Baltimore
Metropolitan
Council

Annual Report
2017

25

A Message from the 2017 Chairman

It is often easy to take for granted the regional nature of our lives. Whether home is in West Friendship or Westminster, Edgemere or Edgewater, Fallston or Fells Point, our daily activities often transcend the boundaries of our counties. From work to school, shopping, healthcare, culture and leisure, we are a part of a network of communities and resources that makes this a region we are proud to call our own. So naturally, the strengths and challenges of each county often are felt far beyond our jurisdictional lines.

As a result, growing our regional economy and improving our infrastructure network can only be accomplished through cooperative effort. Our transportation, housing, workforce, safety and overall quality of life continue to benefit from the partnership that the counties of the Baltimore region embody in the Baltimore Metropolitan Council (BMC). BMC makes us stronger individually as jurisdictions and as a whole.

As chairman of BMC's Board of Directors, I want to thank the staff of the BMC and all of our regional partners for their ongoing commitment to identifying mutual interests and developing collaborative strategies, plans and programs that help improve the region's quality of life and

economic vitality. It is my pleasure to share a few of the many accomplishments of the last 12 months that continue to strengthen our region.

Through the planning efforts of the Baltimore Regional Transportation Board (BRTB), we continue to advance projects that promote transportation safety, improve accessibility and mobility, encourage investments in our communities and help to maintain and improve air and water quality, both in the short-term and long-term.

Likewise, the Baltimore Regional Cooperative Purchasing Committee (BRCPC) continues to provide the jurisdictions in our region with millions of dollars in cost savings and cost avoidance by coordinating their collective buying power.

Jurisdictions in the Baltimore region also remain committed to enhancing emergency preparedness — both natural and man-made — through the efforts of the Baltimore Urban Area Work Group (UAWG), which is supported by BMC staff.

But BMC coordinates more than just meetings, contracts and plans — they encourage our residents to get involved!

In Howard County, hundreds of our residents celebrated the 20th anniversary of Bike to Work Day in the Baltimore region by joining our Columbia rally and commuting to work by bike on Friday, May 19. Even more impressive, through BMC's efforts, this year's event drew approximately 2,300 registered bicyclists from all around our region.

I am proud of the work that BMC is doing to bring our region together. Likewise, I applaud the efforts by my fellow elected and appointed colleagues from each of our member jurisdictions to build upon our strengths and continue our progress for all of the families and businesses that make the Baltimore region their home.

Sincerely,

Allan H. Kittleman
Howard County Executive
Chair, Baltimore Metropolitan Council

A Message from the Executive Director

As BMC celebrates its 25th anniversary as an organization in 2017, we look toward the future to build upon the momentum of our long history as a regional convener, while embracing an ever-changing economy and the challenges that come with it.

Our region is diverse and growing. BMC brings together key decision-makers so that our residents can lead regional lives.

The BMC works collaboratively with the chief elected officials in the region to create initiatives to improve quality of life and economic vitality. BMC, as the Baltimore region's council of governments, hosts the BRTB, the federally designated metropolitan planning organization

www.**baltometro**.org

(MPO), and supports local government by coordinating efforts in a range of policy areas including emergency preparedness, housing, cooperative purchasing, environmental planning and workforce development.

BMC's Board of Directors includes the executives of Anne Arundel, Baltimore, Harford and Howard counties, the mayor of the City of Baltimore, a member of the Carroll County Board of Commissioners, a member of the Maryland State Senate, a member of the Maryland House of Delegates, and a gubernatorial appointee from the private sector.

BMC has a rich history as a resource for the Baltimore region. In 1965, the Maryland Department of Planning created the Baltimore Regional Planning Council (RPC). Two years later, the RPC emerged as a separate state agency. Then in 1989, the name of the organization changed to Baltimore Regional Council of Governments (BRCOG) to reflect the RPC's resolve to serve as the voice of local government. In 1992, the Maryland General Assembly dissolved BRCOG and created BMC as a private nonprofit organization of the region's elected executives, to meet the need for a smaller, more efficient organization. Finally, in 2014, the Maryland General Assembly revised BMC's charter to include additional regional coordination in housing and workforce development.

BMC is an invaluable link between federal funds and regulations, state and regional decision-makers, transportation planning entities, project and initiative stakeholders and the public. The forum and resources BMC provides allows for thoughtful and progressive regional planning efforts of short- and long-term projects.

Sincerely,

Michael B. Kelly
Executive Director,
Baltimore Metropolitan Council

»BRTB
Baltimore Regional Transportation Board

Baltimore Regional Cooperative Purchasing Committee

Community

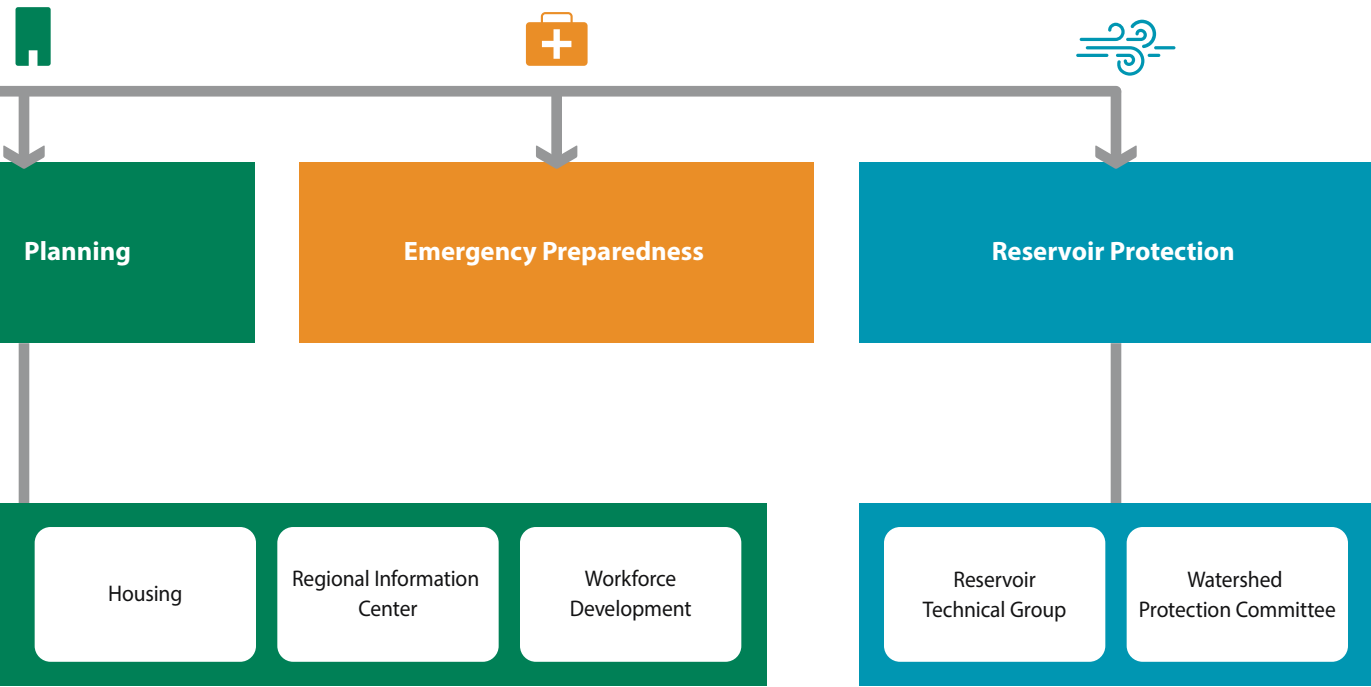| Commodities	Energy	Services

Building Permit Tracking

Congestion Management & Operations	Environmental Planning	Freight Mobility Planning, and Cooperative Forecasting	Geographic Information Systems	Human Service Transportation Coordination

Baltimore Metropolitan Council

Senior Staff

Michael B. Kelly, Executive Director
Todd Lang, Director of Transportation
Regina Aris, Assistant Director of Transportation
Brian R. Shepter, Director of External Relations
Laura Van Wert, Communications Officer
Tamiko Knight, Office Manager

Planning

- Housing
- Regional Information Center
- Workforce Development

Emergency Preparedness

Reservoir Protection

- Reservoir Technical Group
- Watershed Protection Committee

- Long-Range Plan, and Transportation Improvement Program
- Public Involvement
- Safety Planning and Analysis
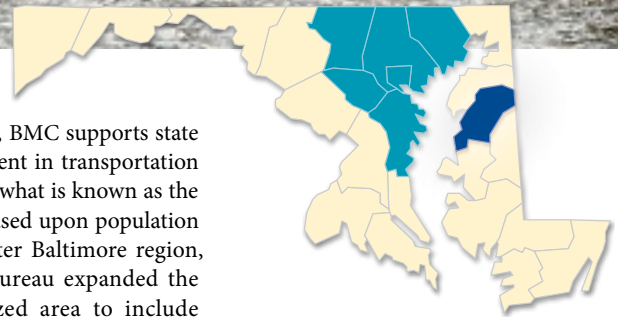- Transit Coordination, and Bicycle/Pedestrian Planning
- Travel Demand Modeling

Government Relations
BMC Welcomes Queen Anne's County

The 2017 legislative session of the Maryland General Assembly was significant for BMC.

Sen. Steve Hershey, Del. Steven Arentz and Queen Anne's County staff worked with BMC to pass legislation adding the county to BMC's membership.

Senate Bill 212 and House Bill 173 add a member appointed by the Queen Anne's County Board of County Commissioners to BMC's Board of Directors. This legislation also provides that a delegate or senator representing a district located in Queen Anne's County may be appointed to the board as a representative of either the House of Delegates or Senate of Maryland.

Through the BRTB, BMC supports state and local government in transportation planning efforts in what is known as the "urbanized area." Based upon population trends in the greater Baltimore region, the U.S. Census Bureau expanded the Baltimore urbanized area to include the Kent Island area of Queen Anne's County. As a result, in 2015, Queen Anne's County became a non-voting member of the BRTB for purposes of coordinating federal transportation investment in the region. In 2016, Queen Anne's County expressed interest in becoming members of the BMC.

In November 2016, the BMC Board of Directors voted to extend an invitation

for membership to Queen Anne's County. The Maryland General Assembly passed SB212/HB173 and Gov. Larry Hogan signed the legislation into law in May 2017. Soon after, the BMC's Board of Directors formally amended its by-laws to add Queen Anne's County beginning October 1, 2017, when the new law goes into effect.

In addition to welcoming Queen Anne's County, BMC also worked with the Maryland General Assembly in 2017 to secure a $250,000 capital grant. BMC anticipated a $250,000 appropriation in this year's state operating budget in accordance with law adopted in 2016. However, these funds did not come through. With the support of Speaker of the House Michael Busch, Appropriations Committee Chair Maggie McIntosh, BMC Board member Sen. William C. Ferguson and Secretary of Budget & Management David Brinkley, a one-time grant to BMC was written into the capital budget.

The Baltimore Regional Transportation Board
helps us get to where we want to go

Thoughtful and progressive transportation planning is a necessity in order to: move commuters and goods safely to their desired destinations; increase opportunities for communities and individuals alike; and proactively prepare for the needs of future generations. The BRTB, which serves as the federally designated metropolitan planning organization (MPO) for transportation in the Baltimore region, facilitates such initiatives.

The BRTB is a 13-member board representing the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's, and the Maryland Department of Transportation (MDOT), the Maryland Department of the Environment (MDE), the Maryland Department of Planning (MDP), the Maryland Transit Administration (MTA) and Harford Transit.

The BRTB's areas of work includes the creation of a long-range transportation plan, short-range transportation program, air quality, bicycle and pedestrian planning, traffic congestion management and operations, freight mobility planning, highway safety, transit planning, commuting options, development monitoring, cooperative forecasting, geographic information system (GIS), travel demand modeling and public involvement.

BMC provides the BRTB with technical and staff support.
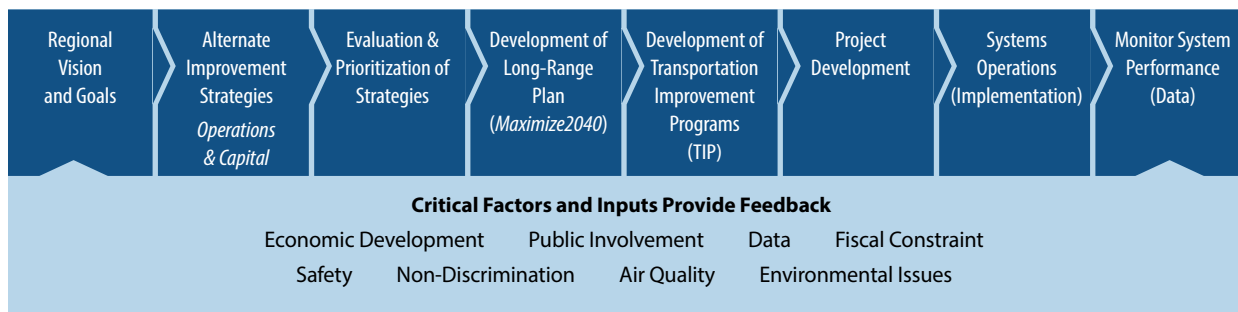
Transportation Planning

The BRTB produces three federally mandated transportation planning documents for projects requesting federal funding:

Unified Planning Work Program (UPWP) — An annual budget and work program funding the transportation planning process within the region. The UPWP includes all transportation studies, outreach, analysis, modeling and other initiatives to be performed during each fiscal year, as well as costs and sources of funding. The UPWP is developed every two years. In April 2017, it was updated. The updated UPWP funds support staff and several local planning activities.

Transportation Improvement Program (TIP) — The FY 2017–2020 TIP is the list of regional transportation projects requesting federal funding in the near term. It includes more than $2.71 billion in proposed federal, state and local money for highway, transit, bicycle and pedestrian projects during the next four years. The funding goes toward maintaining, operating and expanding the transportation system. The TIP is fiscally constrained.
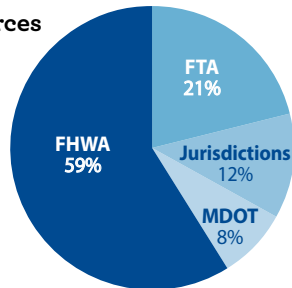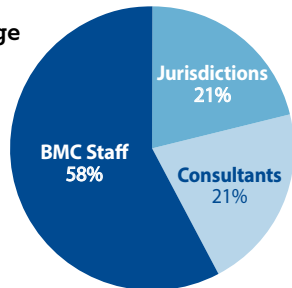
BRTB's 3-C Transportation Planning Process

Continuing	Planning must be maintained as an ongoing activity and should address both short-term needs and the long-term vision for the region.
Cooperative	The process must involve a wide variety of interested parties through a public participation plan.
Comprehensive	The process must cover all transportation modes and be consistent with regional and local land-use and economic development plans.

UPWP Planning Process

Regional Vision and Goals › Alternate Improvement Strategies *Operations & Capital* › Evaluation & Prioritization of Strategies › Development of Long-Range Plan (*Maximize2040*) › Development of Transportation Improvement Programs (TIP) › Project Development › Systems Operations (Implementation) › Monitor System Performance (Data)

Critical Factors and Inputs Provide Feedback

Economic Development   Public Involvement   Data   Fiscal Constraint

Safety   Non-Discrimination   Air Quality   Environmental Issues

UPWP Budget
FY 2018
$8,646,415

Sources

- FTA 21%
- FHWA 59%
- Jurisdictions 12%
- MDOT 8%

Usage
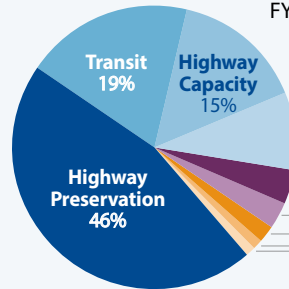

- Jurisdictions 21%
- BMC Staff 58%
- Consultants 21%

Estimated FY 2019 Budget
$5,921,065

Projects

Initiating *Maximize 2045: A Performance-Based Transportation Plan*, the Baltimore region's next long-range transportation plan. BRTB staff will solicit feedback from residents and key stakeholders.

Promoting safety for all users of the transportation network, especially pedestrians and bicyclists, which includes a specific activity to assess conditions on U.S. 1 in Howard County.

Completing a regional household travel survey to better understand personal travel.

Coordinating locations along the BaltimoreLink bus routes between the MTA stops and local transit services.

Identifying potential locations for a multi-modal Transportation Center in the area of Annapolis to enhance efficiency, comfort and safety of patrons.

What does the TIP fund?
FY 2017–2020

- Transit 19%
- Highway Capacity 15%
- Highway Preservation 46%
- Emission Reduction Strategies 9%
- Commuter Rail 4%
- Environmental/Safety 3%
- Miscellaneous 2%
- Enhancement Program 1%
- Ports 1%

Emission Reduction Strategies — Ridesharing, park-and-ride lots, bicycle/pedestrian facilities, traffic engineering, fleet improvement, system expansions, ITS

Highway Capacity — New and widened roadways, bridges, and interchange ramps

Transit — New bus facilities, fleet improvement, operating assistance, support equipment, preservation, and rehabilitation

Highway Preservation — Road resurfacing and reconstruction, bridge repair, and bridge inspections

Environmental Safety — Noise barriers, lighting, signs, wetland mitigation, scenic beautification, and reforestation

Commuter Rail — Operating assistance, support equipment, fleet improvement, preservation, rehabilitation of facilities, and new rail facilities

Out of 146 projects in the 2017–2020 TIP, 80 are highway preservation.

Long-Range Transportation Plan (*Maximize2040*) — A policy and vision document developed through collaboration of regional and state partners, which anticipates and budgets for regional transportation needs during the next 25 years. The Baltimore region's plan is known as *Maximize2040: A Performance-Based Transportation Plan*. The long-range plan is updated every four years.

BRTB began working on *Maximize 2045: A Performance-Based Transportation Plan* in November 2016 with a fresh look at the regional goals and implementation strategies established in *Maximize2040*. This led to the adoption in February 2017 of a revised set of goals and strategies. During this process, the BRTB added some implementation strategies to account for new federal planning factors and to acknowledge emerging technologies and shared mobility options. The BRTB developed these implementation strategies with input from its Technical and Public Advisory committees. *Maximize2045* is scheduled for BRTB approval in July 2019.

maximize2040
A PERFORMANCE-BASED TRANSPORTATION PLAN
BRTB Long-Range Plan

- Establishes the region's broad transportation goals and performance measures, which will guide the region in planning and completing projects.

- Considers funding levels through 2040, and future trends and demographics.

- The projects:
  Promote transportation **safety**,
  Improve **accessibility** and **mobility**,
  Encourage **investments** in existing communities, and
  Maintain or improve **air and water quality**.

- **$54.4 billion** for roadway and transit projects and programs.

- **$42 billion** (an estimated **77 percent** of this) will go toward operating and maintaining the region's roadway and transit systems.
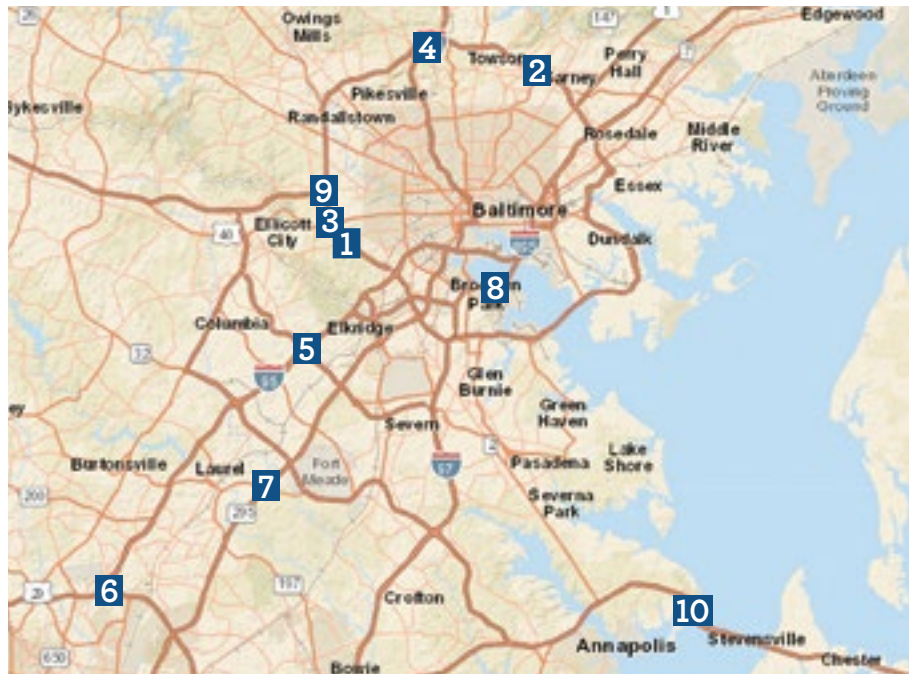
Congestion Management & Operations

The Baltimore region's proximity to major national population and employment centers means that its traffic volume challenges are exponential. So solid partnerships are in place between those working behind the scenes at state, regional and local transportation organizations to help solve problems with congestion, safety and travel time.

BMC's Travel Analysis Group produces quarterly congestion analysis bottleneck reports and an annual "Top 10 Worst Bottlenecks" list. Using real-time regional traffic flow data, BMC works to understand why bottlenecks occur, and then develops strategies to alleviate congestion.

Bottlenecks, or what we commonly refer to as traffic jams, occur for a wide variety of reasons: construction zones, weather, crashes or high vehicle volume. Bottleneck conditions are determined by comparing the reported speed to the posted speed limit for each segment of road.

BMC's bottleneck analysis is used by engineers and planners to help inform recommendations on strategies aimed at reducing roadway congestion. These strategies may include car/vanpooling incentives, alternative work schedules, or transit enhancements to reduce automobile volume at peak times; and, in some cases, lane additions to accommodate traffic.

The Center for Advanced Transportation Technology (CATT) Laboratory at the University of Maryland, which works with BMC through the I-95 Corridor Coalition, uses probe data gathered from tracking drivers' cell phone and GPS movement. The data can be used in real-time to help manage on-road incidents, or pulled from the archives to show historical patterns during specific time periods, such as holiday travel. That data is then made available to travelers, government agencies and transportation planners, so that they can make better decisions about planning.

In 2016, BMC began publishing data from Labor Day weekend 2015, Thanksgiving 2015 and Memorial Day 2016 to demonstrate how travelers moved over the Baltimore region's roadways during holiday traffic. The information, which BMC packages into side-by-side interactive gifs, provided the public with hard data to better plan individual holiday weekend travel.

Top 10 Bottlenecks for FY 2017

1	**I-695 Outer Loop** at Edmondson Ave, Exit 14
2	**I-695 Inner Loop** at MD 41/Perring Pkwy, Exit 30
3	**I-695 Outer Loop** at US 40, Exit 15
4	**I-695 Inner Loop** at I-83/MD 25, Exit 23
5	**I-95 Northbound** at MD 100, Exit 43
6	**I-95 Southbound** at I-495, Exit 27–25
7	**MD 295 Southbound** at MD 198
8	**I-895 Northbound** at Harbor Tunnel Thwy
9	**I-695 Outer Loop** at I-70, Exit 16
10	**US 50 Westbound** at William Preston Lane Bridge

🚗🚌 Freight Mobility Planning

Urbanization is a global trend that places heightened and complex demands on the roadways of cities and towns.

Factor in freight movement and these metropolitan areas, the Baltimore region included, are ripe for transportation challenges.

In March, the BMC coordinated efforts to bring together Baltimore City, and state transportation and economic development entities, with private-sector powerhouses to address urban freight movement issues through the transportation planning process. Such issues include the delivery and pick-up of goods to residents, businesses and institutions.

BRTB's Freight Movement Task Force (FMTF) hosted the Downtown Delivery Symposium (DDS), a one-day workshop — sponsored by the Institute of Traffic Engineers (ITE) and Federal Highway Administration's (FHWA) Office of Freight Management and Operations. The event was aimed at striking a balance between freight operations and community goals, by encouraging stakeholders to work together to address the unique challenges posed by downtown deliveries.

Similar symposia are offered in partnership with MPOs interested in advancing the state of practice in urban freight planning, management, and project implementation. This forum facilitated discussion of urban delivery trends and noteworthy practices, tools and solutions, in-depth discussion and analysis of local freight movement issues.

The symposium explored the issues and challenges specific to the region. Panelists representing MDOT, Maryland Port Administration (MPA), Baltimore Development Corporation (BDC), Baltimore City, local agencies, and economic development agencies/organizations were invited to discuss downtown deliveries from diverse local perspectives such as traffic operations, enforcement, or business owners, among others.

The forum brought together major private sector freight companies in the region. BMC invited local stakeholders such as UPS, CSX, Norfolk Southern, Tradepoint Atlantic, Port Covington Development, the Maryland Motor Truck Association and other local shippers and distributors and public sector agencies responsible for developing and maintaining the infrastructure necessary to facilitate efficient freight movement to participate. Urban freight experts and practitioners from outside the local area shared their accounts of specific successful strategies and identified the key elements which enable their adoption. The symposium drew about 70 attendees from the Mid-Atlantic region.

The NCFRP Report 33, *Improving Freight System Performance in Metropolitan Areas: A Planning Guide*, was used to help the stakeholders to seek mutually agreeable solutions. BMC staff is working with FHWA and ITE to identify short-, medium-, and long-term goals, and to develop action plans to achieve the goals at both an operational and a high level.

Commuting Options

BMC promotes a variety of options to ease traffic congestion and improve air quality. These options aim to reduce single occupancy vehicle (SOV) trips as well as decrease the length of those trips through several commuting option programs:

Rideshare

BMC hosts the Rideshare programs for Baltimore and Carroll counties, which promote work trip alternatives such as region-wide carpooling/vanpooling/transit trip matching, the Guaranteed Ride Home program, employer outreach, and the Park-&-Ride Lot Interactive Map.

All of these services are free and are available through Metrorideshare.com.

Teleworkbaltimore.com

BMC and MDOT provide a free online resource for employers in the Baltimore region who wish to start or expand a formal telework program. Employers should visit the website and register to gain access to free materials that can help them start a program. Registered employers can also get free assistance from a telework consultant to better tailor a program to their specific workplace.

Clean Commute Initiatives

Every April through October, BMC and its member jurisdictions go directly to the public to educate them about their personal commuting choices and how they affect the air quality for all of us.

The BRTB designated May as Clean Commute Month to tie together both National Clean Air Month and National Bicycle Month. May also happens to be the traditional start of the Bad Air Season in the Baltimore-Washington region, when the heat of the sun changes emissions from tailpipes and smokestacks into ozone, our region's most serious air pollution concern.

Ozone is an irritant. Its effects on children, the elderly, and people with chronic health problems can be severe. It can even harm healthy adults. It is a concern, which BMC addresses seriously.

Staff members take part in community festivals and fairs throughout the region, including the B'More Healthy Expo, the Fort Meade Earth Day Celebration, Howard County's GreenFest, and the Towsontown Spring Festival. The message is to encourage individuals to consider transportation options other than driving alone.

In addition to this grassroots outreach, BMC and sponsors paid radio advertising promoting the Clean Commute messaging. Since 2015, BMC staff members promoted the Clean Commute Initiatives during Q&A's on several iHeartRadio stations.

BIKE TO WORK!
20th year!
Bike2WorkCentralMD.com
5/19/17

Bike to Work Day

A large component of the Clean Commute Initiatives is Bike to Work Day.

Twenty years ago, several dozen bicyclists gathered in the early morning at Baltimore City's Inner Harbor. They drank coffee, listened to remarks from several city officials, and shared harrowing accounts of navigating city streets on their bikes. They were part of our region's very first Bike to Work Day.

Since then, BMC and its member jurisdictions have continued to expand Bike to Work Day activities on the third Friday in May. While more than 1,850 cyclists attended three dozen Bike to Work Day events throughout the Baltimore region in 2016, the 20th anniversary yielded approximately 2,300 cyclists on Friday, May 19.

The Emerald Anniversary edition of Bike to Work Day highlighted a number of important bicycle-related efforts in the region, including the completion of Baltimore City's Maryland Avenue Cycle Track and the final stage of its successful Baltimore Bike Share program, as well as the launch of a similar bike share effort in Columbia, Howard County.

BMC also partnered with Baltimore City, the Maryland State Highway Administration (SHA) and AAA Mid-Atlantic to promote awareness, safety, and courtesy on the part of both cyclists and motorists on Bike to Work Day. Many organizations partnered with BMC as official sponsors for Bike to Work Day 2017, including Merritt Clubs, Race Pace Bicycles, Baltimore Bicycling Club, the Regional Transit Agency of Central Maryland, and Clean Air Partners — contributing more than $18,000.

🌐 **Bike2WorkCentralMD.com**
f **@Bike to Work Central Maryland**
🐦 **@Bike2WorkCentMD**

Elderly Studies

Transportation independence for older residents becomes increasingly more important to the BRTB's policies and programs as the Baby Boomer generation and their parents age.

BMC works to address transportation independence for older residents and those with disabilities through grants for projects that will enhance mobility; developments to the Senior Rides Program; and workshops and training such as the Maryland Older Driver Safety Symposium (MODSS).

The Federal Section 5310 Capital Grant Program provides formula funding to states for assisting nonprofits in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient or inappropriate. The MTA administers the 5310 program, and consults with the BRTB on program implementation and project selection.

In addition, BMC reviews applications for projects to receive grants through the Senior Ride Program. Since 2006, MTA has awarded grants to qualified applicants statewide to encourage and facilitate the development of volunteer transportation services for low- and moderate-income seniors.

Finally, BMC participates in the Motor Vehicle Administration's MODSS. The symposiums focus on the latest research regarding older driver safety for professionals in healthcare, community services, engineering and law enforcement. Lectures and discussions in the regional workshops focus on the physical and cognitive effects of aging and their relationship to driving, the MVA's process of referral and evaluation for one's medical fitness to drive, and how professionals can help with identifying medically at-risk drivers.

Senior Ride Program Grants

Encourage and **facilitate** the development of volunteer transportation services for low- and moderate-income seniors.

Awarded by the **MTA** — Since **2006**

Statewide

$180,000 in **state funds** each year

local contributions match **20%**

Projects must:
- ✓ provide **door-to-door** transportation services
- ✓ use primarily **volunteer** drivers
- ✓ have a **dispatching system**

5310 Capital Grant Program Projects

Buses and **vans**

Wheelchair lifts, ramps and securement devices

Transit-related **information technology**, such as scheduling, routing and one-call systems

Mobility management **programs**

Acquisition of **transportation services** under a contract, lease or other arrangements

Building Permit Database

Tracking real estate development is important to the transportation planning process as it helps to determine the placement of household and employment growth, which in turn affect the demands on the region's transportation network. BMC prepares monthly, quarterly and annual building permit reports that summarize building permit data provided by each individual jurisdiction.

Residential

Evidence of the Baltimore region's rebound following the housing crash of mid-2000's can be seen in the number of residential permits issued — 8,991 in 2016. In the last decade, residential permits issued grew at an annual rate of 4.1 percent, totaling a 49.9 percent increase over 2007 figures.

Splits between single-family and multi-family units were permitted in equal proportion in 2015 and 2016. This was the only time during the observed decade that unit distribution during consecutive years were near equal.

From 2007 to 2016, Anne Arundel County and Howard County together accounted for more than half of all units permitted in the region, with 29.5 and 25 percent, respectively. Baltimore County and Baltimore City followed with 17.4 and 15.5 percent, respectively.

Non-Residential

The Baltimore region averaged approximately $2.3 billion per year in permitted non-residential construction activity during the last 10 years. This figure is calculated by compiling the projected construction costs reported in permit applications for all new construction, as well as additions, alterations and repairs (AARs) to existing buildings.
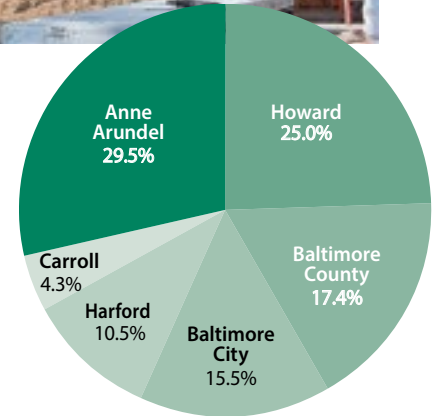
Share of New Residential Units Permitted 2007–2016

The estimated total value of non-residential permit activity in 2016 was the fourth highest point of the past decade, at $2.2 billion — nearly equal to the 10-year average. A figure boosted heavily by AARs, which reached their second highest total since 2008. The reported value of permitted new non-residential construction decreased for the third straight year to a 10-year low of $557.2 million.

During the 10-year period, Baltimore City accounted for the largest single share of non-residential permitted value, followed by Baltimore County, Anne Arundel County, and Howard County.

New Residential Units Permitted
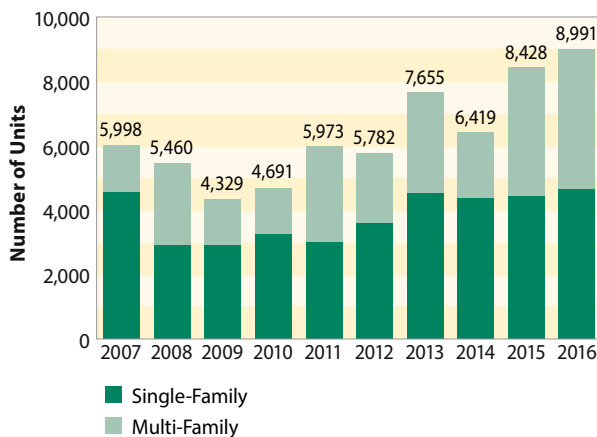
Value of Non-Residential Permits Issued
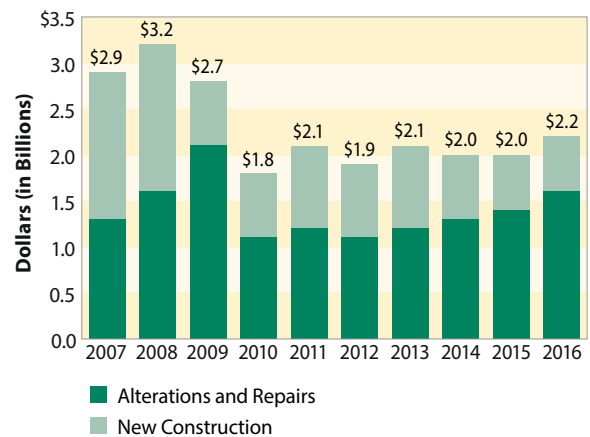
Source: Baltimore Metropolitan Council

Cooperative Forecasting Group

Much of BRTB's technical work is accomplished through the use of a travel demand forecasting model that simulates traffic volumes on the region's transportation network. The model can be used to perform analyses that helps to inform transportation infrastructure investment throughout the region.

The Cooperative Forecasting Group (CFG) develops a set of population, household, and employment control totals and small area forecasts for BMC to use for transportation and air quality planning. The data set is utilized internally as an input to the travel demand model and for air quality conformity testing, and is available to federal, state and local government agencies, as well as the general public.

Created in 1978, the CFG membership includes representatives from the BMC's jurisdictions. Representatives from state agencies, the Metropolitan Washington Council of Governments (MWCOG) and BMC staff also participate in the deliberations of the CFG.

The local planning agencies in the CFG develop their own estimates and forecasts of population, households and employment based upon local comprehensive plans, adopted zoning maps and regulations, and an inventory of residential holding capacity. The allocation of employment to the small area and its distribution across industry sectors is based largely upon an inventory of employers across the region. The forecasts developed by the local jurisdictions are submitted to BMC staff for review of quality control and consistency, and ultimately go to the BRTB for its endorsement as the official regional forecasts.

New forecast rounds are developed on an as-needed basis, but are generally triggered by the update of major planning documents by the local jurisdictions, significant unforeseen demographic shifts, and the availability of small area data. The CFG can update the cooperative forecasts annually to account for unexpected changes when a complete new round of forecasts is not warranted.

The CFG meets bi-monthly to review changes in local land use patterns, to discuss socio-economic trends, newly released U.S. Census Bureau figures and other indicators, and to make adjustments to existing forecasts to reflect new development, changing market conditions, and changes in local policy.

Round 8A

Endorsed June 2014

Forecasts began in 2013.

Round 8 includes population, households, and employment estimates and forecasts for 2010–2040.

The data is available at the regional and jurisdictional levels, as well as small geographies including 94 regional planning districts and 1,391 transportation analysis zones.

Round 8B

Endorsed August 2016

The latest forecast data set.

Significant additions to Round 8A include:

- the Port Covington development,
- the Tradepoint Atlantic development, and
- the urbanized portion of Queen Anne's County.

Round 9

Endorsement anticipated July 2018

Currently in development.

Round 9 was precipitated by the fact that several local jurisdictions have completed comprehensive rezoning and master plan updates.

Population, households, and employment estimates and forecasts will be recalibrated for 2015–2045.

Forecasts will serve as inputs into the air quality and travel demand modeling efforts of the forthcoming long-range plan, *Maximize 2045*.

Geographic Information Systems
and Next Generation 911

In September 2016, BMC and the Maryland Association of Counties (MACo) hosted "What's Next for Maryland Counties?"— a roundtable discussion on Next Generation 911.

More than 80 emergency managers, public safety answering point directors, public safety personnel and GIS staff from across Maryland attended the event. Local, state, and national experts spoke about the best practices, challenges, and implementation of the federal Next Generation 911 initiative.

Improving public safety and emergency data sharing through regional geographic information system (GIS) coordination has been a priority for BMC during the last year. The Next Generation 911 initiative is one of many ways that geospatial technology is being used to improve emergency response in the region.

Jurisdictions around Maryland and in the Baltimore region are working to address the challenges that come with Next Generation 911 implementation. Many hope the system will improve and enhance the handling of 911 calls, particularly from cell phone users. They also seek to use technology that will increase response times, location accuracy, and allow the sharing of text, photo, and video data by callers to 911 operators and First Responders.

But the implementation of new GIS and other updates will be costly, which is

why statewide and regional discussions are important to help governments plan ahead and keep upgrades cost-effective.

Since that meeting, BMC has continued to serve as a coordinator between the state and local jurisdictions on Next Generation 911 issues. In February, the Maryland Emergency Services Numbers Board hired a consultant to create a Next Generation 911 GIS strategic plan and assist local GIS staff with addressing data gap analysis. BMC has helped facilitate communication between the Emergency Services Numbers Board consultant and the local jurisdictions. BMC has also encouraged local GIS staff to contact their county cooperative purchasing officers in order to be involved in upcoming Next Generation 911 funding procurement discussions. BMC staff continue to work with several state agencies and the Maryland State Geographic Information Committee to ensure that local jurisdictions are aware of state Next Generation 911 activities as well as provide input to the state on how to best help the counties meet local CAD and GIS requirements.

As Next Generation 911 efforts gain speed at the state level, the September 2016 round table has been cited several times as the catalyst for getting PSAP managers, public safety personnel, and GIS staff working together towards a common goal, and for generating interest in the issue at a higher level.
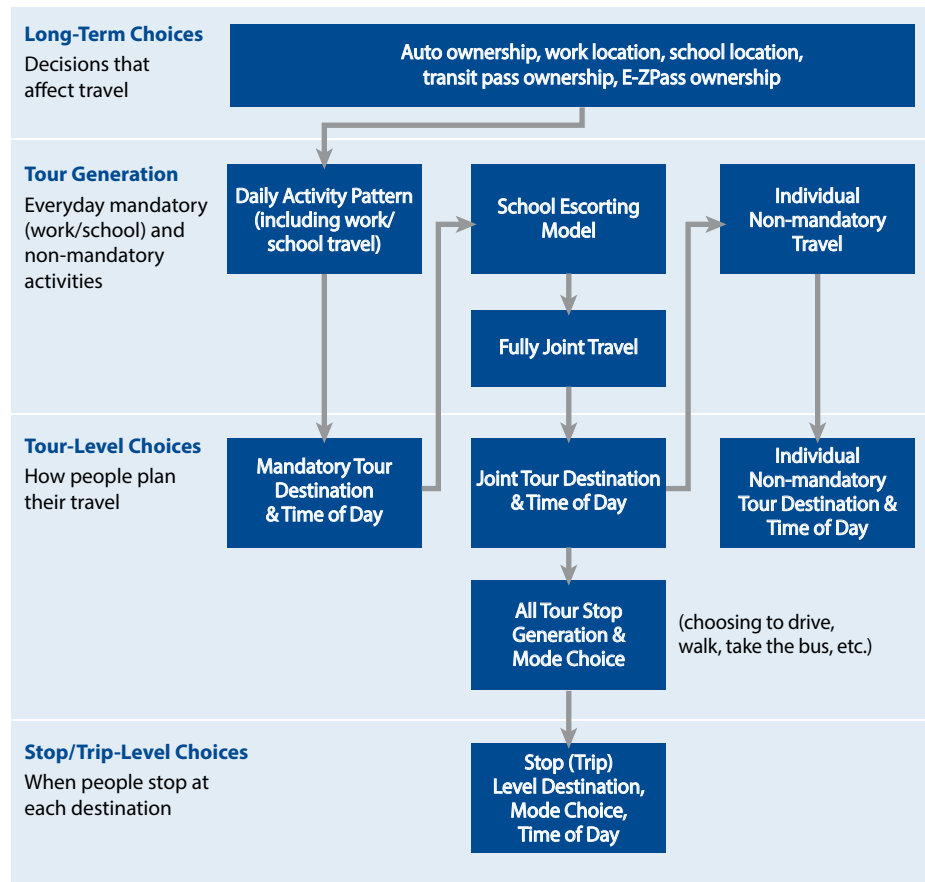
Travel Demand Modeling

From home to work and back again, the BMC conducts travel demand modeling to understand how best to support regional transportation plans. That is, staff uses software to determine regional household travel such as daily commutes to work, running errands and transporting children, as well as freight movement.

BMC has developed and begun testing a disaggregate household travel modeling system, the Initiative to Simulate Individual Travel Events (InSITE), which considers activities beyond the commute that require travel and the coordination of household members' activities, sequenced during an average weekday. Intra household interaction is simulated for dropping off/pick up children from day care and school and household joint travel for activities such as shopping and eating out. Capturing these types of constraints is important in understanding travelers' time of day, mode, and location choices. InSITE will be used for transportation planning, including the development of *Maximize2045*, the long-range transportation plan, and TIP, the short-range transportation program.

According to the FHWA, freight volumes are expected to double by the year 2035. To prepare for these trips, BMC and SHA received a Strategic Highway Research Program 2 grant of $350,000 to develop a freight supply-chain and urban commercial vehicle model.

- The project will provide simulations on the components of freight movement, such as the locations of cargo transfers, types of commodities, and patterns of long-distance freight routing and local delivery.
- The grant will also help improve the SHA's and BMC's existing freight travel tools.
- The freight model will provide insight into suppliers' and distributors'

InSITE Activity-Based Model

Long-Term Choices
Decisions that affect travel

Auto ownership, work location, school location, transit pass ownership, E-ZPass ownership

Tour Generation
Everyday mandatory (work/school) and non-mandatory activities

Daily Activity Pattern (including work/school travel)

School Escorting Model

Individual Non-mandatory Travel

Fully Joint Travel

Tour-Level Choices
How people plan their travel

Mandatory Tour Destination & Time of Day

Joint Tour Destination & Time of Day

Individual Non-mandatory Tour Destination & Time of Day

All Tour Stop Generation & Mode Choice

(choosing to drive, walk, take the bus, etc.)

Stop/Trip-Level Choices
When people stop at each destination

Stop (Trip) Level Destination, Mode Choice, Time of Day

choices of transportation mode and shipment size.

- The commercial vehicle model will simulate local delivery of goods and services to area households.
- BMC's freight travel tools ensure that transportation decision making is responsive to policies, trends, and performance measures.

BMC and SHA also received a Strategic Highway Research Program 2 grant of $650,000 to integrate the InSITE model with Dynamic Traffic Assignment.

- The integrated model will capture travelers' route choice between home and destination of work, shopping, entertainment, personal business, and other activities.
- The integrated model will capture "peak spreading" where travelers choose to travel earlier or depart later to avoid the most congested period of the morning rush hour.
- The integrated model provides additional measures of delay enabling the BMC to measure plan horizon performance measures during a 20-year time period.

15

Emergency Preparedness

Imagine doing your job on the shoulder of I-95, with traffic whizzing by inches away. Transportation field staff, police officers, fire fighters and other emergency responders who clear incidents on our roads put their lives on the line every day doing just that.

BMC works with local, state, and federal stakeholders to support emergency preparedness and traffic incident management initiatives. In FY 2017, education and training topped those initiatives.

Traffic Incident Management for the Baltimore Region (TIMBR)

The BRTB works with responders on ways to increase their safety while they efficiently and cooperatively clear incidents on our region's roadways. Members of the BRTB TIMBR Committee sponsored a conference in April 2016 that focused on emergency responder safety.

In 2014, FHWA rolled out national TIM training and tasked each state with updating all of their TIM staff over the next several years. BMC staff members work closely with representatives from SHA and Maryland State Police to get responders trained. One of the conference sessions included a presentation on the importance of the TIM training and the need for more trainers to sign up to teach the course.

Urban Area Homeland Security Work Group (UAWG)

Since 2003, the Baltimore region has received more than $100 million in federal U.S. Department of Homeland Security funds through the Baltimore Urban Area Security Initiative (UASI) program. These funds have been used by the Baltimore UAWG and its subcommittees to strengthen homeland security and emergency preparedness planning, organizing, training, exercising, and equipping of local jurisdictions.

From the beginning of the UASI program, the region's jurisdictions have worked closely with each other and with state and federal partner agencies to address critical homeland security needs. BMC staff is involved in several UAWG subcommittees, including the Public Information and Outreach, Emergency Management, Transportation & Public Works, and Disaster Debris Planning Task Force.

In April 2017, the National Counter-terrorism Center, the U.S. Department of Homeland Security, and the Federal Bureau of Investigation (FBI) led a workshop to help emergency responders better plan for and respond to a complex coordinated terrorist attack. The Baltimore region workshop, held on April 18 and 19, brought together about 200 responders from local, state, and federal agencies including police, fire, emergency management, health and medical services, transportation, public information, universities, and dispatch centers. Attendees talked through a scenario of a complex, coordinated terrorist attack in the region, covering a variety of questions, including: Who does what, and when? How do emergency personnel disseminate information to other response agencies and the public? What is the capacity of local hospitals to handle victims of these attacks? How can agencies share resources most efficiently?

The last session included a summary of areas where additional resources — staff, funds, effort — would help to make the region's response capabilities to these types of attacks even better.

Traffic Incident Management Training

Established in
2014

5,000+
Maryland responders
have completed
the half-day TIM
training session

2016 Post-Conference GOALS

Identify and train **more instructors**

Schedule sessions to provide **additional information and tips** to the instructors

Schedule **additional training courses** around the region and state

Community Planning

As a council of governments, regional community planning is a major part of BMC's work, specifically implementing housing and workforce development initiatives, maintaining a building permit database, and housing the Regional Information Center (RIC).

Long-time BMC initiatives include: maintaining a building permit database, which is used in a travel model to help predict and plan for population growth as well as movement to and from residential and job centers; and housing the RIC, a branch of the Enoch Pratt Public Library which serves as a repository of planning publications spanning more than a century. Newer ventures include BMC's

housing and workforce development initiatives throughout the region.

In 2014, several years into the Collaborative's work, the Maryland General Assembly updated BMC's charter to include housing and workforce development planning.

Much of BMC's community planning initiatives stem from its involvement with the Opportunity Collaborative, a three-year, $3.5 million U.S. Department of Housing and Urban Development (HUD) Sustainable Communities grant. The Collaborative, of which BMC provided technical and staff support, served as a consortium of local governments, state

agencies, universities and nonprofit organizations in the Baltimore region to create the Regional Plan for Sustainable Development (RPSD). The RPSD, which the Collaborative released in June 2015 to local and national accolades, ties together transportation, housing and workforce development.

BMC's housing policy coordinator facilitates regional collaboration among housing agencies and advocates around fair housing. This group also oversees the implementation of a project-based voucher program, which will pool local housing vouchers to create new affordable housing units in areas of high opportunity throughout the region.

In addition, BMC facilitates workforce development efforts throughout the region, conducting research and analysis of family-supporting careers in existing and emerging industries. This analysis is used by employers, advocates and workforce investment agencies to inform strategies to train and connect Baltimore area workers to good jobs.

Through its community planning work, BMC seeks to encourage sustainable growth that connects Baltimore region families to affordable, accessible homes and quality employment opportunities.

Housing

BMC staffs two committees focused on regional housing issues. The Baltimore Regional Fair Housing Group, comprised of local housing staff, develops and implements cooperative government strategies to address fair housing needs. BMC's Housing Committee is a broader forum that provides government and nonprofit stakeholders with updates on housing policy and a venue to discuss regional housing issues.

In 2016, Baltimore-area governments, public housing authorities (PHAs), and BMC submitted a memorandum of understanding (MOU) to HUD stating that they will collaborate on a new Assessment of Fair Housing (AFH). This is the latest example of cooperation among area jurisdictions to "affirmatively further" fair housing under the Fair Housing Act.

AFH Facts

MOU submitted	Proposal due
2016	**October 2019**

PARTICIPANTS

6 **Baltimore-area governments**

Annapolis and Baltimore City and Anne Arundel, Baltimore, Harford, and Howard counties

4 **public housing authorities**

Housing Authority of the City of Annapolis, Housing Commission of Anne Arundel County, Housing Authority of Baltimore City, Howard County Housing Commission

Baltimore Metropolitan Council

All Baltimore-area jurisdictions that receive federal housing funds directly from HUD signed the memorandum of understanding.

The AFH replaces the Analysis of Impediments to Fair Housing Choice (AI), which HUD required through its Fair Housing Planning Guide since 1995.

Once accepted by HUD, each jurisdiction and PHA will incorporate the action steps from the AFH into its next five-year plan for using its federal housing funds.

In addition, BMC was integral in setting up a database of affordable and large market-rate rental housing in the Baltimore region to support the goals of its newly adopted regional policy to preserve affordable housing.

The policy was approved in November 2016 by the region's jurisdictions, PHAs and BMC. They adopted the regional agreement, following recommendations in both the 2012 AI and the 2014 Regional Housing Plan and Fair Housing Equity Assessment. The policy reiterates the 2014 plan's goal of zero net loss of rental homes affordable to families at 50 percent of Area Median Income (AMI), about $43,000 for a family of four. It also creates a new regional Affordability Preservation Task Force of local, state, and federal officials along with private stakeholders to meet quarterly to develop strategies to preserve housing affordability.

Finally, HUD awarded the Howard County Housing Commission (HCHC) a three-year seed grant to launch the Baltimore Regional Project-Based Voucher (PBV) program in December 2015. BMC joined with HCHC, other PHAs and the Baltimore Regional

The Regional PBV Program offers affordable-housing subsidies for:

new construction

substantial rehabilitation of an existing property

multifamily developments

scattered site developments

Housing Partnership to carry out this program. The program acknowledges that a home can be a platform for low-income families to improve their lives, and it seeks to help them live in safe neighborhoods with good schools, close to where jobs are growing. In October 2016 the Regional PBV program conditionally awarded its first 16 vouchers to a new mixed-income development in Ellicott City.

In May 2017, BMC published its second request for proposals (RFP) seeking qualified and experienced developers.

Proposals will be considered on a rolling basis. The RFP will be open until September 15, 2017, or until all 84 remaining vouchers have been awarded.

Workforce Development

Beginning in July 2016, Brian Shepter, director of external relations for BMC, served on the state-mandated Task Force to Study the Adult High School Concept. The task force, charged with developing recommendations to establish and regulate adult high schools, included a cross-section of adult education and workforce development organizations as well as representatives of the Maryland Department of Labor, Licensing and Regulation (DLLR) and Maryland Department of Education. BMC staff was able to assist the task force by compiling demographic data and creating maps illustrating the geographic concentration of adults in Maryland who do not possess a high school credential. The committee's considerable research and deliberation resulted in legislation in the 2017 legislative session authorizing a statewide adult high school pilot program.

In spring 2017, BMC worked with Anne Arundel Workforce Development Corporation, the Mayor's Office of Employment Development in Baltimore City, the Baltimore County Department of Economic and Workforce Development, the Mid-Maryland Workforce Development Board in Carroll and Howard counties, and Susquehanna Workforce Network in Harford and Cecil counties, to draft the Central Maryland Regional Workforce Development Plan.

Signed into law in 2014, the federal Workforce Innovation and Opportunity Act (WIOA) called for greater regional coordination of workforce development strategies through state-designated planning regions. At the request of the local workforce investment agencies, in 2016, DLLR designated Baltimore City and Anne Arundel, Baltimore, Carroll, Cecil, Harford and Howard counties as the Central Maryland Planning Region.

WIOA also requires each region to create a plan that outlines how local agencies intend to coordinate to leverage resources. The DLLR approved the Central Maryland Regional Workforce Development Plan in June 2017.

BMC crafted the "Regional Analysis" section of the Central Maryland plan, which serves as the foundation of strategy development. Using data from the Collaborative's Baltimore Regional Talent Development Pipeline Study released in 2013, BMC outlined current and projected job demand across 13 key industry sectors in the region.

BMC staff also identified high-demand occupations and the training needed to access these employment opportunities.

The plan calls on BMC to assist the region in coordinating with economic development entities and providing labor market information. BMC staff will continue to analyze and share job demand data in order to inform ongoing regional workforce development strategies.

Regional Information Center

In today's world, information and data gathering has become more sophisticated and easily accessible. The widespread availability of the Internet makes retrieving information simple. Navigating an ocean of data or even knowing what information a project needs can be a challenge. That is where BMC's Regional Information Center (RIC) comes in.

Users can request a radius from a specific address or identify a specific neighborhood in which they're working. This helps planners, businesses, and nonprofits identify needs and gaps in services for their particular area, as well as reflecting growth and change over time. RIC services are used by nonprofits applying for grants, economic profiles for local planning offices, and independent contractors gauging job availability.

The RIC exists as a partnership between the State Library Resource Center and BMC. As a part of a public library system, the RIC realizes the critical need to meet underserved communities. The vast amount of information available can be overwhelming to someone just getting started in a particular field or industry. This is why the RIC offers free individual appointments with its librarian. Librarians work with users on an individual basis to guide users to the information they need and understand how to apply it to their projects.

While the RIC serves as a traditional library space, and has done so since the

The RIC has three goals: **information, access, and education** for the Baltimore region.

1970s, it is in the process of a redesign. With so much available digitally, the RIC can be reused as an educational space for meetings and workshops in addition to research. For example, knowing that public librarians are often key connectors in their communities, the RIC hosted a Data Reference workshop for librarians in the region on June 20. This class will be taken on the road beginning Fall 2017, in order to reach those who cannot make it in-person.

RIC Facts

Sources and holds
8,000+
items

COLLECTIONS

urban planning

economic development

demographics

environmental issues

transportation planning

land use

SERVICES

demographic profiles for personalized geographies

building permit data at the jurisdiction level

To contact the RIC or schedule an appointment, email ric@baltometro.org or call (410)732-9570.
Hours are 8:30 a.m. to 4:30 p.m., Monday through Friday.

Air Quality

Emissions from mobile sources are among the most significant contributors to ozone pollution. As a result, the transportation conformity process is a critical element of the region's and the state's efforts to address air quality. The transportation conformity process links a state's air quality plan with a region's transportation planning process. It is a federally-required process under the Clean Air Act. MPO's located in regions that have air quality that does not meet (or is in the process of maintaining) National Ambient Air Quality Standards (NAAQS) must carry out the conformity determination process.

Doing its part to address air pollution problems in the region, BMC staff members play a large role in helping to coordinate the transportation air quality conformity process carried out by the Interagency Consultation Group (ICG) and the BRTB. In FY 2017 the BRTB approved the Conformity Determination of the 2017–2020 TIP and Amended *Maximize2040*.

While air quality in the Baltimore region has significantly improved over the last 25 years, EPA continues to apply strict air quality standards.

Ground-level ozone pollution can cause serious health problems, particularly for children and the elderly. It is known to cause difficulty breathing, shortness of breath, aggravation of lung disease, and airway inflammation. It can also cause chronic obstructive pulmonary disease (COPD.)

In an effort to promote air quality planning knowledge and outreach, for two days in August 2016, BMC hosted the Northern Transportation and Air Quality Summit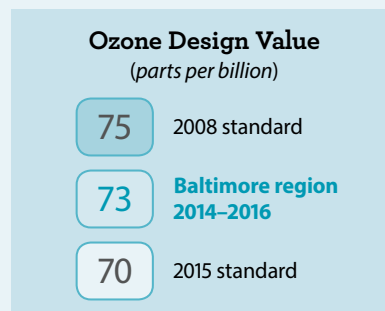. Co-sponsors of the event in 2016 included FHWA, EPA, MDOT, SHA, and the Mid-Atlantic Regional Air Managers Association. Speakers from across the nation and Mid-Atlantic region presented on key topics, best practices, and latest information vital to transportation, planning, and air quality professionals.

Ozone in the Baltimore Region

A "design value" is a statistic comparing a location's air quality to NAAQS. Initial, draft monitor data shows that the design value for the Baltimore region is above the ozone standard set in 2015 but below the standard set in 2008.

The region is currently designated as a "moderate" ozone nonattainment area for the Ozone NAAQS set in 2008. In June 2015, the EPA determined that the region is attaining the Ozone NAAQS set in 2008.

Initial data from the 2016 ozone season indicates that the region will likely be designated as "marginal" nonattainment for the new, stricter Ozone NAAQS. Designations for the 2015 Ozone NAAQS from the EPA are expected in October 2018.

Ozone Design Value
(*parts per billion*)

75	2008 standard
73	**Baltimore region 2014–2016**
70	2015 standard

The EPA designates "attainment" and "nonattainment" areas based upon data collected from monitoring devices in the region. They look at the 8-hour ozone design value of each monitor, which is the fourth highest ozone concentration each year averaged over a three-year period. The monitor with the highest design value over the 3-year period sets the design value for the region, when the design value is compared with the NAAQS, to determine if the area is "attainment" or "nonattainment."
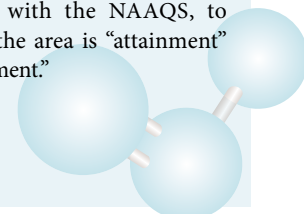
Reservoir Protection

Ensuring clean drinking water for households requires close monitoring of our regional reservoir watersheds.

BMC convenes and provides staff support to the Reservoir Watershed Protection Committee (WPC) and Reservoir Technical Group (RTG), which promotes water quality for the three reservoirs that serve the Baltimore regional water supply. These committees advise member jurisdictions on land use and land management strategies within the watershed areas, which aim to ensure a sustainable supply of healthy water for years to come.

Adopted in 1979 in response to deteriorating water quality, the Reservoir Watershed Management Agreement was and remains a voluntary compact of Baltimore and Carroll counties, Baltimore City, Baltimore County Soil Conservation District, Carroll Soil Conservation District, the Maryland Departments of Agriculture and the Environment, and BMC. This agreement established the Baltimore Reservoir Watershed Management Program, a cooperative effort to combat negative water-quality trends and protect the future of the reservoir system.

Updated in 2005, the agreement charges the WPC and the RTG with implementing certain action strategies around watershed protection. The RTG and WPC also include representatives from Anne Arundel, Howard and Harford counties, whose residents rely on water from the reservoir.

Source: Baltimore Metropolitan Council

The RTG meets regularly to evaluate challenges and proposed actions in the watershed, including discussing water quality monitoring, reviewing land-use plans, rezoning proposals and revisions to water and sewerage plans. The RTG often provides technical advice with regard to deforestation and impervious surface development, such as parking lots; as well as agricultural management practices, like manure management. The WPC provides program oversight and guidance, reviewing and commenting upon proposed actions and draft publications of the RTG.

The Loch Raven, Prettyboy and Liberty reservoirs provide drinking water to approximately 1.8 million people in the Baltimore region. The areas from which waters that feed each reservoir originate — also known as watersheds — are located within Baltimore, Carroll and Harford counties. The majority of the watershed lies in Baltimore and Carroll counties, with smaller parts of the Loch Raven and Prettyboy watersheds touching Harford County and York County, Pennsylvania.

Public Involvement

Transportation affects each of us on a daily basis, but not in the same way. The BRTB continues to work to ensure that through public involvement and outreach, all people have the chance to voice their opinions regarding important decisions in transportation planning in the Baltimore region. Such initiatives serve to both educate and engage the public on transportation issues and plans.

An essential component of the BRTB's public involvement process is the Public Advisory Committee (PAC).

In January, the PAC met to discuss its goals and potential activities for 2017. Members wrote down their thoughts and ideas, which were then sorted and categorized.

Top ideas included:

=

Take more action on transportation equity

❀

Conduct more and better outreach

💬

Advocate for decision-makers to listen more to public comments

In February, the PAC took a first step in addressing transportation equity by establishing an ad hoc subcommittee, which meets monthly.

In May, the PAC and BRTB hosted a community forum for transportation ideas in Annapolis. The forum featured Ramond Robinson, chief transit officer and BRTB empowered representative for Anne Arundel County, who shared highlights of his work, including the development of the county's comprehensive multi-modal transit plan. PAC members facilitated small group discussions to improve transportation in the county.

Staff also promoted BRTB member initiatives and local public involvement opportunities for BaltimoreLink, the Central Maryland Transit Development Plan, the MAGLEV Study for the Baltimore region, and North Avenue Rising.

What's on Tap

BMC is making big-picture thinking about the future of planning — autonomous vehicles, the makerspace economy, Complete Streets, and how we use data apps and analytics — fun and accessible.

Since June 2016, BMC has hosted "What's on Tap," an after-hours speaker series to get the Baltimore region thinking and speaking openly about the future of regional planning.

The first event, "What's on Tap: How Technology Will Make Our Streets Smarter," encouraged a conversation about current and emerging technology solutions and innovations.

Speakers included Alexander Keros, manager of Vehicle and Advanced Technology Policy for the General Motors Company, and Bill McShane, national director of the Philips Light Connected City Experience. The conversation focused on how their work will create smarter

cities, communities and regions across the United States through new technologies and service innovations.

In September 2016, BMC hosted "What's on Tap: Maker Spaces, Hackerspaces, Fab Labs & Micromanufacturing," at Open Works Baltimore. The event highlighted the maker culture, sparked by the "DIY" movement of the last few years.

Will Holman, general manager of Open Works, discussed makerspace history and culture, its potential for the Baltimore region, and public policy's role. David Woessner from Local Motors, an innovative automotive designer and manufacturer, also spoke about the company's use of micro-factories, design and 3-D printing in their specialized vehicles.

BMC moved its third and fourth "What's on Tap" events to its neighbor in McHenry Row, Diamondback Brewery.

BMC and Bikemore teamed up to co-host "What's on Tap: Complete Streets" in March 2017. The evening included the screening of three short films, followed by a panel discussion about Complete Streets.

Finally, BMC hosted "What's on Tap: Data, Apps & Analytics" on June 20. The event featured Michael Pack, director of the Center for Advanced Transportation Technology (CATT) Laboratory at the University of Maryland, and Katherine Klosek, senior implementation advisor at GovEx, a part of Johns Hopkins University's 21st Century Cities Initiative and What Works Cities. They discussed how emerging technologies promise to improve operations and increase the capacity of our transportation network through tools that allow us to collect, analyze, and manage large amounts of data.

Communications

Telling stories about the Baltimore region allows BMC to better communicate the importance of its initiatives to residents. Sometimes those stories are photographs or tweets, while other times they're infographics, magazine articles or Q&As.

BMC has worked strategically to promote its initiatives and those of its partners to the public through its publications, social media, events and earned media coverage.

COG Quarterly, BMC's digital magazine, showcased to its 2,500 subscribers the wide variety of work that BMC does throughout the year. It features short- and long-form stories, infographics, Q&A's, photos, maps, calendars and hyperlinks to more information about the organization's work.

BMC also produced its second consecutive Metropolitan Report since 2011 in January 2017. The publication presented U.S. Census Bureau data to tell the story of the Baltimore region through demographics, economy, workforce, transportation, environment and housing. The report was distributed to the Maryland General Assembly before its 2017 legislative session.

In an effort to unify the outward look of BMC, staff members worked to create marketing materials that mirror the website and publications, as well as enhance the overall BMC brand.

BMC's initiatives also were highlighted through its social media accounts, with which the public engages more than ever. Staff members used Twitter, Facebook, Instagram, Mail Chimp, LinkedIn and YouTube to create messaging about BMC initiatives.

Finally, staff members worked with members of the press, broadcast and radio news organizations to highlight BMC educational campaigns, promote its studies, and provide expertise for stories that pertained to the Baltimore region. BMC partnered with Baltimore City, SHA, AAA Mid-Atlantic, MTA and others for press events throughout the year.

@BaltoMetroCo
@Bike2WorkCentMD
@Bmoreinvolved

Baltimore Metropolitan Council
B'more Involved
Bike to Work Central Maryland

Baltimore Metropolitan Council

@BaltoMetroCo

The Baltimore Regional Cooperative Purchasing Committee

BMC houses the Baltimore Regional Cooperative Purchasing Committee (BRCPC), which helps members leverage their collective buying power to achieve the most value for taxpayer dollars. By managing procurement opportunities and sharing information and best practices, BRCPC also alleviates the administrative burden of the purchasing process.

BRCPC's most prominent program is its energy procurement. BRCPC procures energy for the City of Annapolis, Baltimore City, and Anne Arundel, Baltimore, Carroll, Harford and Howard counties, as well as many of the region's public schools, community colleges and several other entities. BRCPC's energy program oversees purchase and energy price risk management.

A mild winter in the Mid-Atlantic, combined with historically low energy prices resulted in continued cost avoidance and savings through the BRCPC electric procurement program for the last six months of FY 2017.

BRCPC contains average energy costs and remains flexible by buying energy in advance at a fixed rate and at spot market rates as needed.

BRCPC also is key in connecting prime contractors with smaller subcontractors.

In October 2016, the BRCPC and Baltimore County hosted the eighth annual Meet the Primes networking event for small- and minority-owned businesses at the Maryland State Fairgrounds. More than 110 exhibitors from both private sector businesses and government agencies, and 500 representatives of small- and minority-owned businesses attended.

Meet the Primes helps large and small companies to develop key relationships, and cultivate new business opportunities.

Energy Board	Annual Energy Program Purchase		Planning Ahead	
23 municipalities participating	**1.6 million** megawatt hours **electricity**		**75–80** Percent of expected energy usage purchased at **fixed rate**	
	2.5 million decatherms **natural gas**		**20–25** Percent purchased on **spot market**	

BMC Board of Directors 2017

Allan H. Kittleman
2017 Chairman
Howard County
Executive

Steven R. Schuh
2017 Vice Chair
Anne Arundel
County Executive

Catherine Pugh
Baltimore City Mayor

Kevin Kamenetz
Baltimore County
Executive

Stephen Wantz
Carroll County
Commissioner

Barry Glassman
Harford County
Executive

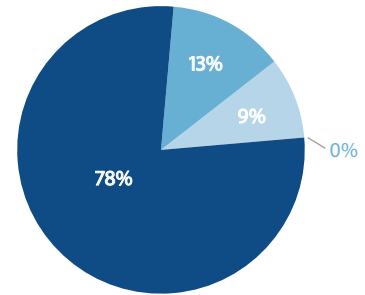**William C. Ferguson**
Maryland State
Senator

Stephen W. Lafferty
Maryland State
Delegate

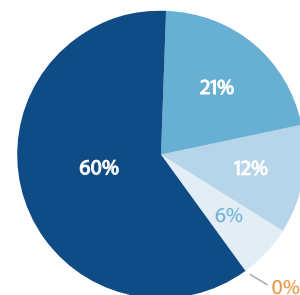**J. Thomas Sadowski**
Gubernatorial
Appointee

Fiscal Year 2017 Financials*

Revenue: $5,790,743

- 13%
- 9%
- 0%
- 78%

- ■ **Federal grants, including state matching grant** $4,501,437
- ■ **Local jurisdictional dues** $736,819
- ■ **Other grants** $526,223
- ■ **Other** $26,264

Expenses: $5,779,480

- 21%
- 12%
- 6%
- 0%
- 60%

- ■ **Salaries and benefits** $3,483,353
- ■ **General expenses** $1,238,798
- ■ **Transfers** $703,509
- ■ **Consultants** $332,662
- ■ **Depreciation** $21,158

*Pre-audit numbers

Resource for the Region

Baltimore
Metropolitan
Council