



COVID-19 Impacts Related to Transportation

May 26, 2020



Maryland Timeline

March

- 5 – State of Emergency declared, three confirmed positive cases
- 9 – first confirmed case in Harford County
- 12 – first community transmission in MD, schools closed, Baltimore City senior centers closed and large events cancelled
- 13 – first confirmed case in Anne Arundel and Baltimore Counties
- 14 – first confirmed case in Baltimore City and Carroll County
- 15 – first confirmed case in Howard County, legislative session adjourns early
- 16 – public places close

- 18 – first death confirmed
- 19 – public transit restrictions
- 21 – first confirmed case in Queen Anne's County
- 23 – non-essential businesses close
- 28 – state park beaches close
- 30 – stay at home order issued

April

- 12 – zip code data released show northwest Baltimore City is state's hardest hit area
- 18 – mask order in place

May

- 6 – slightly amended stay at home order (allow elective medical procedures and select recreational activities)
- 15 – initiated Low Risk Phase of MD Strong: Roadmap to Recovery

MDOT Secretary Slater May 20 Testimony

- Revenue drops unprecedented and expected to be \$550M in FY 2020
- FY 2021 impacts expected to be \$490-\$560 Million across all revenue sources
- MDOT expecting to issue fewer bond sales (\$335-\$495 in FY 2021)
- CARES Act helped, providing transit and aviation \$479 Million in FY 2020 and FY 2021. While applying federal aid is limited by Act, MDOT is provided some flexibility by using the TTF.
- Utilized CARES Act funding to balance most of FY 2020 program across the Department.

MDOT Secretary Slater May 20 Testimony

- MDOT issued hiring freeze and some reductions to the operating budget
- MDOT is currently reevaluating procurements
- Looking at reductions to special fund capital program funds by almost one-third (17% total reduction in FY 21)
- Will be talking with local jurisdictions about adjusting HUR funding
- Need to reduce operating budget in FY 2021 by 5-10% from the legislative appropriation and is going to vary by mode

Maryland Car Sales By Volume



-11.41%

Decline in Total Vehicles Sold (units) March '19 v March '20



-57.1%

Decline in Total Vehicles Sold (units) April '19 v April '20

Maryland Car Sales By Value



-3.2%

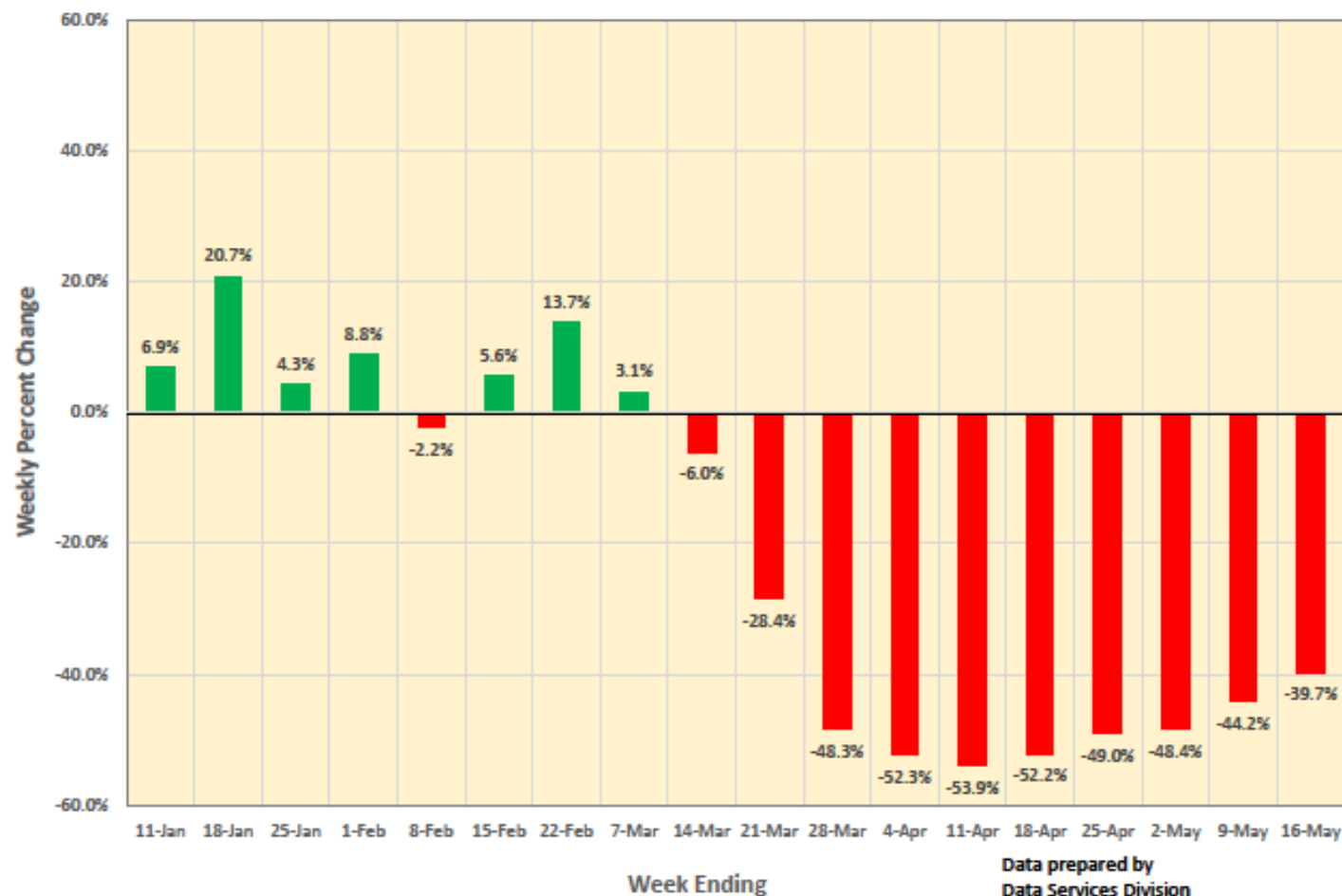
Decline in Total Value of Vehicles Sold March '19 v March '20



-52.31%

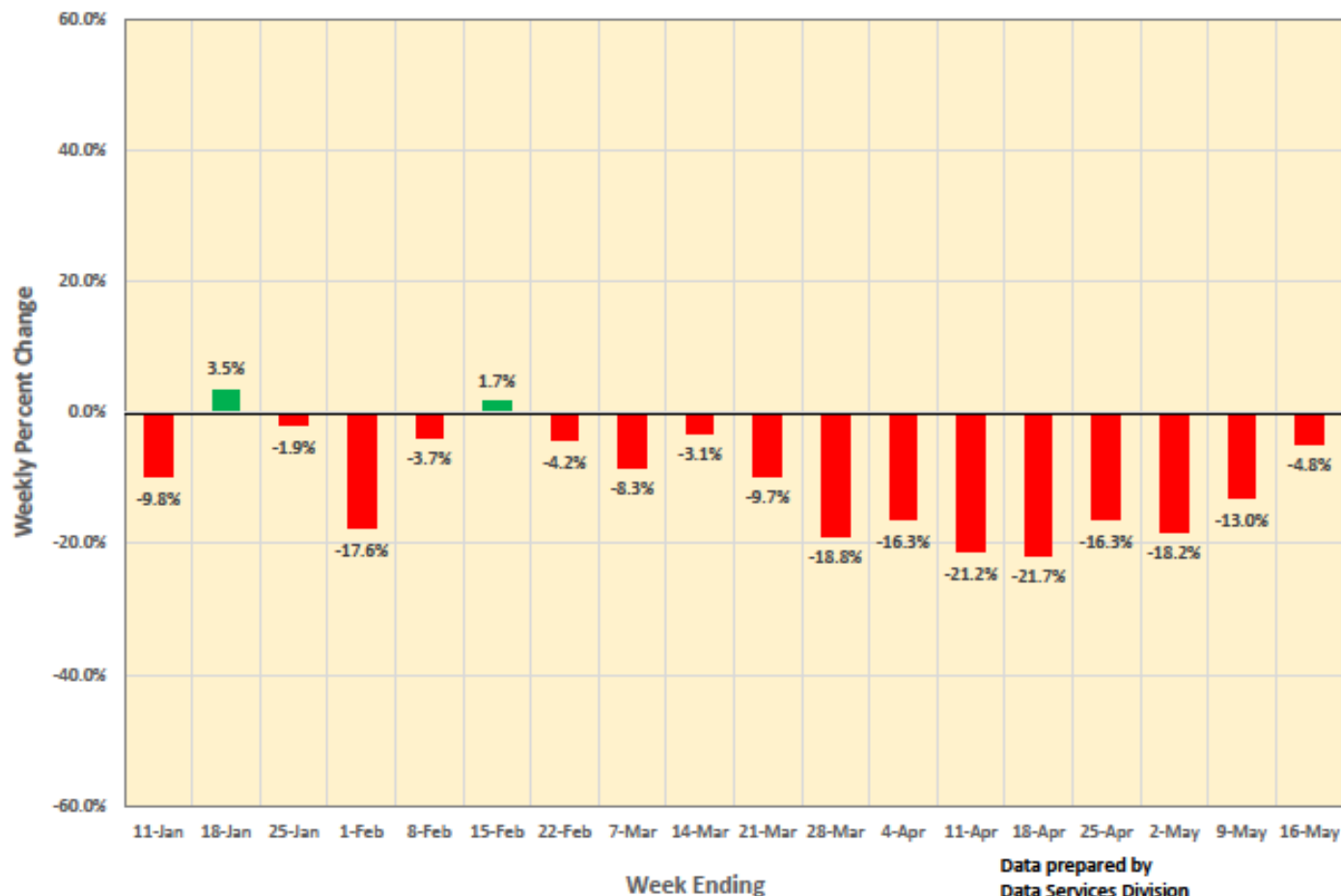
Decline in Total Value of Vehicles Sold April '19 v April '20

Weekly Changes in the Baltimore Region at Permanent Counters (ATR) from 2019 to 2020



Data prepared by
Data Services Division
Office of Planning and Preliminary Engineering

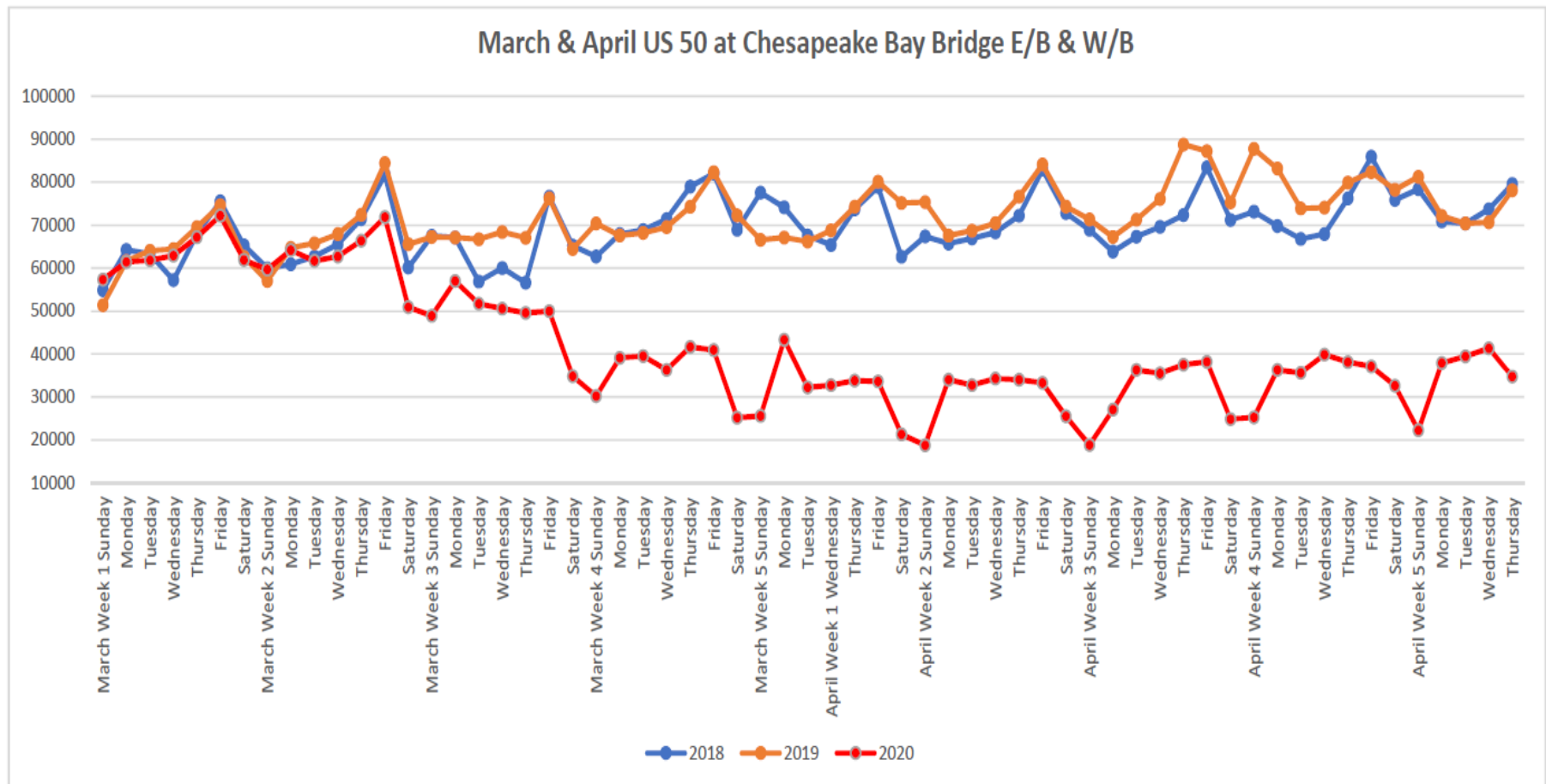
Weekly Changes in Truck Volumes in the Baltimore Region at Permanent Counters (ATR) from 2019 to 2020



Trucks are FHWA Class 5-13

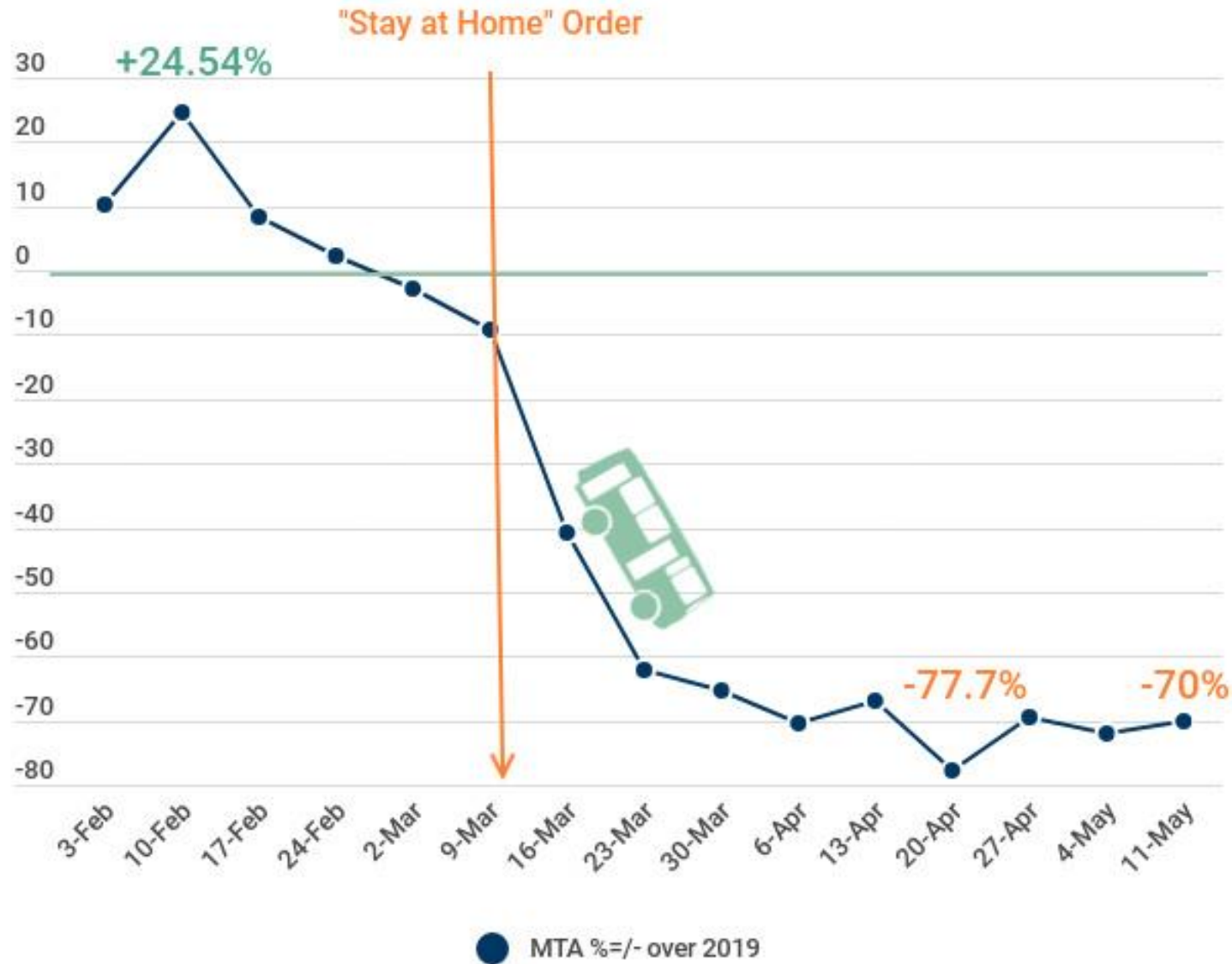
Data prepared by
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MdTA – Chesapeake Bay Bridge



The traffic volumes listed represent the combined total traffic volumes for traffic moving in both directions (eastbound & westbound).

MTA Weekly Ridership '19 v '20



Locally Operated Transit Systems (LOTs)

Most LOTs:

- Limited # of passengers, wheelchair placements and limited access to back door if available
- Prohibited first row seating behind driver and/or added driver shielding
- Provide assistance with school lunch/grocery deliveries
- Reduced/eliminated some fixed route schedule and limiting travel to “essential” trips
- Decline in work hours due to service reductions and/or exposure
- Enhanced cleaning protocols, posted CDC Flyers – Sanitize all vehicles utilized at end of day & professional sanitizing with weekend outside service.

PUBLIC HEALTH CONSIDERATIONS FOR REOPENING MASS TRANSIT DURING THE COVID-19 PANDEMIC



The purpose of this tool is to assist mass transit administrators in making (re)opening decisions during the COVID-19 pandemic. It is important to check with state and local health officials and other partners to determine the most appropriate actions while adjusting to meet the unique needs and circumstances of the local community.

Mass transit is critical for many Americans to commute to/from work and to access essential goods and services. Mass transit may need to remain open and certain routes prioritized. Follow these guidelines for [bus transit operators](#), [rail transit operators](#), [transit maintenance workers](#), and [transit station workers](#).

Should you consider increasing full service?

- ✓ Will increasing service be consistent with applicable state and local orders?
- ✓ Are you ready to protect employees at [higher risk](#) for severe illness?

ANY
NO

DO NOT
INCREASE
SERVICE

ALL
YES

Are recommended health and safety actions in place to the extent locally possible?

- ✓ Promote [healthy hygiene practices](#) such as [hand washing](#) and [employees wearing a cloth face covering](#), as feasible
- ✓ Intensify [cleaning, disinfection](#), and ventilation of facilities and transport vehicles/buses
- ✓ Encourage [social distancing](#) by increasing spacing of passengers and employees, closing every other row of seats and using bus rear door entry/exit, if feasible
- ✓ Limit routes to and from high transmission areas.
- ✓ Train all employees on health and safety protocols

ALL
YES

Is ongoing monitoring in place?

- ✓ Develop and implement procedures to check employees for [signs and symptoms](#) daily upon arrival, as feasible
- ✓ Encourage anyone who is sick to [stay home](#)
- ✓ Plan for if an employee gets sick
- ✓ Regularly communicate and monitor developments with local authorities, employees, and the public
- ✓ Monitor employee absences and have flexible leave policies and practices, as feasible
- ✓ Be ready to consult with the local health authorities if there are cases in the facility or an increase of cases in the local area

ALL
YES

INCREASE
SERVICE
AND
MONITOR

ANY
NO

ADDRESS
SAFEGUARDS
BEFORE
INCREASING
SERVICE

ANY
NO

ADDRESS
SAFEGUARDS
BEFORE
INCREASING
SERVICE



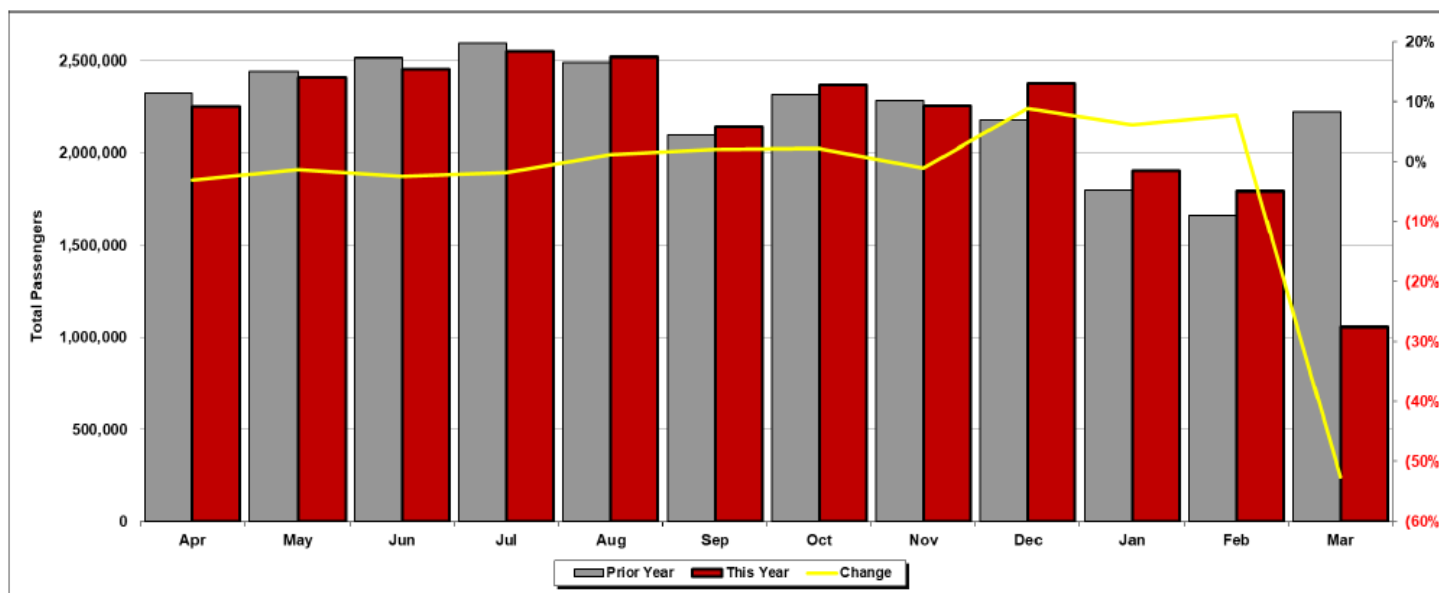
Speeding Citations Between March 16 to April 17 (By Year and Over Limit)

	2019: 16,856 citations		2020: 2,445 citations		
Miles over Speed Limit	Count	Percent of Total	Count	Percent of Total	Percent Change
0-9 MPH	3,131	18.6%	148	6.1%	-12.5%
10-19 MPH	4,145	24.6%	272	11.1%	-13.5%
20-29 MPH	4,388	26.0%	475	19.4%	-6.6%
30-39 MPH	1,075	6.4%	325	13.3%	6.9%
40-49 MPH	224	1.3%	165	6.7%	5.4%
50+ MPH	84	0.5%	66	2.7%	2.2%
Not available	3,809	22.6%	994	40.7%	18.1%

BWI Passenger Numbers - Domestic

After a Record-Setting Year, Passenger Numbers Fell Sharply in March

- Year-over-year gains from Dec to Feb led to a 12-month passenger record of 27.234M for the year ending Feb 2020
- With the onset of the COVID-19 crisis, March 2020 was down 53%, and Q1 2020 ended down 16%



Source: Carrier Reporting

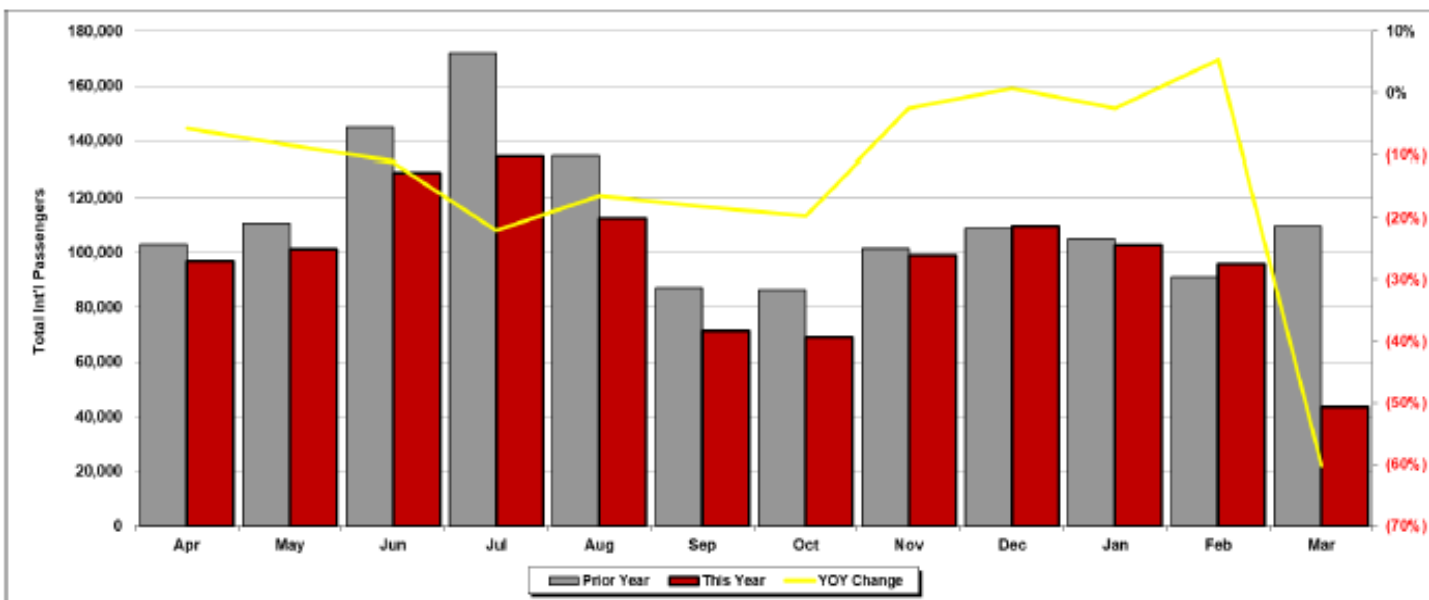
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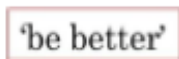
BWI Passenger Numbers - International

International Traffic Fell to Zero in Late March; Q1 Ended Down 21%

- Federal restrictions halted flying from the United Kingdom, with the last British Airways flights on March 16th
- Short-haul restrictions soon followed, with the last Air Canada and Southwest international flying on March 22nd



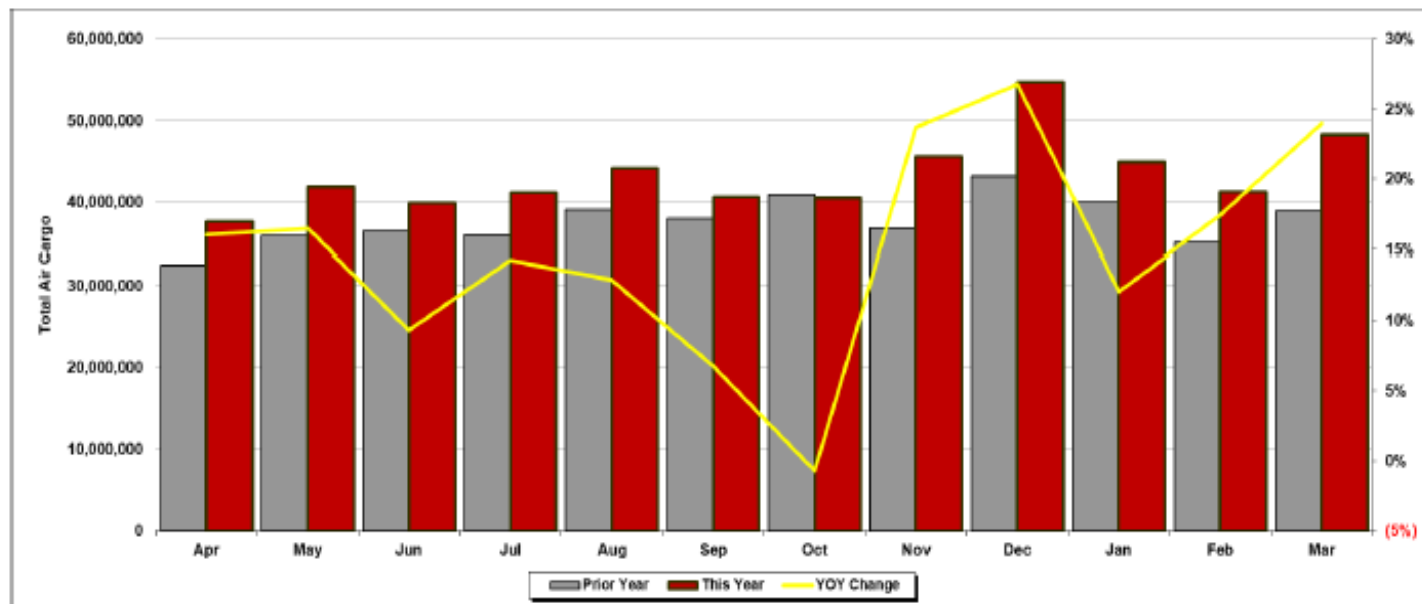
Source: Carrier Reporting



BWI - Cargo

Cargo Service Continues to Grow Strongly, with Q1 up 18%

- Increased service from Amazon has driven the significant growth in air cargo

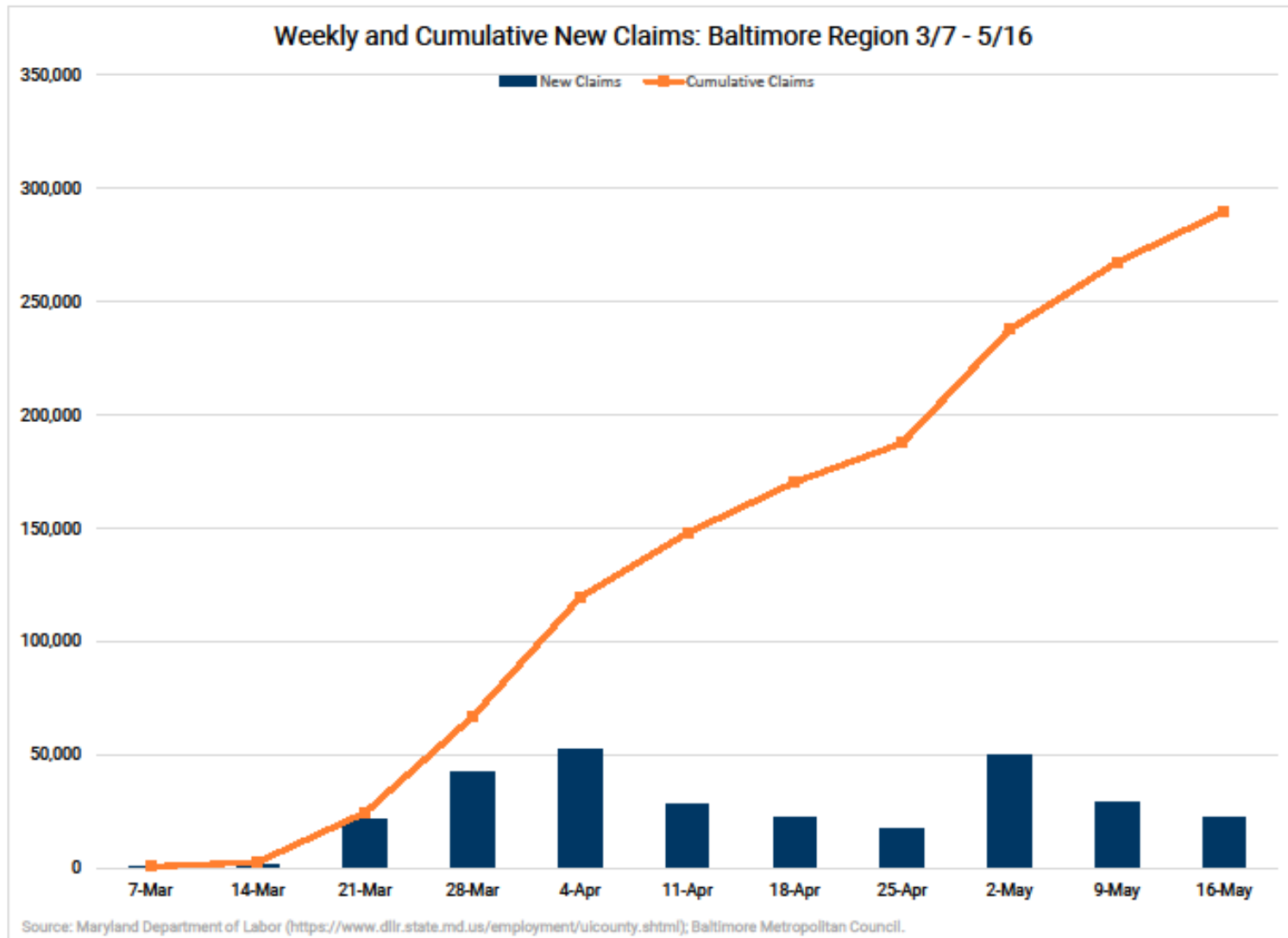


Source: Carrier Reporting

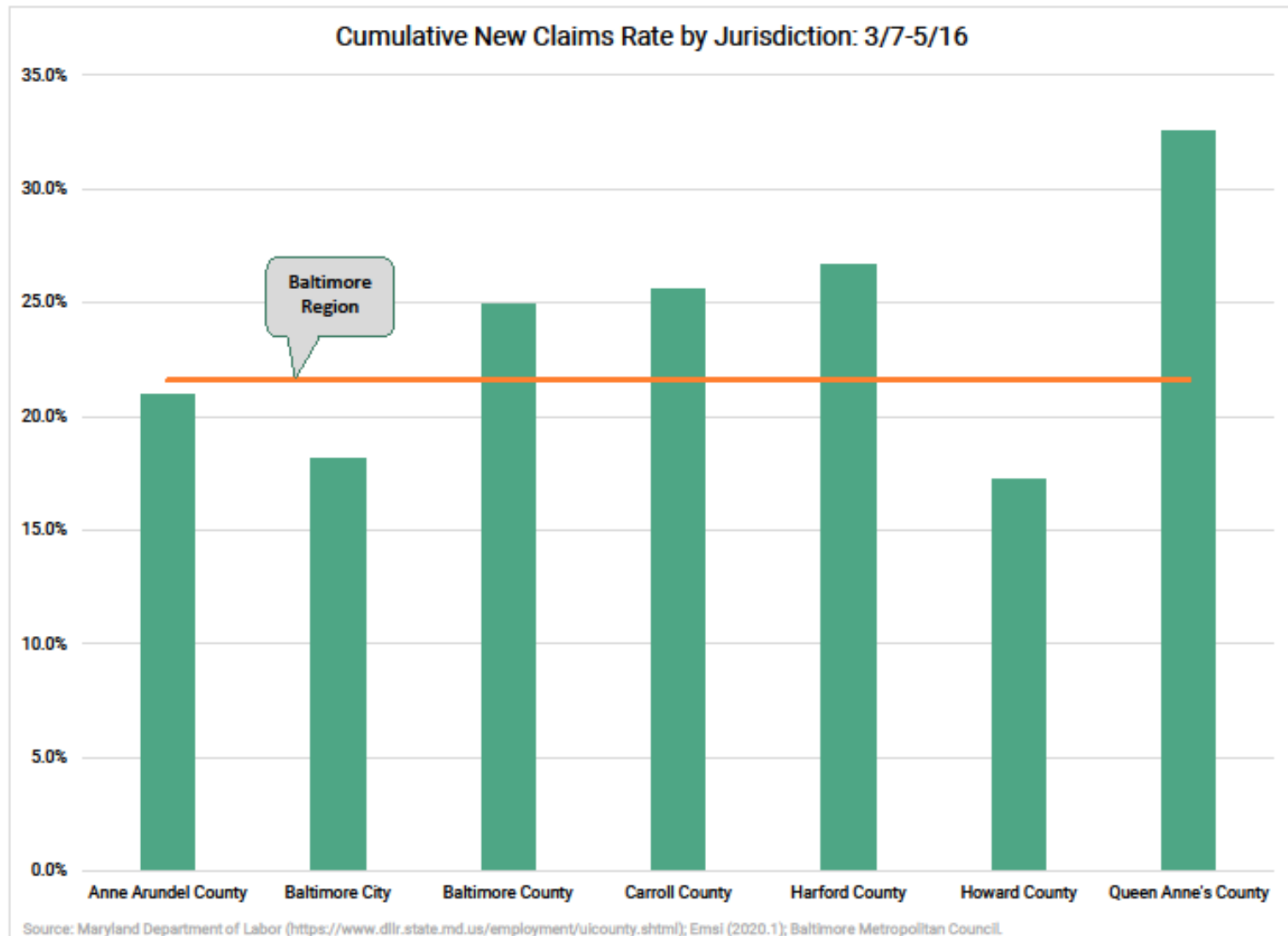
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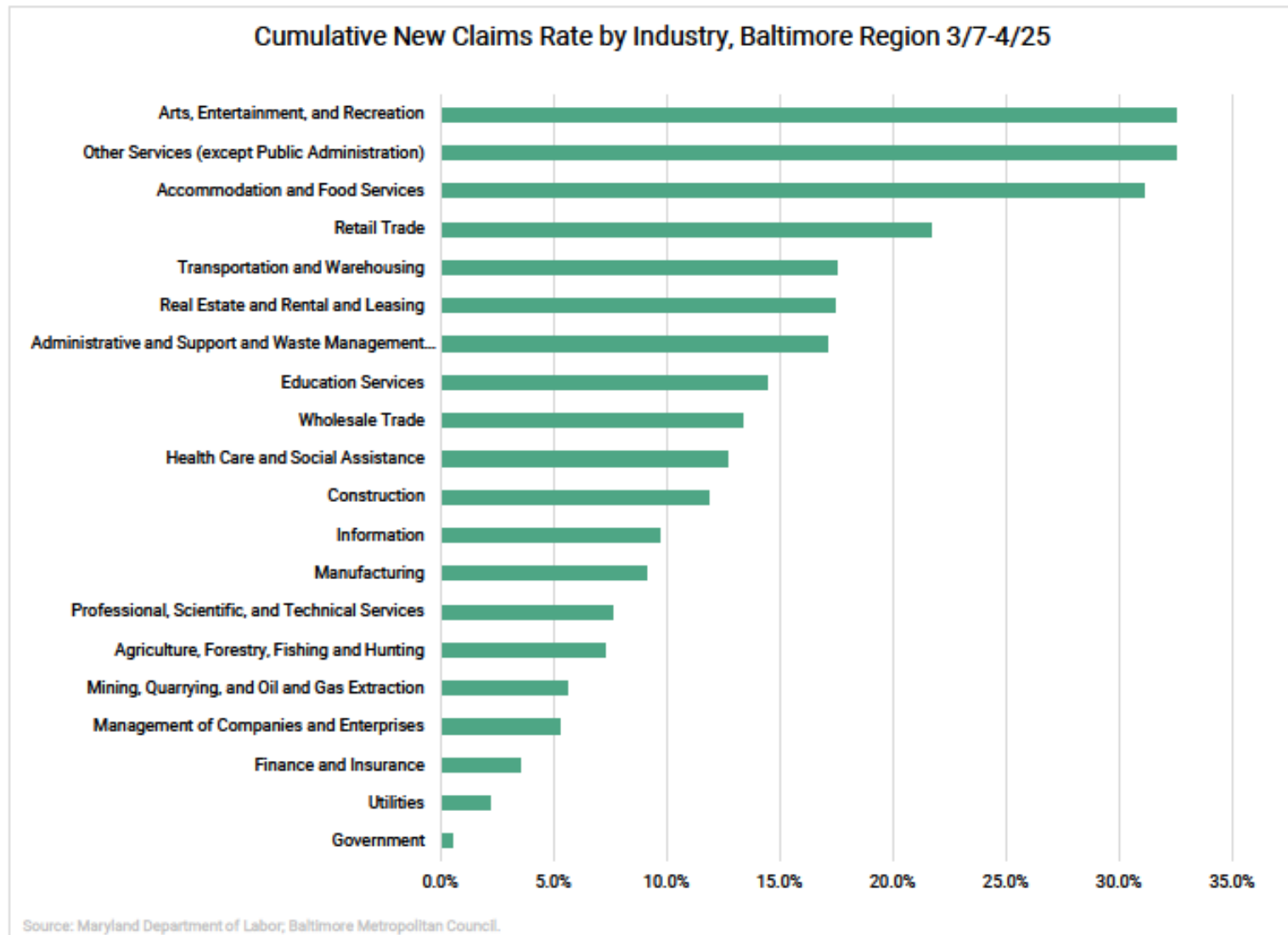
Early Economic Impacts



Early Economic Impacts



Early Economic Impacts



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