dependent community members, regardless of whether they are served by the State or local system or need to travel between two systems for essential services. We are especially interested in the interjurisdictional east-west corridors (#16 and #17) and north-south corridors (#1 and #6).*

- *Transportation Systems Management and Operations (TSMO) strategies offer cost effective and considered approaches that leverage our investments in the existing transportation system. We strongly support funding and implementing TSMO strategies, particularly in MDOT SHA TSMO System corridors 1, 2, 3, 4, 9, 10, 11, and 13, and are particularly interested in how these strategies can address the region's freight bottlenecks. We encourage continued work on TSMO Systems 1 and 2 and support initiation of work in the other TSMO corridors.*

- *We strongly support funding and implementing bike and pedestrian projects, particularly cross border projects, to enhance safety and provide expanded multi-modal options.*

- *To facilitate this interjurisdictional coordination, we would prioritize the following multi-jurisdiction corridors/projects that fall within our jurisdiction:*
  - *[EACH JURISDICTION ADDS ITS INTERJURISDICTIONAL PROJECT PRIORITIES HERE]*

8. Other Business

- CMP Committee chair position is still 

- 2023 meetings: June 6, November 7