Transportation Alliance

2023

Transportation Report Card

THE CENTRAL MARYLAND REGION'S GRADE

D+

Operator shortage hurts transit reliability

Households struggle with high transportation costs

Many neighborhoods lack access to opportunities

We created the transportation report card in 2015 because we wanted to lead a public conversation about what it means to have great transportation. Our last report card was released in December of 2020—at the height of the COVID-19 public health emergency.

Why are we publishing a report card now-- six months after the federal Covid-19 public health emergency was lifted in May? Because reliable transportation is more important than ever, and we wanted to continue the public conversation.

The data and analysis in the 2023 report card reflect COVID-19's three-year impact on public transportation operations and funding. They also reflect former Governor Larry Hogan's funding choices and priorities, including his investment in MTA at levels too low to maintain its transit assets.

What's new with the 2023 report card is an improved Reliability indicator. We worked with ARIES for Transit (formerly DC Metro Hero), to pull and analyze transit reliability data from MTA and 18 transit agencies serving similarly-sized metropolitan statistical areas.

As we return to a post-COVID version of "normal," we must ask ourselves: are we making the right choices about mobility and the environment? Are we making investments that will lead to better outcomes--or are we making the same choices that got us where we are right now? And if other regions have better grades, what can we do to realize their success?

Think of this report card as an early post-pandemic check-in on our transportation system, while we (and the Wes Moore administration) still have time to correct our course, make better choices, and fund what will produce better outcomes.

Brian O'Malley, Eric Norton, Danielle Sweeney

WHAT DOES IT MEAN TO HAVE GREAT TRANSPORTATION?

The Problem

Too many people in Central Maryland face transportation-related barriers preventing job access. Public transportation is too often unreliable and does not efficiently connect to employment centers. Too many people die on our roads. In too many communities people are disconnected from opportunities.

Grading the Results

This Report Card tells us if the projects we fund and the policies we enact are taking us in the right direction. Transportation isn't an end. It's a means to get where we want to go. This Report Card measures the things that will improve if our transportation system does its job better.

A Great Transportation System Grows the Economy

JOB ACCESS BY TRANSIT	JOB ACCESS BY CAR	AFFORDABILITY	STATE OF GOOD REPAIR
F	D	F	C

A Great Transportation System Gives You Choices

COMMUTE MODE	DISCONNECTED COMMUNITIES	WALKABILITY	RELIABLE TRANSIT
C	F	C	D+

A Great Transportation System Keeps You and Your Environment Healthy

AIR POLLUTION	PHYSICAL ACTIVITY	COMMUTE TIME	SAFETY
C	C+	C	D

How We Assign Grades

For each of the 12 indicators we collect data from a publicly available source such as the U.S. Census Bureau or the University of Minnesota Accessibility Observatory. We compare the Baltimore metropolitan region with the nineteen other metro regions in the U.S. with between 2 million and 4 million population. For each indicator we list the scores each region receives from best to worst and establish a grading scale. Where there is an established standard, such as, in the case of the Disposable Income indicator, the housing plus transportation affordability threshold, we factor it into what it means to have a failing (F), average (C), or excellent (A) grade. In the case of the State of Good Repair indicator we calculate an average grade from the grades for various types of transportation infrastructure that are assigned by the American Society of Civil Engineers. In the 2023 Transportation Report Card, for the Reliability indicator, we began using ARIES for Transit which analyzes the General Transit Feed Specification data published by transit agencies in greater Baltimore and peer regions.

Job Access by Transit

GRADE F

DEFINITION
This indicator measures the percentage of our region's jobs that a typical resident can get to in 60 minutes or less using forms of public transportation including buses and trains. It is an indicator of whether our transportation system supports economic growth.

OUR GRADE
F. A typical Baltimorean can only get to 8.5% of the region's jobs in under an hour using public transportation. This is slightly less than the 9% measured in the last report card and lower than the 11% in the 2015 Report Card. The Baltimore region is moving in the wrong direction when it comes to giving its residents better job access without requiring a car.

WHY IT MATTERS
This indicator tells us whether the region's public transportation system is helping connect workers with employers. Many low-skill and mid-skill workers do not have a car, which cuts them off from many job opportunities. Businesses need reliable access to a larger labor pool to compete and grow.

WHO IS DOING IT BETTER?
We believe that to earn an A, a regional transit system should provide access to at least 25% of a region's jobs in 60 minutes or less. This is a high standard and none of our peer regions have achieved it. Portland had the highest percentage at almost 14% of jobs accessible. But in Baltimore and almost all our peer regions, a typical resident can reach 100% of the region's jobs by car in 60 minutes. If we can reach 4 out of 4 jobs by car, a standard of reaching just 1 out of every 4 jobs by transit should be achievable.

JOBS THE AVERAGE RESIDENT CAN REACH IN 60 MINUTES OR LESS USING TRANSIT

1,277,911

109,254

BALTIMORE

1,140,463

156,927

PORTLAND

● Total Jobs in Region

● Jobs the Average Resident Can Reach in 60 Minutes or Less Using Transit

Source: Derived from data in Access Across America: Transit 2020

Job Access by Car

GRADE D

DEFINITION
This indicator measures the percentage of our region's jobs that a typical resident can get to in 20 minutes or less by driving. It is an indicator of whether our transportation system supports economic growth.

OUR GRADE
D. People in the Baltimore region can, on average, get to just 17% of the region's jobs by driving 20 minutes or less. In the 2020 Report Card, this indicator said residents could access 18% of jobs so there has been a slight decline in job access by driving.

WHY IT MATTERS
Driving is the preferred option for many residents in the region to get to work. If a typical resident can reach more jobs in convenient driving times it is a sign that they experience choice and opportunity.

WHO IS DOING IT BETTER?
In the Las Vegas region a person can, on average, drive to 46% of the region's jobs in 20 minutes or less.

Jobs Accessible within Certain Maximum Travel Times via Auto

Region	Via Auto in 20 Minutes or Less for the Average Resident	Via Auto in 60 Minutes or Less For the Average Resident
Las Vegas	46%	97%
Columbus	33%	121%
San Antonio	29%	98%
Kansas City	28%	108%
Indianapolis	27%	128%
Austin	25%	116%
Cleveland	23%	149%
Denver	23%	121%
Sacramento	23%	115%
Minneapolis	21%	99%
Portland	21%	105%
San Diego	20%	107%
Cinciannati	20%	119%
St. Loius	20%	93%
Charlotte	20%	132%
Orlando	18%	128%
Baltimore	17%	140%
Tampa	15%	109%
Seattle	13%	78%
Pittsburgh	12%	95%

Source: Derived from data in *Access Across America: Auto 2020*

GRADE F

DEFINITION
The Center for Neighborhood Technology has established 45% of household income as the affordability threshold for combined transportation and housing expenses. This indicator analyzes how many households in a metropolitan region spend more than 45% of their income on transportation and housing. It is an indicator of whether our transportation system supports economic growth.

OUR GRADE
F. In the Baltimore region, 56% of households are within the affordability threshold – an improvement over the 45% from the 2020 Report Card. Although Baltimore fares better than almost every other peer region, we set the bar for a passing grade at 60% of households within the affordability threshold because housing and transportation should be affordable for all.

WHY IT MATTERS
For most U.S. households transportation is the number two largest expenditure after housing. In some cases, household savings due to lower housing costs are offset by higher transportation costs, and vice versa. Spending less on housing and transportation means more money in your pocket and that buying power supports local business and strengthens the economy.

WHO IS DOING IT BETTER?
Although it's not a peer region, we often look to our neighbor, Washington, D.C. because it's seen as more expensive place to live. However, 74% of its population is able to live within the affordability standard, which demonstrates it can be more affordable when accounting for lower transportation costs attributable to high quality transit service and walkability.

Breakdown of Expenses in the Average Household Budget

Baltimore Region   **Washington, DC Region**

- Housing
- Transportation
- Remaining Income
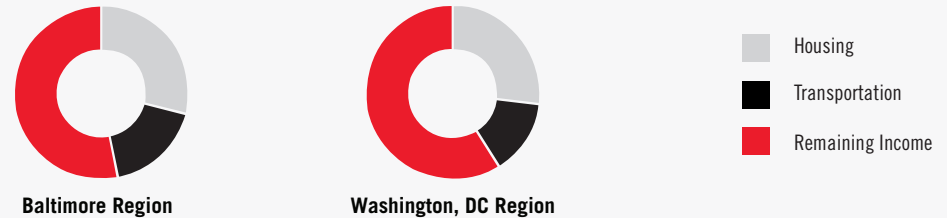
Source: The Housing and Transportation (H+T®) Affordability Index, https://htaindex.cnt.org

Factoring in both housing and transportation costs provides a more comprehensive way of thinking about affordability and how much disposable income a household has for other purchases. In dispersed areas and areas with less robust transit options, people need to own more vehicles and drive farther distances which drive up the cost of living. The charts show that the average household in greater DC has a greater share of its total income left over after housing and transportation expenses than the average household in greater Baltimore.

Households within the Affordability Threshold for Housing and Transportation

Percent of Households
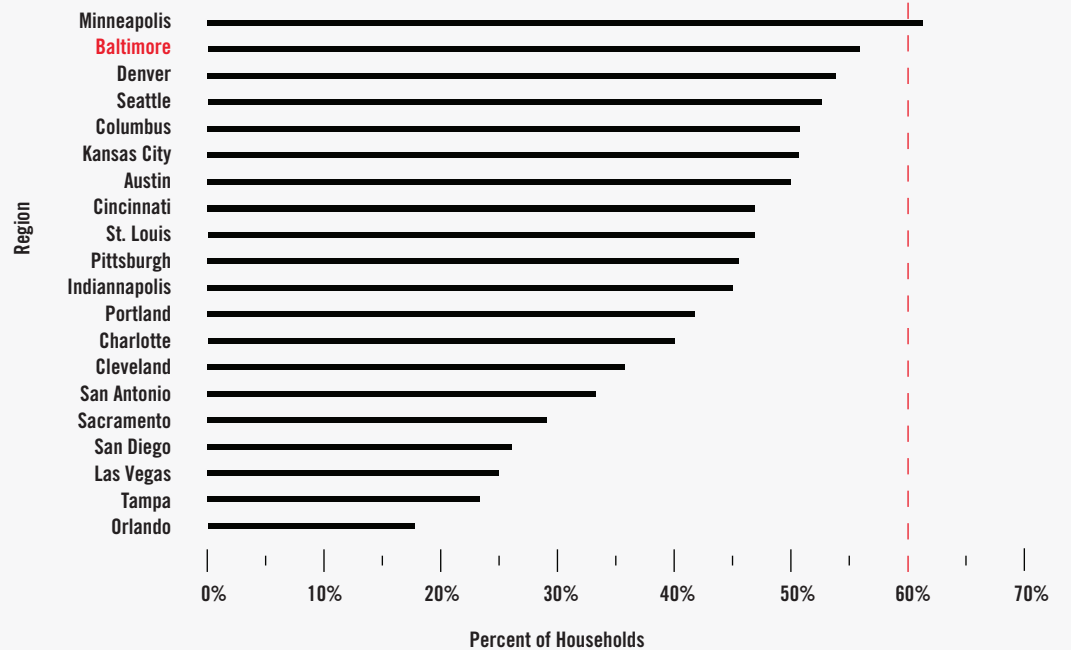
In every US metro region with between 2 and 4 million population except greater Minneapolis, more than four in every ten households spend more than 45% of their income on housing plus transportation. That is, fewer than six in ten households live within the affordability threshold.

GRADE C

DEFINITION

This indicator averages grades that a state receives from the American Society of Civil Engineers (ASCE) for roads, bridges, and transit. It is an indicator of whether our transit system functions well enough to support economic growth.

OUR GRADE

C. ASCE has not published new data for Maryland (or many other peer regions) since 2020, so our grade remains the same. Roads and Bridges scored a C and B, and Transit scored a D+. In ASCE's 2020 analysis, ASCE concluded "Although Maryland continues to embark on planning efforts for transit system improvements and expansion, the eight-year constant decline in ridership is indicative of systemic issues. Such challenges are further complicated by significant budget shortfalls (for MDOT MTA and WMATA) to achieve a state of good repair and improve on-time goals across all modes."

WHY IT MATTERS

If transportation infrastructure is not well maintained, it impacts reliability and hurts drivers and transit riders. As a recent example of MTA's poor state of good repair, in 2023, in its annual conditions report to Baltimore City government, MTA indicated that its Metro Subway rail cars scored a 2.10 on a scale of 1 -5, with 1.0 being poor and 2.0 being marginal (that is at or beyond their useful life), and 3.0 being adequate. MTA is slated to replace all Metro subway cars within the next 3 three years.

WHO IS DOING IT BETTER?

According to ASCE, Tampa, with a 2021 Roads grade of a C+, a Bridges grade of a B, and a Transit grade of a C, for an average of a C+ is doing better than most regions.

In 2022, MTA shut down both elevators (interior and exterior) at the Mondawmin Metro station, the agency's major transit hub in West Baltimore, for 18 months.

Photo Credit: Danielle Sweeney

Commute Mode

GRADE C

DEFINITION
This indicator measures the percentage of commuters in the region who get to work by walking, biking, transit, or carpooling. It is an indicator of whether the transportation system gives you choices.

OUR GRADE
C. Only 15% of our regional population commutes by walking, biking, transit or carpooling.

WHY IT MATTERS
Driving is a convenient travel mode for many trips, including your commute to work. However, problems arise when driving is the only feasible way. High-performing transportation systems provide choice and opportunities for multi-modal transportation without forcing residents to use any one particular mode. We believe a 30% share of biking, walking, transit and carpooling is evidence of a robust multi-modal system.

WHO IS DOING IT BETTER?
Of Baltimore's peer regions, Seattle still offers the most choice. 22% of its commuters use alternatives to driving alone. Baltimore and all of its peer regions saw declines on this measure during the COVID-19 pandemic and corresponding increases in the percent of workers who work from home.

Percentage of Commuters Who Worked From Home (5-Year Estimates)

- Commuters who worked from home 2014
- Commuters who worked from home 2015
- Commuters who worked from home 2019
- Commuters who worked from home 2021
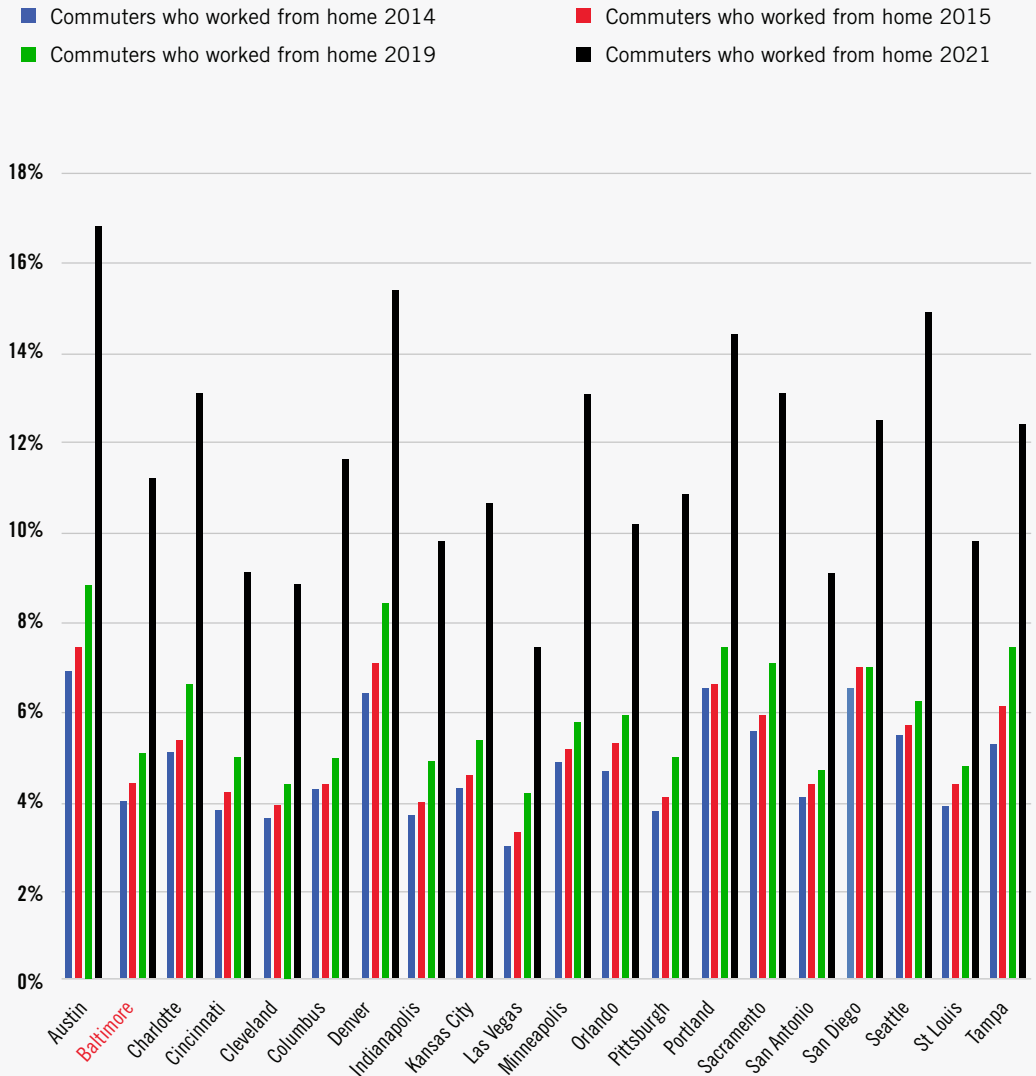
Source: Graph by Randy Radford using US Census 2021 5-Year Estimates.

GRADE F

DEFINITION
This indicator measures what percentage of a region's workers commute at least 45 minutes one way to get to work. A bad transportation system lets where you live determine your prospects in life. A great one gives you choices: you have access to job opportunities and employers have access to workers.

OUR GRADE
F. In the Baltimore region 24% of workers spend 45 minutes or more commuting to work. In many cases the workers enduring long commutes to get to jobs are concentrated in certain neighborhoods. In fact, 24% of the region's population lives in neighborhoods where more than one in five workers commute at least 45 minutes one way to get to a job and unemployment is at least 5%.

WHY IT MATTERS
The Baltimore Neighborhood Indicators Alliance has found a strong correlation between neighborhoods where the highest percentage of workers commute at least 45 minutes and neighborhoods showing signs of distress including the highest levels of unemployment and poverty, population loss, and the lowest life expectancies.

WHO IS DOING IT BETTER?
Every similarly sized region in the country scores better than the Baltimore region on this measure. Seattle is just slightly better. From San Diego to Charlotte, Portland to Orlando, the percentage of workers in the other 18 peer regions who commute 45 minutes or more ranges between 10 and 18. At 24% Baltimore is an outlier on this key indicator of upward mobility.

ZIP Codes Where Unemployment is High and Long Commutes are Prevalent
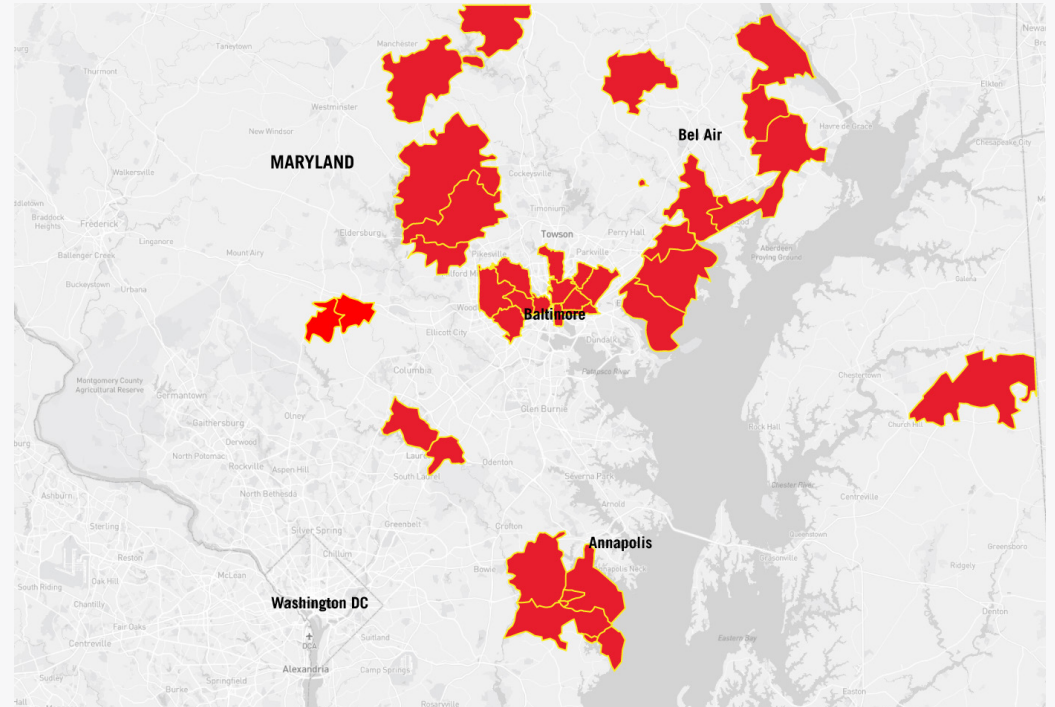
Map Source: Based on analysis of American Community Survey data by AlpaVu

■ = A disconnected community – a neighborhood where more than one in five workers commute at least 45 minutes one way to get to a job and unemployment is at least 5%

ZIP codes that meet the definition of a disconnected community include some far from the region's urban core like 21074, Hampstead

GRADE C

DEFINITION

The Walk Score measures the number of common destinations such as schools, parks, and grocery stores that are near a residence and averages those scores across an entire city or neighborhood. The Walk Score is one way to measure how many essential destinations residents can get to on foot.

OUR GRADE

C. Baltimore, with a 2021 Walk Score of 64, is down one point since 2017's Walk Score evaluation, but still ranks as Somewhat Walkable. While Downtown Baltimore's Walkscore remains high (98), Baltimore's citywide Walk Score continued to decline. One possible reason is Covid-19-related business closures. Another is more investment in some areas of the city and less investment or decline in others. In this way, some neighborhoods are a "Walker's Paradise," while others such as Curtis Bay (with few grocery stores or other amenities nearby) are "Car Dependent," not necessarily by choice.

WHY IT MATTERS

In some cities it's easy to walk to the grocery store or to work. On the other hand, some cities are built entirely around driving. Having more walkable places in a region gives you the option of doing errands without having to drive and leaves roadway capacity for other trips.

WHO IS DOING IT BETTER?

Seattle earns a higher Walk Score than Baltimore, but so did Minneapolis, which means that in these cities many errands can be accomplished on foot. Many of our peer cities (such as Pittsburgh) had lower Walk Scores than Baltimore in 2021, leading us to think that the pandemic played an outsized role.

Walk Score Scale

Walk Score ®	Description	Examples
90-100	**Walker's Paradise** Daily errands do not require a car.	Downtown Baltimore (98) Abell (95)
70-89	**Very Walkable** Most errands can be accomplished on foot.	Mondawmin (76) Seattle, WA (74) Minneapolis, MN (71)
50-69	**Somewhat Walkable** Some errands can be accomplished on foot.	**Baltimore City (65)** Pittsburgh, PA (62) Lauraville (58)
25-49	**Car-Dependent** Most errands require a car.	Perry Hall (28) Westport (38) Curtis Bay (44)
0-24	**Car-Dependent** Almost all errands require a car.	Randallstown, MD (23)

Source: Redfin Walkscore 2021

Photo Credit: Brian O'Doherty

Reliability

GRADE D+

DEFINITION
This indicator measures two things: data integrity is the percentage of a transit agency's scheduled trips we observe in the real-time data; and schedule adherence is the percentage of observed trips that arrived at the bus stop or trains station on time. It is an indicator of whether the transportation system is giving you choices.

OUR GRADE
D+. The Baltimore region earns a D for Data Integrity because, from July through October 2023, only 80% of the bus and train trips printed on the Maryland Transit Administration's schedules showed up in the real-time data – 20% either ran and failed to transmit a signal or did not run due to the lack of a driver or vehicle. It earns a C for Schedule Adherence because three out of four observed trips arrived at the bus stop or train station on time.

WHY IT MATTERS
Reliability tells us whether the system gets people to work, classes and appointments on time. For employers, an unreliable transit system affects employee turnover and productivity. In surveys people who ride transit say reliability is the most important aspect of service.

WHO'S DOING IT BETTER?
Portland. Almost every bus or train trip in the TriMet schedule could be observed in the real-time data. And over 90% of observed trips arrived on time.

Transit Reliability has been one of the twelve indicators of a great transportation system since we created the Transportation Report Card in 2015. However, until 2023 we lacked the data to compare how reliable transit is in greater Baltimore versus in its peer regions. It has become possible because transit agencies almost universally publish real-time data that apps like Google Maps and The Transit App use to provide estimated arrival times. This year we contracted with Aries for Transit to compare the real-time data with published schedules to evaluate the reliability of the largest transit agencies in 19 metropolitan regions. We are issuing a separate report on that analysis with more on our methodology and findings.

Transit Reliability Grades

Metropolitan Statistical Area (MSA)	Data Integrity	Schedule Adherence	Transit Reliability
Portland-Vancouver-Hillsboro, OR - WA	A	A-	A
Indianapolis-Carmel-Anderson IIN	A	B	A-
San Antonio-New Braunfels, TX	A	B	A-
Austin-Round Rock-Georgetown, TX	B	B	B
Kansas City, MO-KS	B	B	B
Charlotte-Concord-Gastonia, NC-SC	B	C+	B-
Las Vegas-Henderson-Paradise, NV	B	C+	B-
Pittsburgh, PA	B	C+	B-
San Diego-Chula Vista-Carlbard, CA	C	B+	B-
Minneapolis-St. Paul-Bloomington, MN-WI	C	B	C+
Cleveland-Elyria, OH	B	F	C-
Cincinnati, OH-KY-IN	D	B-	C-
Seattle-Tacoma-Bellevue, WA	D	B-	C-
Baltimore-Columbia-Towson, MD	D	C	D+
Sacramento-Roseville-Folsom, CA	F	B+	D+
St. Louis, MO-IL	F	B+	D+
Denver-Aurora-Lakewood, CO	F	B	D+
Columbus, OH	F	C+	D
Orlando-Kissimmee-Sanford, FL	F	C-	D-

Schedule Adherence by Metropolitan Statistical Area
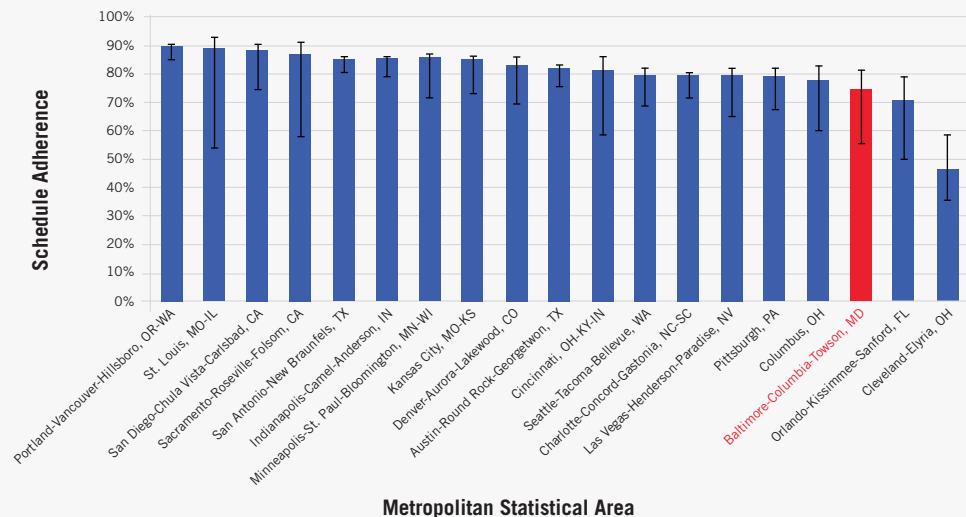
The height of each column indicates what percentage of observed trips were on time. The black lines (confidence intervals) are longer for systems where there was a wider gap between the number of scheduled trips and the number we observed in the real-time data. Those could be cut runs or buses or trains that ran but did not transmit a real-time signal.

GRADE C

DEFINITION
This indicator measures the number of times during 2022 when measured levels of ozone exceeded the U.S. Environmental Protection Agency's (EPA) standard. It is an indicator of whether the transportation system is making you and your environment healthy.

OUR GRADE
C. In the Baltimore region there were two days during 2022 when ozone levels exceeded the level that is healthy for humans to breathe. The Baltimore metropolitan region is a non-attainment area under the EPA's standard for 8-hour ozone levels.

WHY IT MATTERS
Ozone is one of four pollutants the U.S. EPA lists as transportation-related. Ozone in the upper atmosphere is beneficial because it shields the earth from the sun's ultraviolet radiation, but high concentrations of it at ground level are a major environmental and health concern. Emissions from cars, trucks, buses and other vehicles help cause ground-level ozone to form. Breathing ozone can scar your lung tissue, reduce your lung function, and trigger chest pain, coughing, and congestion. It can worsen asthma, bronchitis and emphysema. The EPA changed the standard in 2015 because the 2008 standard it had been using was found to not be adequately protective of public health.

WHO IS DOING IT BETTER?
Minneapolis and Orlando. Those peer regions experienced zero days during 2022 when the average ozone level in the air exceeded the EPA's standard.

The Number of Days in 2022 when 8-Hour Ozone Levels Exceeded the EPA Standard for Healthy Air

Region	Exceedances in 2022 (#)	Grade
Minneapolis	0	A
Orlando	0	A
Tampa	1	B
Baltimore	2	C
Pittsburgh	2	C
Portland	2	C
Charlotte	3	D
Columbus	3	D
Cincinnati	6	D
Cleveland	6	D
Indianapolis	7	D
Kansas City	7	D
Seattle	7	D
San Antonio	10	F
St Louis	11	F
Austin	13	F
Las Vegas	15	F
Sacramento	24	F
San Diego	24	F
Denver	35	F

GRADE C+

DEFINITION
This indicator measures the percentage of a region's population who reported participating in physical activity during the past month. It is based on the Centers for Disease Control and Prevention's Behavioral Risk Factor Surveillance System Survey. 2021, by Metropolitan Statistical Area (MSA.) It is an indicator of whether our transportation system is keeping you and your environment healthy.

OUR GRADE
C+ In the Baltimore region, 78% of adults reported participating in physical activity in the previous month. Lack of physical activity is also a contributing factor in the prevalence of obesity, which affects 31% of our region's population.
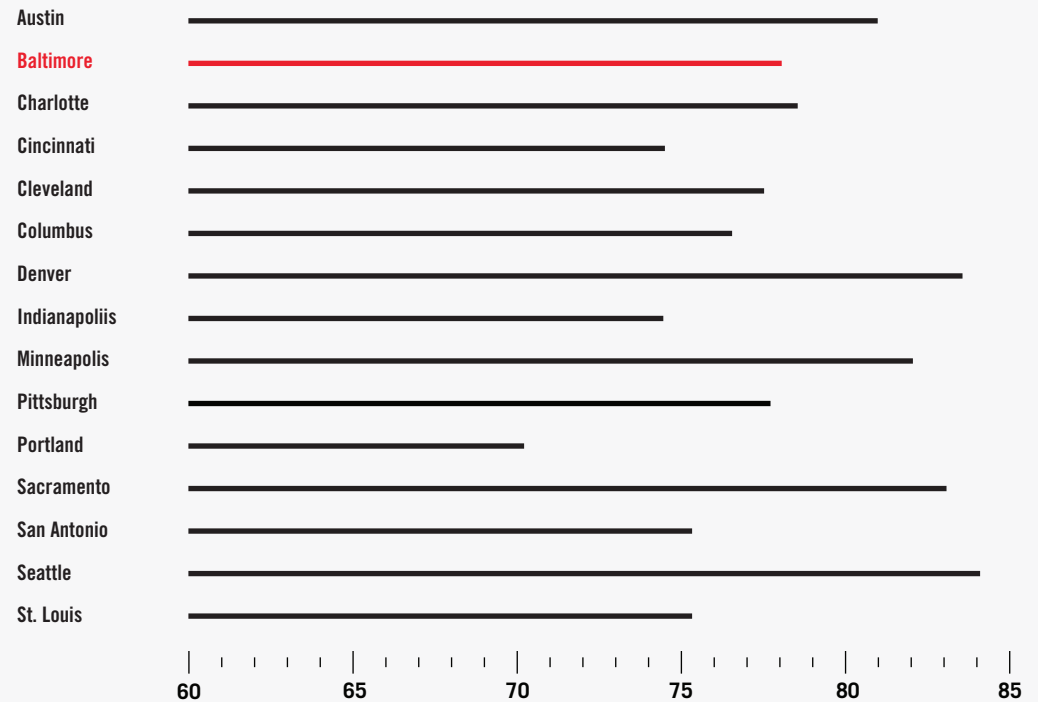
WHY IT MATTERS
Physical activity can significantly reduce people's risk of chronic diseases and is associated with improved quality of life, emotional well-being, and positive mental health. Transportation infrastructure and policies can positively impact physical activity levels by encouraging bicycling and walking. Additionally, people are more likely to walk when they use public transportation, and the lack of an adequate public transit system may mean that opportunities for physical activity are lost.

WHO IS DOING IT BETTER?
Some cities are doing a better job. Denver, Seattle, Austin, and Sacramento all scored above 80%. But Baltimore's rates have improved five points since our 2020 report card evaluation, so we are making progress. Did the pandemic encourage more people to exercise? Did residents (who may have worked at home for all or part of 2021) have more time for physical activity? This is certainly possible.

Percent of Population Engaging in Physical Activity

City	Percent
Austin	(bar to ~81)
Baltimore	(bar to ~78)
Charlotte	(bar to ~78)
Cincinnati	(bar to ~74)
Cleveland	(bar to ~77)
Columbus	(bar to ~76)
Denver	(bar to ~83)
Indianapoliis	(bar to ~74)
Minneapolis	(bar to ~82)
Pittsburgh	(bar to ~77)
Portland	(bar to ~71)
Sacramento	(bar to ~83)
San Antonio	(bar to ~75)
Seattle	(bar to ~84)
St. Louis	(bar to ~75)

60   65   70   75   80   85

Source: Behavioral Risk Factor Surveillance System Survey, Centers for Disease Control and Prevention, 2021

Photo Credit: Brian O'Doherty

GRADE C

DEFINITION
This indicator measures the average number of minutes that commuters in the region spend getting to work. It is an indicator of whether our transportation system is keeping you and your environment healthy.

OUR GRADE
C. Compared to the previous report card, this region's average commute time got better. We guess the cause is the increase in working from home, especially among federal employees who previously commuted to the Washington area. Nevertheless, at 28 minutes, we are tied for the worst average commute time among our peer metro areas. Transit riders suffer the most with an average commute time of 57 minutes, which continued to get longer.

WHY IT MATTERS
Longer commute times mean more time in sedentary positions (for those not biking or walking), more fuel consumption and more emissions. They mean less time for family or civic activities. Lack of physical activity is associated with obesity and numerous negative health outcomes. Longer commute times are bad for our bodies, our environment and our communities.

WHO IS DOING IT BETTER?
Among our peer metro regions, all but Seattle are doing better, with the lowest average commute time being 23 minutes.

Average Commute Time

■ Total Average Commute Time (minutes)　　■ Average Commute Time Using Transit (minutes)
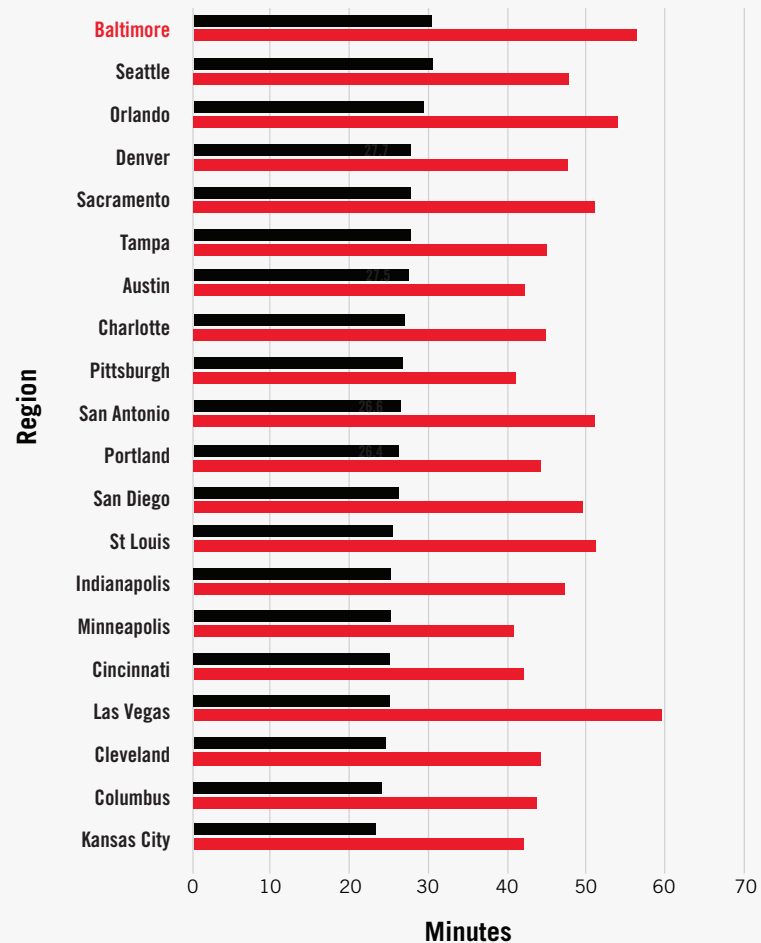
Greater Baltimore commuters tied for the longest average commute times overall and transit commuters endured the second longest average commute times.

Graph by Randy Radford using US Census 2021 5-Year Estimates

GRADE D

DEFINITION
This indicator measures how deadly it is for people who are walking. It is an indicator of whether our transportation system is safe for vulnerable road users.

OUR GRADE
D. According to Smart Growth America's report Dangerous by Design, 295 pedestrians were killed by vehicles from 2016-2020 in the Baltimore region – almost 60 people each year. That's an annual rate of 2.11 deaths per 100,000 residents – a rate more than double that of Minneapolis (0.8) and Pittsburgh (0.92). Additionally, the state of Maryland is the 16th most dangerous state for pedestrians in the country. And this is all in the context of a national trend of steadily increasing pedestrian fatalities. According to the Governors Highway Safety Association, the more than 7,500 pedestrian deaths in 2022 was the highest number in 40 years.

WHY IT MATTERS
A transportation system that keeps you healthy is one that encourages and supports active transportation like biking and walking. But if the system does not keep people safe while walking then many people will opt not to.

WHO IS DOING IT BETTER?
In line with Vision Zero advocates, we believe that all road deaths are preventable, so no region earns an A because pedestrian deaths occur in all our peer regions. But regions like Minneapolis and Pittsburgh have pedestrian death rates less than half of Baltimore's and earned B's.

Pedestrian Fatality Rates
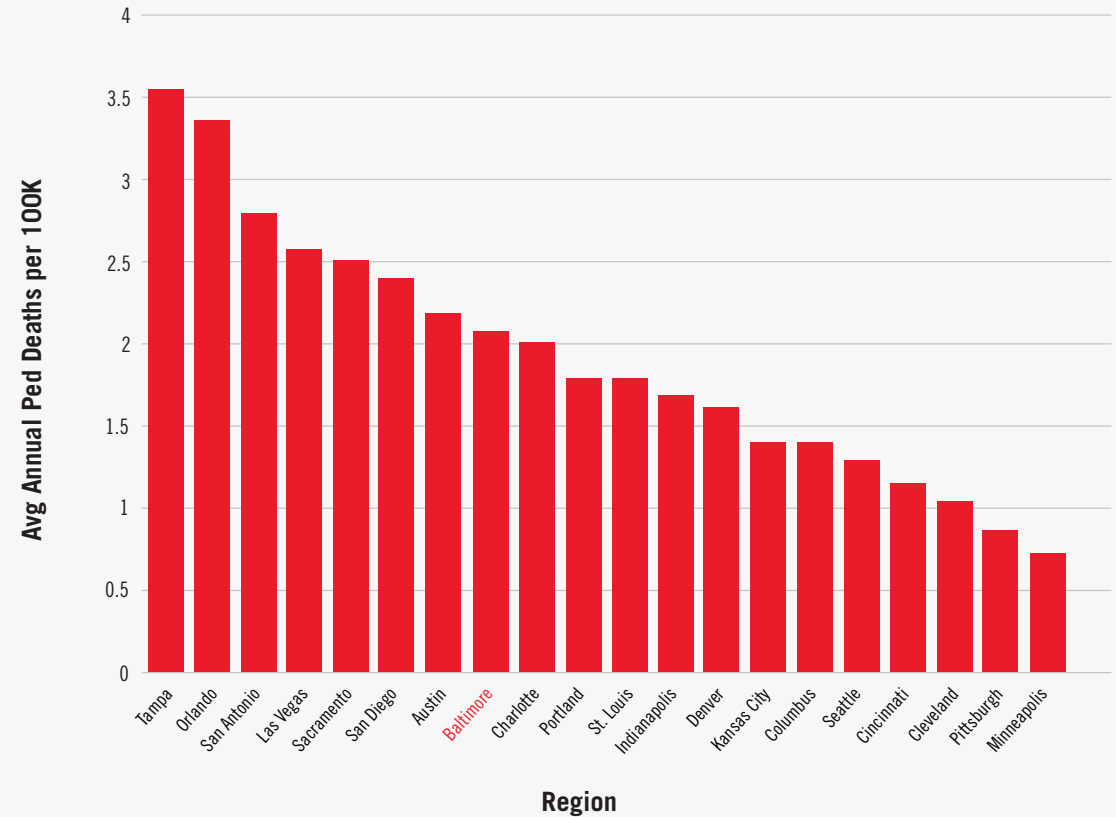
Source: Dangerous by Design 2022 by Smart Growth America

INDICATOR SOURCES

Job Access By Transit
University of Minnesota Accessibility Observatory, Access Across America Transit 2020

Job Access By Car
University of Minnesota Accessibility Observatory, Access Across America Auto 2020

Disposable Income
Center for Neighborhood Technology, Housing & Transportation Affordability Index, November 2022

State of Good Repair
American Society of Civil Engineers, Infrastructure Report Cards, various years

Commute Mode
US Census Bureau, American Community Survey 2021 5-year estimates

Disconnected Communities
US Census Bureau, American Community Survey 2021 5-year estimates

Walkability
Redfin Walkscore, 2021

Reliability
ARIES for Transit, Analysis of real-time transit data for CMTA, July through October 2023

Physical Activity
Centers for Disease Control and Prevention, 2021 Behavioral Risk Factor Surveillance System

Air Pollution
US Environmental Protection Agency, 2022 Monitor Values Report

Commute Time
US Census Bureau, American Community Survey 2021 5-year estimates

Safety
Smart Growth America, Dangerous by Design 2022

A GREAT TRANSPORTATION SYSTEM GROWS THE ECONOMY, GIVES PEOPLE CHOICES AND KEEPS OUR ENVIRONMENT HEALTHY.

TO IMPROVE THESE GRADES WE NEED TO RESET OUR PRIORITIES:

1. Fully fund transit's repair needs — spend federal transportation formula funds on transit capital needs before highway and road widening

2. Prioritize transit on our streets — enforce dedicated bus lanes and Complete Streets laws

3. Build walkable places near transit — increase the number of bus stops that comply with the Americans with Disabilities Act

4. Build high-capacity rapid transit — build the Red Line

5. Maintain roads and highways, but stop widening them — reduce the share of transportation spending that goes to new road and highway capacity

Great transportation is crucial for everyone, including families and employers. Tell your elected officials that we need to reset our priorities to improve the Central Maryland region's transportation system.

Visit **www.cmtalliance.org/take-action** to contact your elected officials today.

FOLLOW US @cmtalliance or Central Maryland Transportation Alliance

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