

TANGIBLE RESULT #10

Facilitate Economic Opportunity in Maryland



Maryland's transportation system is essential to the State's economy. An efficient transportation system provides a competitive advantage to businesses in a regional, national and global marketplace. Transportation directly impacts the viability of a region as a place where people want to live, work and raise families, all critical to attracting a competent workforce.

RESULT DRIVER:

Jim Dwyer

Maryland Port Administration (MPA)

Facilitate Economic Opportunity in Maryland

TANGIBLE RESULT DRIVER:

Jim Dwyer
Maryland Port Administration (MPA)

PERFORMANCE MEASURE DRIVER:

Greg Slater
State Highway Administration (SHA)

PURPOSE OF MEASURE:

Track direct/indirect & induced jobs generated from annual construction investments

FREQUENCY:

Annual

DATA COLLECTION METHODOLOGY:

MDOT compiles the necessary data through the annual CTP process

NATIONAL BENCHMARK:

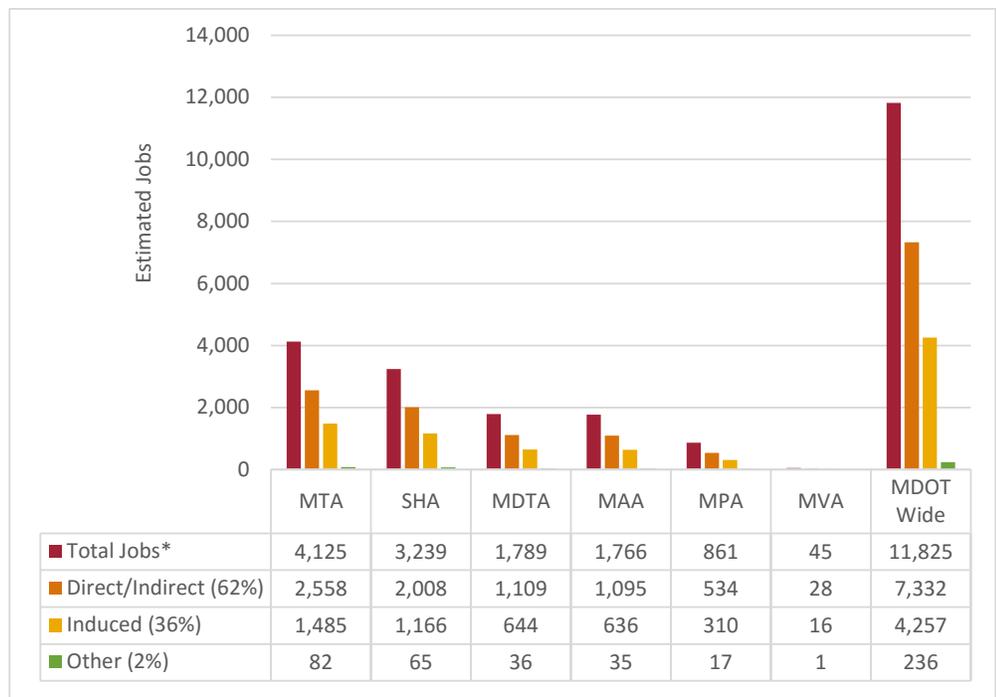
N/A

PERFORMANCE MEASURE 10.1

Economic Return from Transportation Investment

Economic return from transportation investment is assessed based on the number of jobs created as a result of MDOT investments in capital projects. The annual CTP is used to identify planned investments by each MDOT TBU on major construction projects. The projects in construction generate three types of jobs: direct jobs are those generated by the construction activity; indirect jobs are supported by the business purchases necessary for the project's construction; and induced jobs are a result of local purchases of goods and services by the direct employees. Capital investments in transportation support economic activity of a wider region beyond the specific project location.

**FY 2016 Estimated Jobs Created by Business Unit
Constructor Program – Major Projects**



**Based on national estimate of one job generated per \$92,000 investment in transportation infrastructure, with 62% of total jobs being direct/indirect jobs and 36% being induced jobs, as used by the federal government*

Facilitate Economic Opportunity in Maryland

TANGIBLE RESULT DRIVER:

Jim Dwyer
Maryland Port Administration (MPA)

PERFORMANCE MEASURE DRIVER:

Greg Slater
State Highway Administration (SHA)

PURPOSE OF MEASURE:

Comparison of states' economic activity, quality of and access to infrastructure

FREQUENCY:

Annual

DATA COLLECTION METHODOLOGY:

CNBC assessment of Maryland's investments

NATIONAL BENCHMARK:

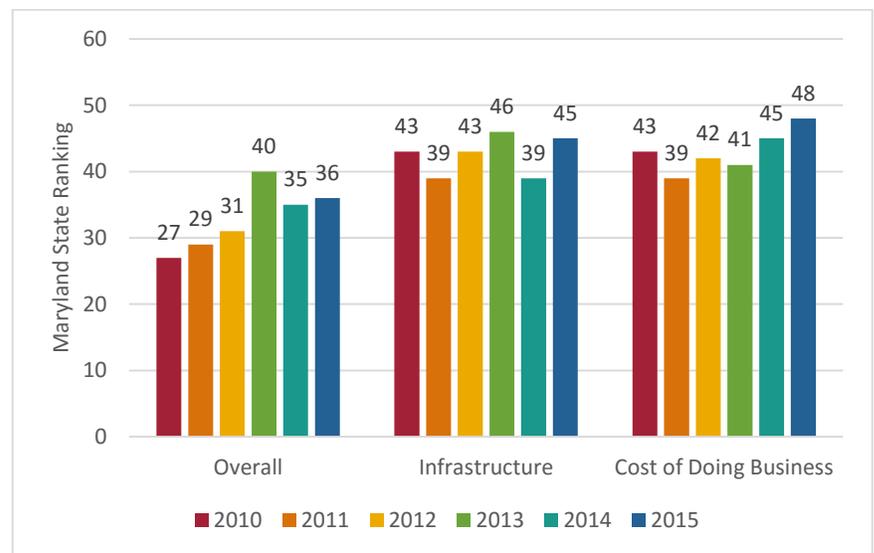
CNBC annual measure

PERFORMANCE MEASURE 10.2

Maryland's National Transportation Infrastructure

The CNBC business news media group uses publicly available data on 60 measures of competitiveness to score each state. The metrics are organized into 10 broad categories and weighted based on how frequently each is used as a selling point in state economic development marketing materials. The infrastructure category is a measure of a state's transportation system and supply of safe drinking water. It includes metrics to compare the value of goods shipped by air, waterways, roads and rail within a state, the quality of roads and bridges, and commute times. The annual rankings can be used as a national benchmark for economic activity over time and in comparison to other states.

Annual CNBC Rankings for Maryland in Select Categories



Source: CNBC. America's Top States for Business 2015.

Facilitate Economic Opportunity in Maryland

TANGIBLE RESULT DRIVER:

Jim Dwyer
Maryland Port Administration (MPA)

PERFORMANCE MEASURE DRIVER:

Juan Torrico
Maryland Transit Administration (MTA)

PURPOSE OF MEASURE:

Track freight mobility originating and terminating in Maryland

FREQUENCY:

Annually

DATA COLLECTION METHODOLOGY:

U.S. Department of Transportation Freight Analysis Framework (FAF3) Version 3 and MPA

NATIONAL BENCHMARK:

N/A

PERFORMANCE MEASURE 10.3A

Freight Mobility: Freight Analysis Framework (FAF) Tonnage and Value of Freight

Efficient and interconnected multimodal freight movement is essential to the economy. Maryland manufacturers depend on the freight system to move raw materials and finished goods between production facilities, distribution centers and retail outlets in Maryland and throughout the U.S. and the world. Freight-dependent industries account for over one million jobs in Maryland.

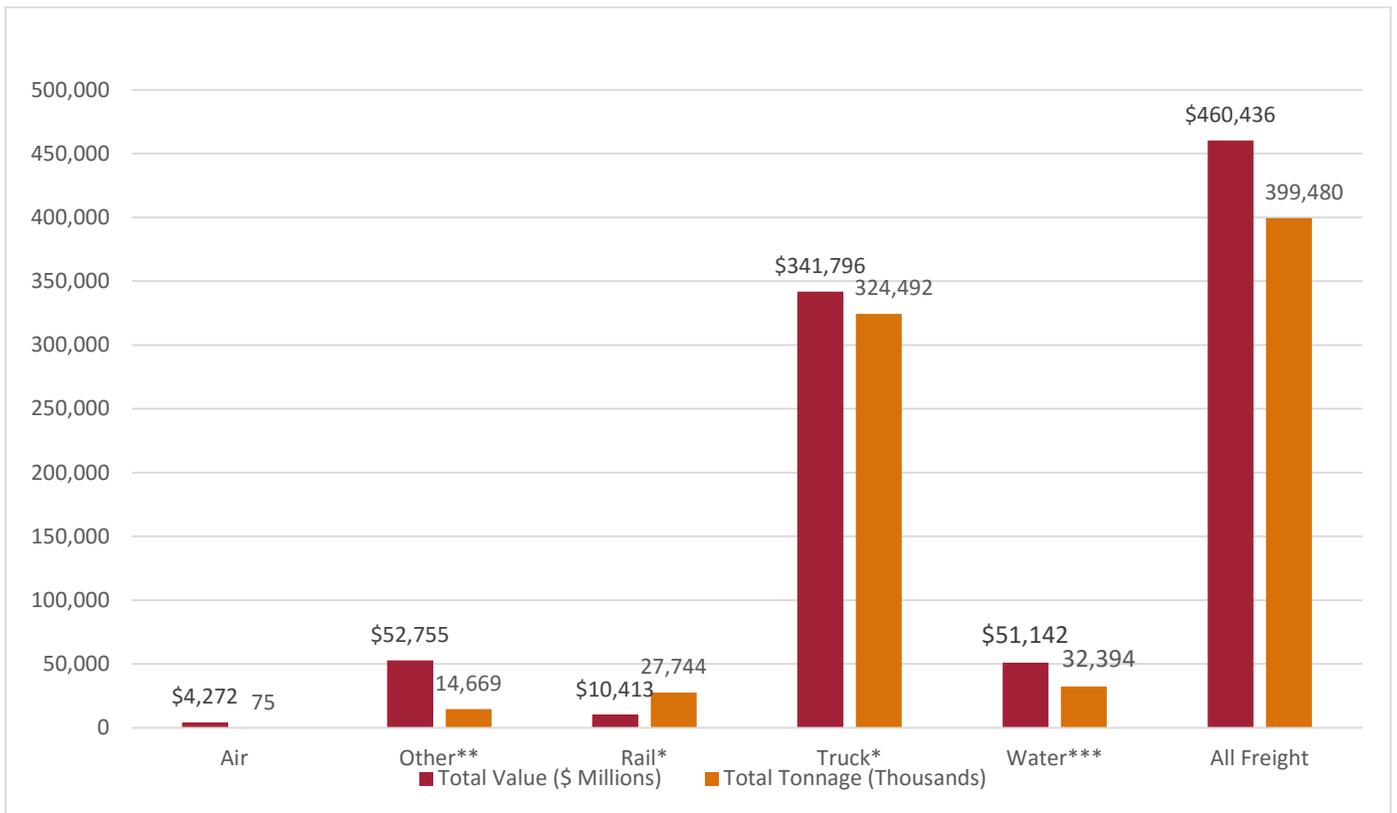
- Water and rail are well-suited to cost-effectively haul goods long distances. Commercial ships utilize the Port to transfer waterborne goods to land, at which point trucks and rail haul these imported goods to communities around the nation.
- Trucks carry nearly every type of commodity, from consumer products to chemicals to machinery.
- High value and time-sensitive products are commonly shipped via air. The top air freight commodities shipped out of MAA facilities include mail, machinery and transportation equipment.



Facilitate Economic Opportunity in Maryland

PERFORMANCE MEASURE 10.3A Freight Analysis Framework

2015 Freight Originating and Terminating in Maryland



* Source: U.S. Department of Transportation Freight Analysis Framework (FAF3) Version 3. Other, Rail, and Truck value and tonnage data is estimated based on FAF3 data. The data is adjusted yearly to account for previous year actual data and a 2% annual growth rate consistent with the Federal Highway Administration's Freight Summary 2008. The 2% growth rate reflects a conservative estimate of domestic and international freight growth given current economic conditions.

** Freight consists largely of postal and courier shipments weighing less than 100 pounds and other intermodal combinations.

*** International cargo through the Port of Baltimore in 2015, source: MPA.

Facilitate Economic Opportunity in Maryland

TANGIBLE RESULT DRIVER:

Jim Dwyer

Maryland Port Administration (MPA)

PERFORMANCE MEASURE DRIVER:

Juan Torrico

Maryland Transit Administration (MTA)

PURPOSE OF MEASURE:

Tracks Public and Private international waterborne cargo activity in the Port of Baltimore, which is a strong indicator of jobs generated and economic activity.

FREQUENCY:

Quarterly

DATA COLLECTION METHODOLOGY:

U.S. Census data via website – USA Trade Online

NATIONAL BENCHMARK:

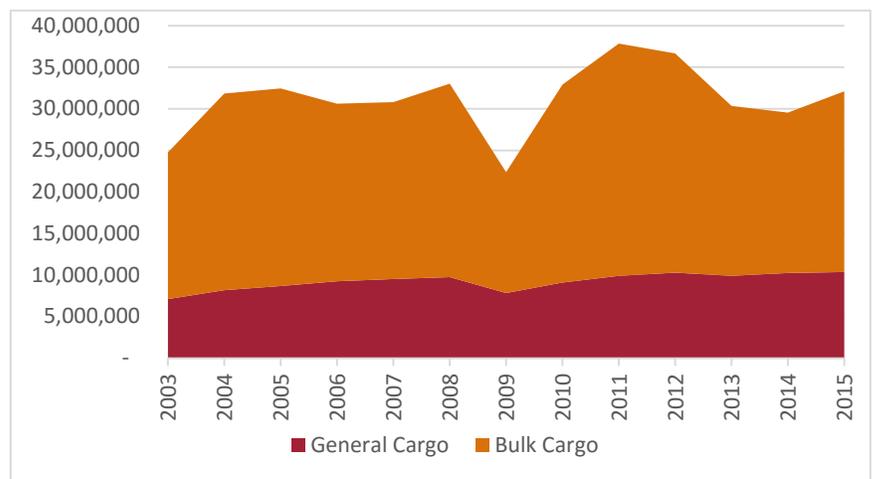
Baltimore ranks 13th in nation for international cargo tonnage (32.4M tons), and 9th for value of international cargo (\$51.1B).

PERFORMANCE MEASURE 10.3B

Freight Mobility: Port of Baltimore Total Foreign Cargo Port-wide, including Bulk & General Cargoes, Market Share & Rankings

Long range trends: The Port of Baltimore has recovered from the recession which hit international global markets in 2009. General cargo commodities (containers, autos, heavy RoRo equipment, imported forest products, etc.) continue with steady growth. Iron ore, coke and liquefied natural gas were imported prior to the recession; however, total tonnage has returned to pre-recession levels in large part due to export coal volumes.

Port of Baltimore tonnage from 2003 to 2015



Performance in 2015: The Port of Baltimore has 15% of the Mid-Atlantic market share in 2015, exceeded only by New York/New Jersey and Norfolk. Baltimore's national rankings in 2015:

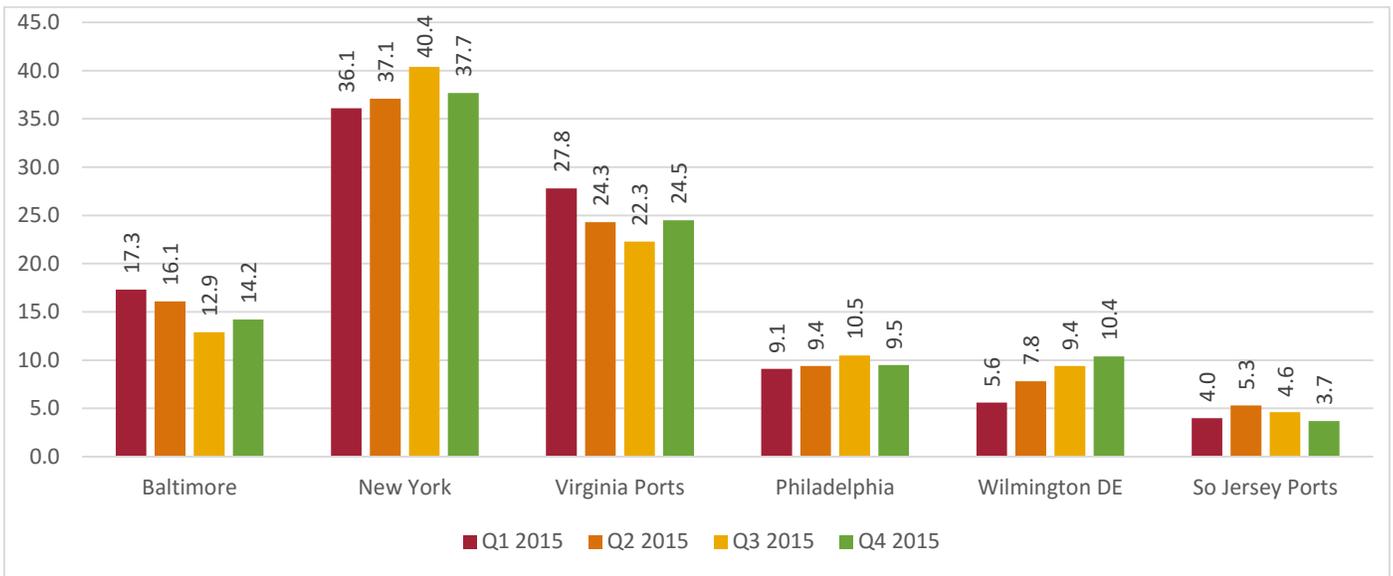
- 1st in Automobiles/Light Trucks
- 1st in Ro/Ro Cargo
- 1st in Imported Sugar, Imported Gypsum & Imported Aluminum
- 2nd in Imported Salt
- 2nd in Exported Coal
- 9th in international cargo value
- 13th in international cargo tonnage

Facilitate Economic Opportunity in Maryland

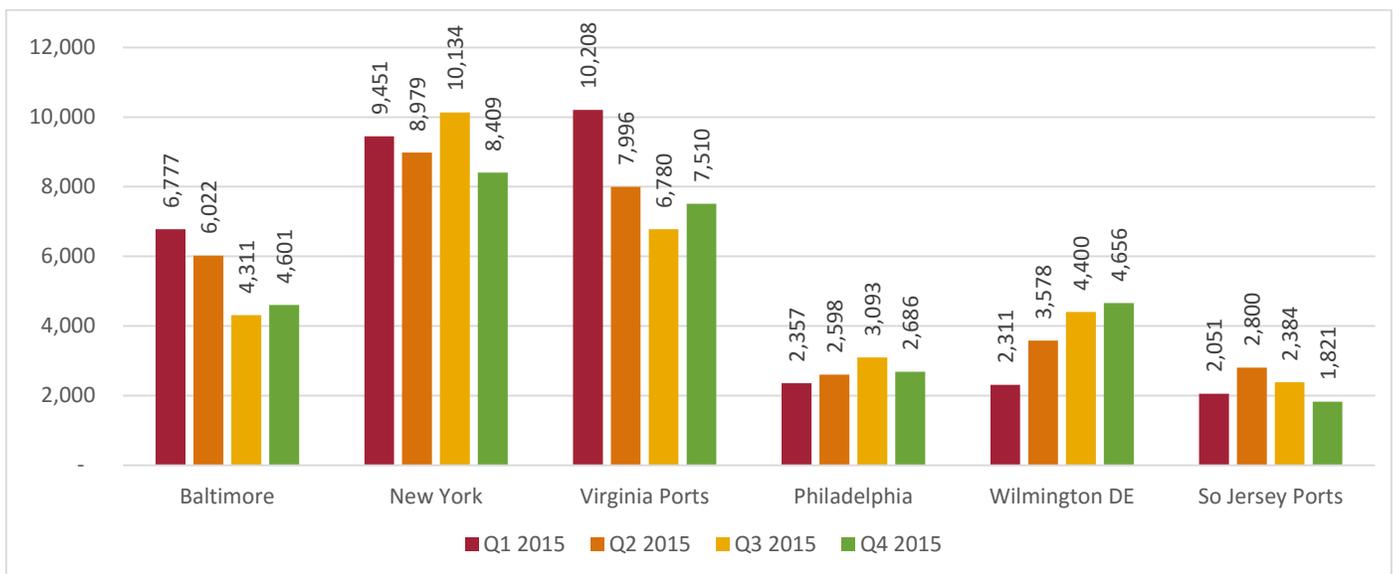
PERFORMANCE MEASURE 10.3B

Freight Mobility: Port of Baltimore Total Foreign Cargo Port-wide, including Bulk & General Cargoes, Market Share & Rankings

Mid-Atlantic Ports Total International Cargo, Market Share, (%)



Mid-Atlantic Ports, International Bulk Cargo, (Tons, 1000s)

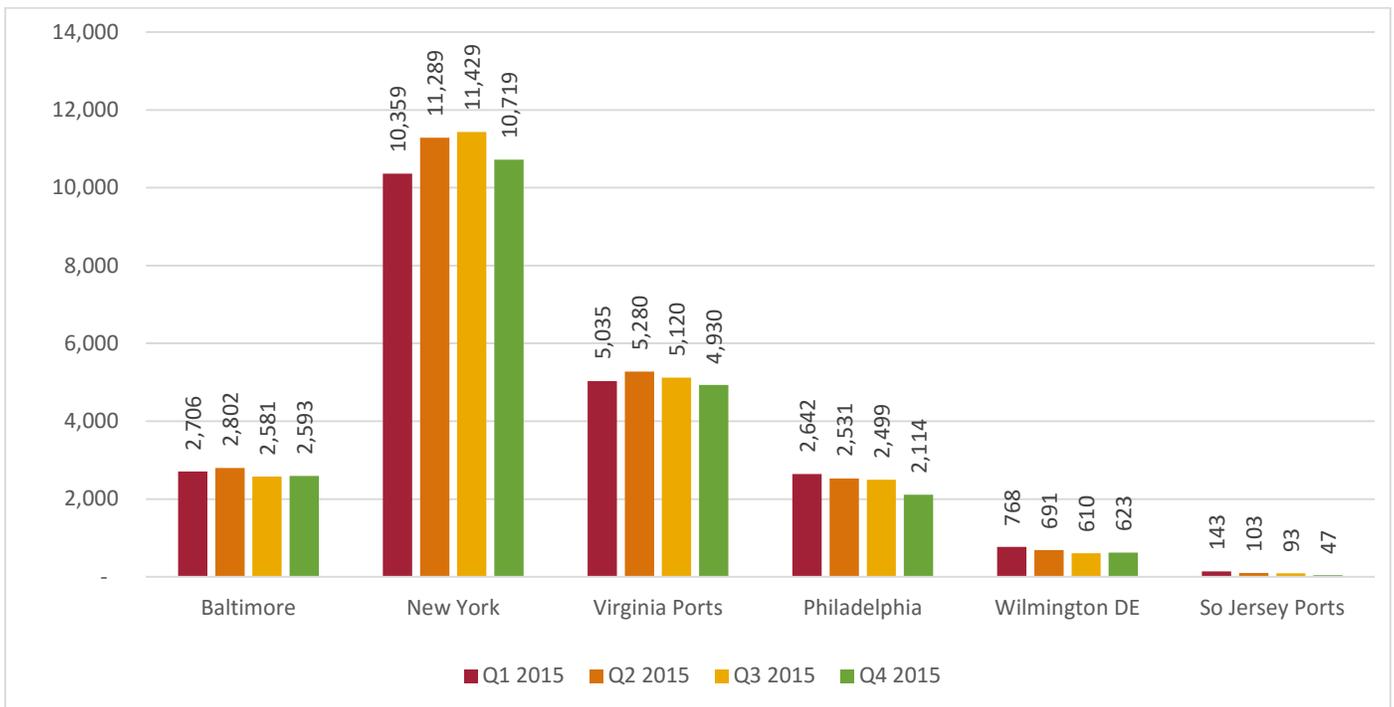


Facilitate Economic Opportunity in Maryland

PERFORMANCE MEASURE 10.3B

Freight Mobility: Port of Baltimore Total Foreign Cargo Port-wide, including Bulk & General Cargoes, Market Share & Rankings

Mid-Atlantic Ports, International General Cargo, (Tons, 1000s)



Facilitate Economic Opportunity in Maryland

TANGIBLE RESULT DRIVER:

Jim Dwyer

Maryland Port Administration (MPA)

PERFORMANCE MEASURE DRIVER:

Juan Torrico

Maryland Transit Administration (MTA)

PURPOSE OF MEASURE:

Data shows level of activity at Public Marine Terminals. As a rule, general Cargo creates more jobs per ton than bulk commodities.

FREQUENCY:

Monthly

DATA COLLECTION METHODOLOGY:

Data obtained from MPA cargo billing reporting and statistical system (BRASS). Historical data is available back to 1998

BENCHMARK:

N/A

PERFORMANCE MEASURE 10.3C

Freight Mobility: MPA Total General Cargo Tonnage including Containers, Autos, RoRo and Imported Forest Products

Key commodities had a strong year in 2015 at the public marine terminals in the Helen Delich Bentley Port of Baltimore. MPA had a record number of containers and imported autos while other commodities experienced good volumes for a total of over 9.629 million tons of general cargo. This nearly matched last year's record high of 9.676 million tons. Also, for the fifth consecutive year, more autos crossed the Port of Baltimore's piers than at any other U.S. port.

Last year, the Journal of Commerce named the Port of Baltimore as the most efficient container port in the nation.

In 2015, MPA terminals also began receiving Maersk Line, the world's largest container shipping company. Maersk now operates three weekly container services with the Mediterranean Shipping Company involving the Port of Baltimore. The Port was also successful in signing global shipping and logistics giant Wallenius Wilhelmsen Logistics (WWL) to a new 30-year contract.

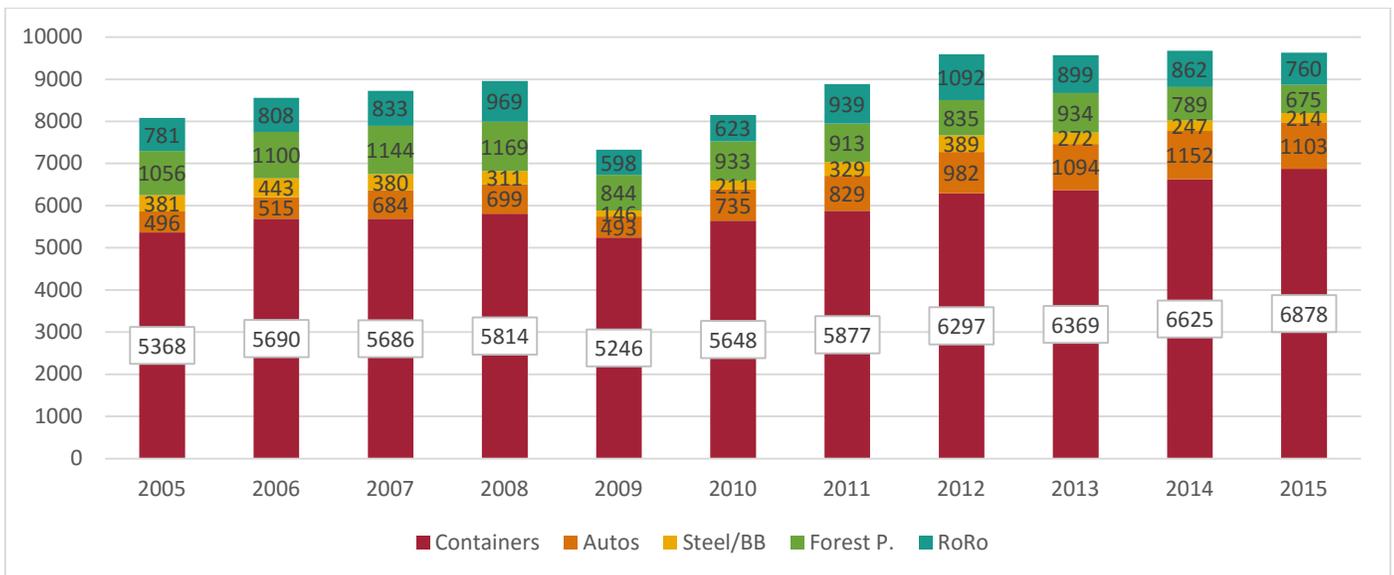
Facilitate Economic Opportunity in Maryland

PERFORMANCE MEASURE 10.3C

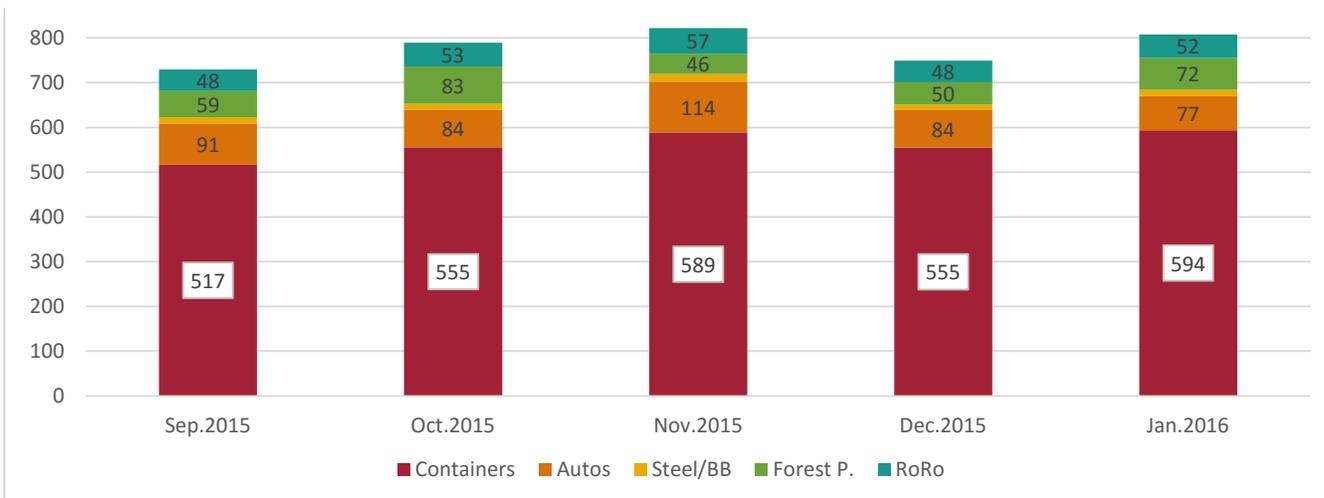
Freight Mobility: MPA's total general cargo tonnage including containers, autos, RoRo and imported forest products

MPA's diverse commodities have performed well and recovered from the global recession. Total volumes are stable. Container and auto volumes continue to grow and the long term future is promising with the advent of larger ships and the expanded Panama Canal.

MPA General Cargo (Tons, 1000s)



MPA General Cargo, Sep. 2015 – Jan. 2016, (Tons, 1000s)



Facilitate Economic Opportunity in Maryland

TANGIBLE RESULT DRIVER:

Jim Dwyer
Maryland Port Administration (MPA)

PERFORMANCE MEASURE DRIVER:

Deborah Rogers
Motor Vehicle Administration (MVA)

PURPOSE OF MEASURE:

Data tracks congestion, efficiency, terminal operations and service levels at Seagirt Marine Terminal.

FREQUENCY:

Annually

DATA COLLECTION METHODOLOGY:

Data obtained from Seagirt gate operations and is total truck time on terminal divided by total containers moved; data tracked daily and reported weekly - annually

BENCHMARK:

N/A

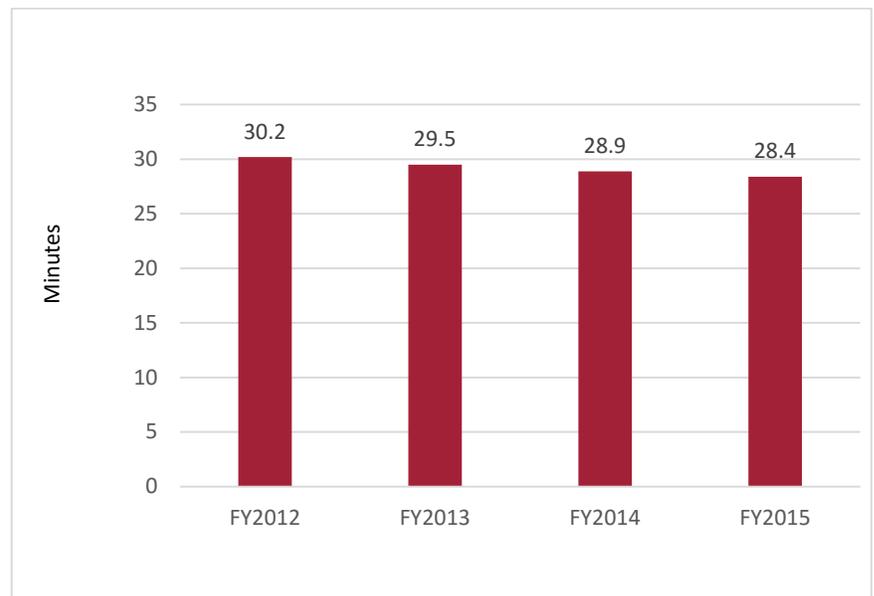
PERFORMANCE MEASURE 10.3D

Freight Mobility: Average Truck Turn Time per Container at Seagirt Marine Terminal

Truck turn times indicate the efficiency of operations at the Port's main container terminal, Seagirt. Reductions in turn-around times improve throughput capacity and result in incremental environmental benefits. There has been a positive trend, i.e. quicker times for the truckers and terminal operator for the last four fiscal years, even as cargo increased. Between FY2012 and FY2015, container volumes grew by 24%; during the same period, the truck turn time per container fell by 6%. This is due to additional equipment on terminal (yard cranes), terminal operating system enhancements, increased number of truck inbound lanes and increased staffing on heavy volume days.

As cargo volumes continue to grow in the future, it will become increasingly challenging to manage terminal operations to avoid congestion. The following strategies may be considered: additional truck gate/lanes, weigh in motion, radio frequency identification and continuing with the Quality Cargo Handling Action Team to enhance overall operations.

Average Truck Turn Time per Container at Seagirt



Facilitate Economic Opportunity in Maryland

TANGIBLE RESULT DRIVER:

Jim Dwyer
Maryland Port Administration (MPA)

PERFORMANCE MEASURE DRIVER:

David Greene
Maryland Transportation Authority (MDTA)

PURPOSE OF MEASURE:

To track the changes in the number of weight-posted bridges to maximize the movement of goods to businesses and communities.

FREQUENCY:

Annual

DATA COLLECTION METHODOLOGY:

Data reflects Federal reporting in April of each year on the number of bridges. The number of bridges on the State System that are weight-posted are reported in the Structure Inventory and Appraisal (SI&A) report. That number is then divided by the total the number of SHA and MDTA bridges resulting in the calculation of the percentage of weight-posted bridges on the State system.

BENCHMARK:

N/A

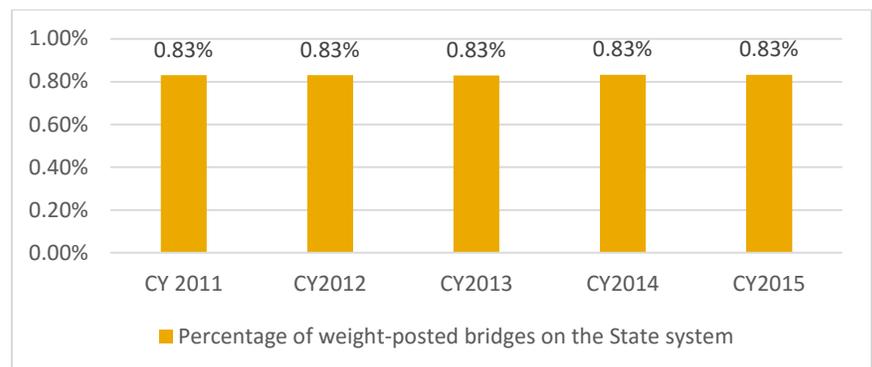
PERFORMANCE MEASURE 10.4

Number and Percentage of Weight-Posted Bridges on the State System

Weight-posted bridges are those that are deemed not able to safely carry the maximum weight of a legally loaded vehicle (80,000 lbs. for tractor trailers and 70,000 lbs. for dump trucks), and therefore a weight limit is posted on the bridge. Weight-posted bridges adversely affect movement of goods to businesses and communities, and can impact daily commercial operations and growth. Allowing all legally-loaded vehicles to traverse the bridges on the State System is essential to commerce in Maryland, facilitating the movement of goods and provision of services efficiently throughout the State. Minimizing weight-posted bridges ensures the safety of the traveling public and facilitates emergency response time by avoiding the need to detour routes. If a bridge cannot safely carry all legal loads, because of its present condition or original design criteria, it will be evaluated considering its condition and member sizes, and a vehicle weight will be established that it can safely carry. This lower vehicle weight (which is less than the legal weight) will be placed on signs alerting all users this is the maximum load that the bridge should carry.

Less than 1% of MDTA and SHA bridges have a weight restriction.

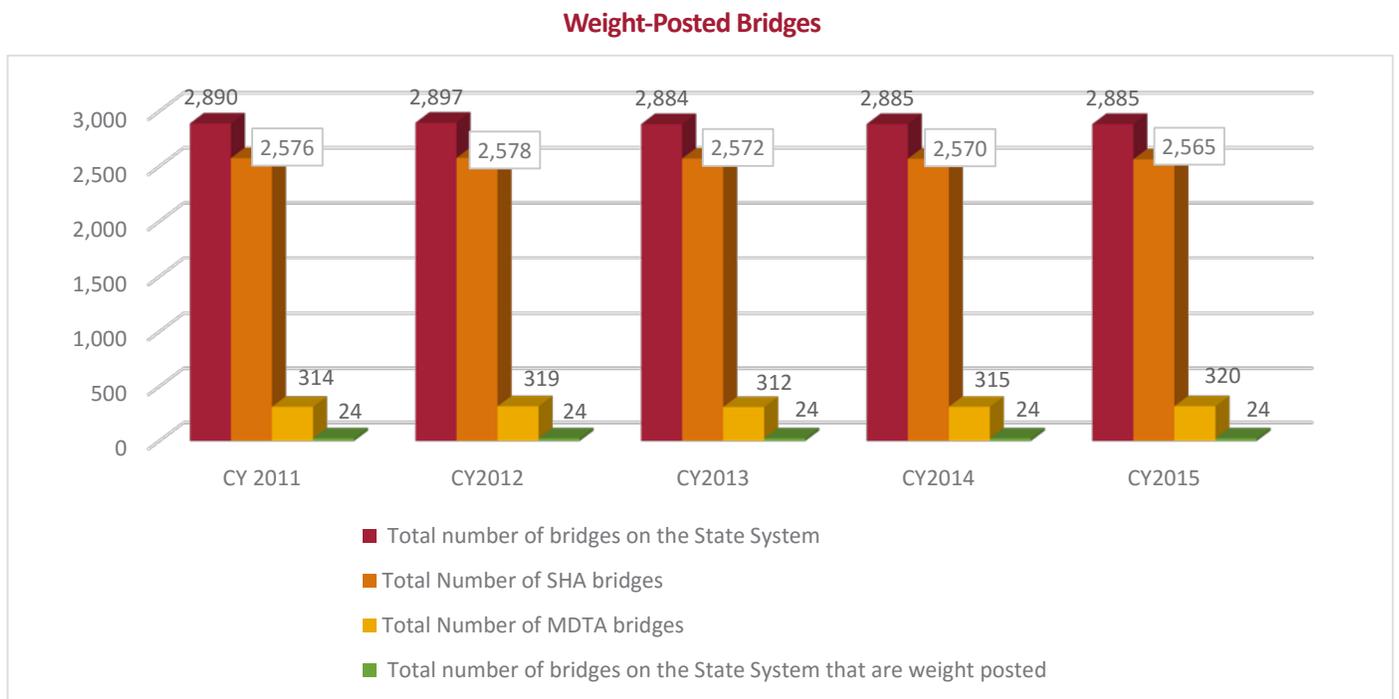
Percentage of Weight-Posted Bridges on the State System



Facilitate Economic Opportunity in Maryland

PERFORMANCE MEASURE 10.4

Number and Percentage of Weight-Posted Bridges on the State System



*Weight restrictions on three bridges were removed in 2015 as vehicle causing restrictions has been phased out and is no longer a legal vehicle. Reduction will be reported in 2016.

Data reflects Federal reporting in April of each year.

**The bridge count may have change over time for any one or more of the following reasons: additional bridges added or removed as a result of new projects (the I-95 ETL project is an example); multiple bridges merged into one or vice versa; some bridges which no longer carry live traffic will get excluded from the count; and bridge ownership changes (to/from Baltimore City, for example). The bridge count is anticipated to change for 2016 after the April data submission.

Facilitate Economic Opportunity in Maryland

TANGIBLE RESULT DRIVER:

Jim Dwyer

Maryland Port Administration (MPA)

PERFORMANCE MEASURE DRIVER:

Corey Stottlemeyer

The Secretary's Office (TSO)

PURPOSE OF MEASURE:

To quantify the impacts of changes in the transportation network on the state's economy due to transportation projects completed giving businesses and access to labor, customers and suppliers. Improved access leads to greater opportunities

FREQUENCY:

Quarterly

DATA COLLECTION METHODOLOGY:

As transportation projects are completed and the transportation network is enhanced, changes in travel demand and rider choice will be modeled using a transportation economic impact model. Numbers will be reported quarterly beginning in June 2016. This is a multimodal measure.

NATIONAL BENCHMARK:

N/A

PERFORMANCE MEASURE 10.5

Change in Market Access due to Improvements in the Transportation Network

Improving access within Maryland's transportation network is a critical role MDOT plays in facilitating economic opportunity for the citizens of Maryland, its businesses and those who come here to do business. Currently, MDOT does not measure the impact of changes to the transportation network and its effect on market access. This measure will allow MDOT to look at how improvements in roads and multimodal access is affecting Maryland's economy and assess whether businesses have better access to labor, customers, suppliers and international markets.

This measure includes potential impacts from:

- Business Relocation – Improved market access has the effect of strengthening an economy's competitiveness in attracting and retaining business relative to other locations.
- Productivity Growth – Increasing an economy's accessibility and connectivity generates agglomeration benefits from returns to scale in production, knowledge spillovers, and better matching of suppliers and employees to businesses.
- Increased Export Activity – Improving an economy's access to international gateways can enable new import/export activity.

Facilitate Economic Opportunity in Maryland

TANGIBLE RESULT DRIVER:

Jim Dwyer

Maryland Port Administration (MPA)

PERFORMANCE MEASURE DRIVER:

Corey Stottlemyer

The Secretary's Office (TSO)

PURPOSE OF MEASURE:

To quantify the impacts of changes in the transportation network on the productivity of people and businesses in Maryland

FREQUENCY:

Quarterly

DATA COLLECTION METHODOLOGY:

As transportation projects are completed and the transportation network is enhanced, changes in travel demand and rider choice will be modeled using a transportation economic impact model. Numbers will be reported quarterly beginning in June 2016. This is a multimodal measure.

NATIONAL BENCHMARK:

N/A

PERFORMANCE MEASURE 10.6

Change in Productivity due to Improvements in the Transportation Network

Productivity gains are essential to economic growth as businesses and people have to do more with fewer resources. The transportation network is similar to the Internet and other innovations that allow people and businesses to be more productive. Currently, MDOT does not measure the impact of changes to the transportation network and its effect on productivity.

Using a transportation economic impact model, MDOT will be able to assess four types of productivity benefits:

- (1) travel cost savings,
- (2) reliability benefits for industry,
- (3) delivery logistics and supply chain benefits, and
- (4) agglomeration effects on access to specialized skills and services.



Facilitate Economic Opportunity in Maryland

TANGIBLE RESULT DRIVER:

Jim Dwyer
Maryland Port Administration (MPA)

PERFORMANCE MEASURE DRIVER:

Greg Slater
State Highway Administration (SHA)

PURPOSE OF MEASURE:

Quantify benefits to autos and trucks due to CHART incident management, major/minor capital improvements, signal retiming, HOV lane, and park-and-ride operations, etc.

FREQUENCY:

Annual

DATA COLLECTION METHODOLOGY:

MDOT collects and maintains data on travel speeds, traffic volumes, incidents, and facility usage to develop user cost savings

NATIONAL BENCHMARK:

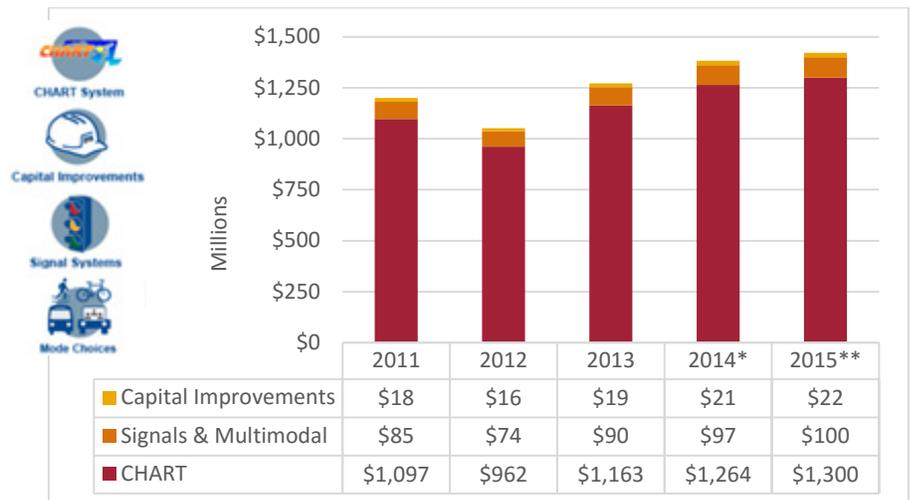
N/A

PERFORMANCE MEASURE 10.7

Total User Cost Savings for the Traveling Public

The SHA and MDTA implement various projects, programs and policies to reduce congestion and enhance mobility on their facilities. The SHA focuses on both recurrent and non-recurrent aspects of congestion. These include CHART, Incident Management and ITS programs, major/minor roadway geometric improvements, signal system optimization, and multimodal strategies like HOV lane operations and park-and-ride facilities. The congestion management solutions implemented by SHA and MDTA result in user cost savings (delay reduction, fuel savings) to automobile and truck traffic. The SHA continues to explore future performance strategies including implementing a Transportation Systems Management and Operations (TSM&O) Strategic Plan, and providing SHRP-2 Traffic Incident Management training to partner organizations, while also exploring local, regional and state incident management coordination opportunities.

Annual User Cost Savings Through CHART Incident Management¹



¹ MDTA savings are not included in current methodology.

MDTA savings will be added to future TR methodology.

** 2014 data revised from previous Attainment Report

** 2015 data is preliminary and subject to change.

Target: \$1,000 Million Annually

Facilitate Economic Opportunity in Maryland

TANGIBLE RESULT DRIVER:

Jim Dwyer
Maryland Port Administration (MPA)

PERFORMANCE MEASURE DRIVER:

Greg Slater
State Highway Administration (SHA)

PURPOSE OF MEASURE:

Quantify congestion experienced by autos and trucks when traveling during peak hours

FREQUENCY:

Annual

DATA COLLECTION METHODOLOGY:

Includes private sector vehicle probe speed data, and traffic count data on average weekdays

NATIONAL BENCHMARK:

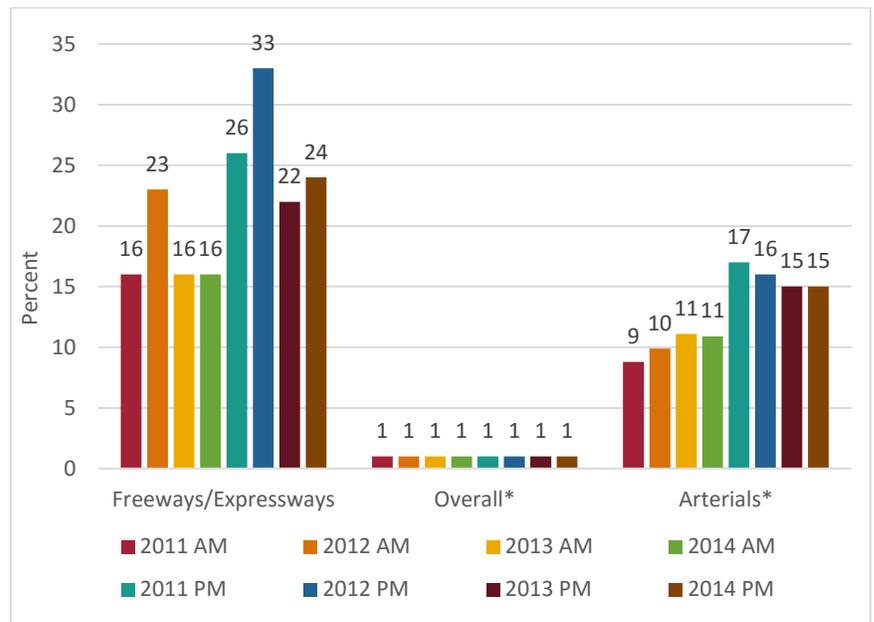
N/A

PERFORMANCE MEASURE 10.8

Percent Vehicle Miles of Travel (VMT) in Congested Conditions

MDOT focuses on a performance-based approach and implements policies, programs and projects to provide its users with a high-quality, safe, efficient and reliable highway system. This measure represents the percentage of peak hour VMT on Maryland highways that occur in congested conditions. Congestion on freeways is said to occur when the travel time index (TTI) is greater than 1.3 (i.e., traffic travels at 25% slower than the free flow speed). Congestion on arterials is said to occur when the traffic Level of Service (LOS) is rated E, or worse, on a scale of A through F. This metric is a good indicator of the customers' experience on roadways in morning and evening peak hours. The share of VMT on the freeways/expressways which occurred in congested conditions is generally higher than the share for arterial roadways. The share for the system overall (not currently available) most likely falls between freeways/expressways and arterials.

Average Share of VMT in Congested Conditions



*The overall shares will be added for TR Report once available.

Source: SHA. Annual Mobility Report.

Facilitate Economic Opportunity in Maryland

TANGIBLE RESULT DRIVER:

Jim Dwyer
Maryland Port Administration (MPA)

PERFORMANCE MEASURE DRIVER:

Jack Cahalan
Maryland Aviation Administration (MAA)

PURPOSE OF MEASURE:

Demonstrate the percent of scheduled nonstop destinations served by BWI Marshall against the total number of nonstop destinations served by the region's three major airports

FREQUENCY:

Quarterly

DATA COLLECTION METHODOLOGY:

Air service schedule analysis

NATIONAL BENCHMARK:

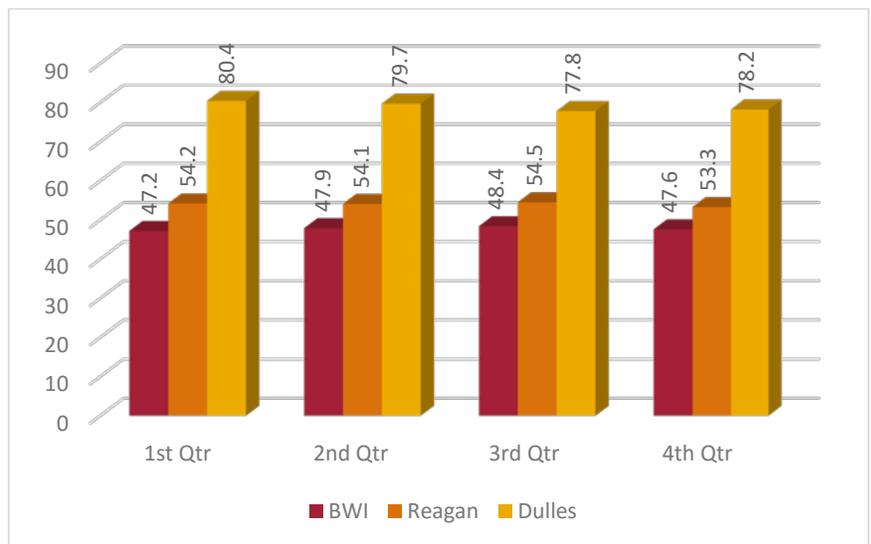
Reagan National Airport; Dulles International Airport

PERFORMANCE MEASURE 10.9A

Percent of Nonstop Markets Served Relative to Benchmark Airports

The Washington-Baltimore region is served by three primary airports. They include: Baltimore/Washington International Thurgood Marshall Airport; Ronald Reagan National Airport; and Dulles International Airport. More than 23.8 million passengers flew through BWI Marshall in 2015, an all-time record for passenger traffic. The record year for BWI Marshall was driven in part by growing international passenger traffic. New international airlines and new global routes increased international passenger traffic by 31.9% for the year. Total international passengers reached 1,140,144, the first time that BWI Marshall recorded more than one million international passengers in a year. The chart below demonstrates BWI Marshall serves nearly 48% of the total number of nonstop destinations served by the region's three airports. The number of nonstop destinations an airport serves is an important metric, as nonstop service is preferred by passengers.

Percent of Non-Stop Markets Served Relative to Benchmark Airports in CY 2015



Facilitate Economic Opportunity in Maryland

TANGIBLE RESULT DRIVER:

Jim Dwyer

Maryland Port Administration (MPA)

PERFORMANCE MEASURE DRIVER:

Jack Cahalan

Maryland Aviation Administration (MAA)

PURPOSE OF MEASURE:

Demonstrate Martin State Airport's share of the general aviation business in the Baltimore region

FREQUENCY:

Quarterly

DATA COLLECTION METHODOLOGY:

Operations Network Data compiled by the Federal Aviation Administration

REGIONAL BENCHMARK:

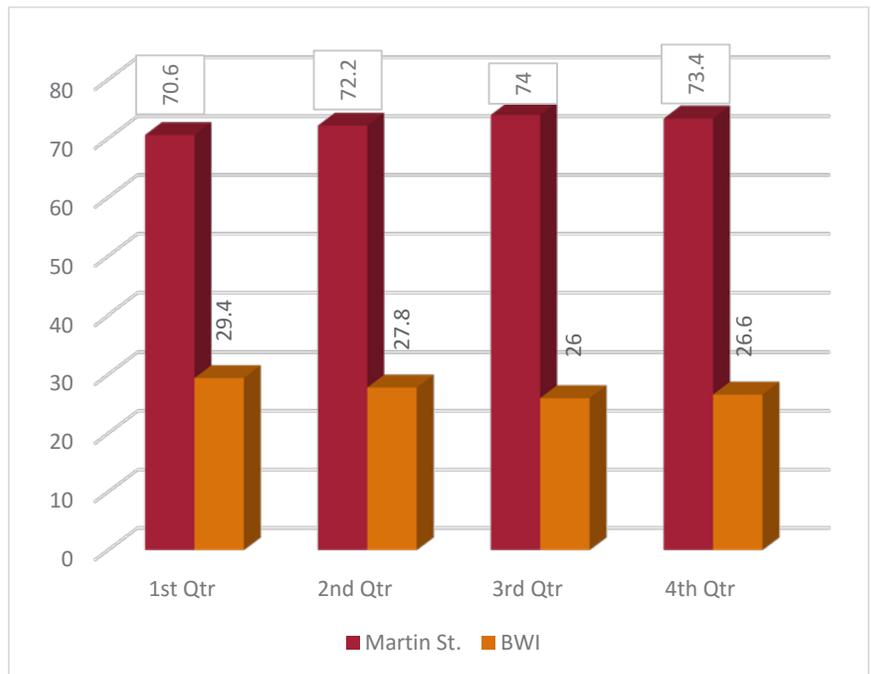
General aviation activity at BWI Marshall's general aviation facility

PERFORMANCE MEASURE 10.9B

Martin State Airport's Regional Market Share

Martin State Airport is a general aviation facility located in eastern Baltimore County, Maryland serving the general aviation needs of the Baltimore region. It is owned and operated by the State of Maryland. This performance measure gauges the percentage of itinerant general aviation activity at Martin State as compared to the itinerant general aviation activity at BWI Marshall. Itinerant general aviation activity is defined as a flight where its origin or destination takes it beyond the electronic control of the local control tower. This measure captures the amount of discretionary use of Martin State by the business and general aviation community flying in and out of the Baltimore region.

Percent of Itinerant General Aviation Activity in CY 2015



Facilitate Economic Opportunity in Maryland

TANGIBLE RESULT DRIVER:

Jim Dwyer
Maryland Port Administration (MPA)

PERFORMANCE MEASURE DRIVER:

Jack Cahalan
Maryland Aviation Administration (MAA)

PURPOSE OF MEASURE:

Determine market share in Baltimore/Washington region by tracking number of passengers and departing flights at BWI Marshall compared to other airports in the region

FREQUENCY:

Quarterly

DATA COLLECTION METHODOLOGY:

Air service schedule analysis

NATIONAL BENCHMARK:

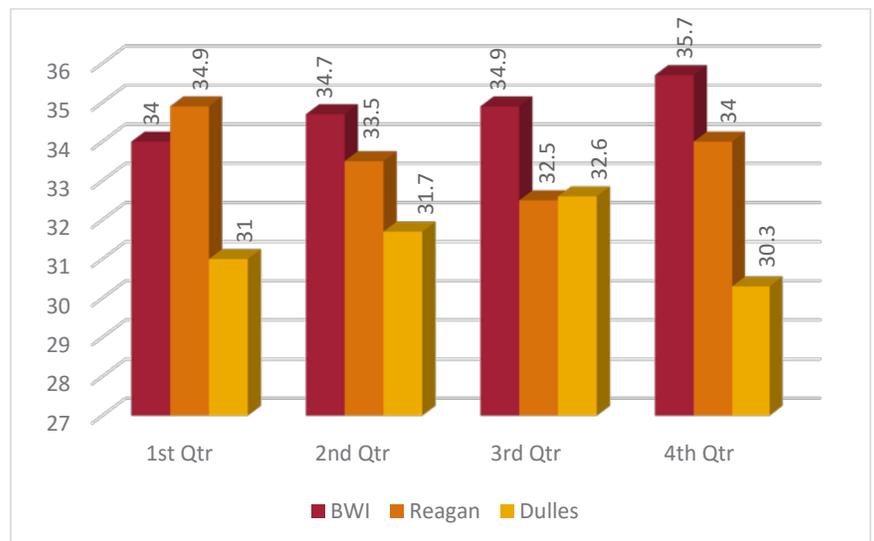
Reagan National Airport; Dulles International Airport

PERFORMANCE MEASURE 10.9C

Number of Passengers and Departing Flights Relative to Benchmark Airports

The Washington-Baltimore region is served by three primary airports. They include: Baltimore/Washington International Thurgood Marshall Airport; Ronald Reagan National Airport; and Dulles International Airport. More than 23.8 million passengers flew through BWI Marshall in 2015, an all-time record for passenger traffic. The record year for BWI Marshall was driven in part by growing international passenger traffic. New international airlines and new global routes increased international passenger traffic by 31.9 percent for the year. Total international passengers reached 1,140,144, the first time that BWI Marshall recorded more than one million international passengers in a year. As a result, BWI Marshall's share of passengers served by the region's three airports in 2015 increased to 35.7% in the fourth quarter while both Reagan National and Dulles declined. BWI Marshall's share of daily departures among the region's three airports also increased to 29.7% in the fourth quarter while Reagan National and Dulles remained essentially flat.

Percent Total Passengers Served by the Region's Airports in CY 2015

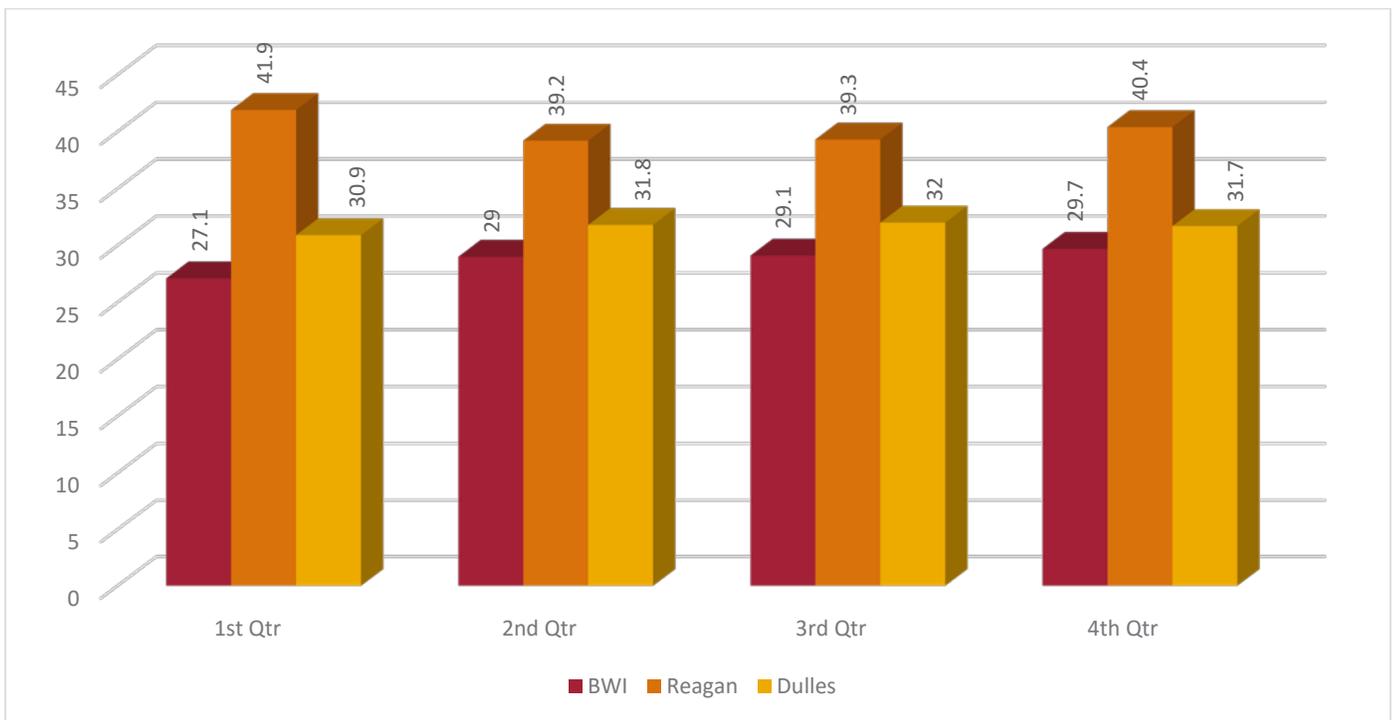


Facilitate Economic Opportunity in Maryland

PERFORMANCE MEASURE 10.9C

Number of Passengers and Departing Flights Relative to Benchmark Airports

Percent Total Daily Departures at the Region's Airports in CY 2015



Facilitate Economic Opportunity in Maryland

TANGIBLE RESULT DRIVER:

Jim Dwyer
Maryland Port Administration (MPA)

PERFORMANCE MEASURE DRIVER:

Jack Cahalan
Maryland Aviation Administration (MAA)

PURPOSE OF MEASURE:

Demonstrates how the cruise operation at the Port of Baltimore performs against the number of cruise ship arrivals at other mid-Atlantic ports

FREQUENCY:

Quarterly

DATA COLLECTION METHODOLOGY:

Self-reporting by the various cruise terminals

MID-ATLANTIC BENCHMARK:

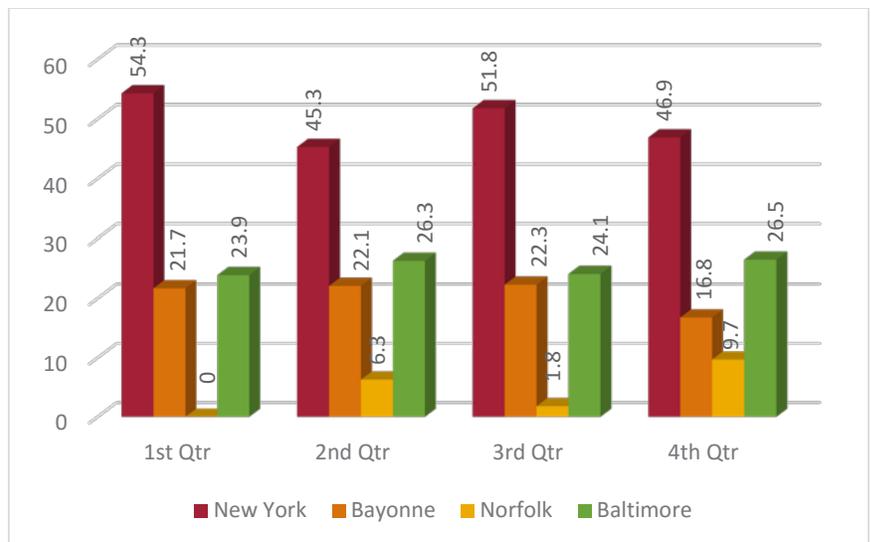
New York, NY; Bayonne, NJ; Norfolk, VA

PERFORMANCE MEASURE 10.9D

Mid-Atlantic International Cruise Market Share

The Port of Baltimore is one of four mid-Atlantic ports that offer passenger cruise service to destinations including the Caribbean, Bahamas and Bermuda. Other ports include: New York, NY; Bayonne, NJ; and Norfolk, VA. Both Royal Caribbean and Carnival cruise lines offer diverse, year-round sailings from Baltimore. In 2015, nearly 194,000 passengers sailed on 90 cruises from the Port of Baltimore. The Port ranks 6th on the East Coast, 11th in the U.S. and 20th in the world for cruise passengers. Approximately 440 jobs are generated by cruise activity in Maryland, including 206 direct jobs at the Port of Baltimore. Additionally, Maryland benefits from \$77 million in economic activity generated by cruise activities. The economic value to Maryland takes into consideration such factors as local spending, hotels, dining and entertainment, terminal operations, pilots, etc. Located just 2.5 miles from Baltimore's Inner Harbor and 10 miles from BWI Marshall Airport, the Port of Baltimore is easily accessible to the Baltimore/Washington-Northern Virginia region, recognized as one of the most populated and affluent in the nation.

Percent of 2015 Mid-Atlantic Cruise Ship Arrivals by Port



Facilitate Economic Opportunity in Maryland

TANGIBLE RESULT DRIVER:

Jim Dwyer

Maryland Port Administration (MPA)

PERFORMANCE MEASURE DRIVER:

Del T. Adams

The Secretary's Office (TSO)

PURPOSE OF MEASURE:

To improve customer service with a predictable, consistent and transparent process for obtaining an access permit in Maryland.

FREQUENCY:

Annual

DATA COLLECTION METHODOLOGY:

Reviews, permits and delivery times are tracked in the Access Management Database.

NATIONAL BENCHMARK:

N/A

PERFORMANCE MEASURE 10.10

Percent of Roadway Access Permits Issued within 21 Days or Less

Access permits help promote safe and efficient roads for travel while supporting economic growth for jobs and businesses. Issuing access permits and construction of roadway and entrance improvements by developers are some of the last steps before opening businesses and/or selling commercial or residential properties for occupancy. This contributes to a larger tax base for the State, creation of jobs for businesses and redevelopment of vacant properties.

This measure tracks SHA efforts to improve customer service with a predictable, consistent and transparent process for obtaining an access permit in Maryland. The target percentage is at least 90% of permits issued within 21 days (after receipt of a complete application package). In the recent past, between 125 and 150 completed applications have been received annually.

Percent of Permits Issued in 21 Days

