COG QUARTERLY

Baltimore Metropolitan Council

Economic Development Issue!

POTENTIAL FOR PROGRESS

In 2013, Speaker of the House of Delegates Michael Busch had a vision for Maryland to focus resources on revitalizing the Baltimore region. Check out how three years later, the Speaker's Regional Revitalization Work Group and accompanying grant funding has enhanced streetscapes and office space alike.

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(Above) The Preston Lane Jr. Memorial Bay Bridge in the afternoon. Photo: Creative Commons; *(Cover) The Centre Theater sat empty for more than 20 years. Now it serves as a vibrant space for business and education alike.* Photo: Courtesy of the Baltimore Integration Partnership

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Baltimore Metropolitan Council

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BMC promotes the Baltimore region's economic revitalization

Economic development probably isn't the first thing you think about when recounting your favorite summertime traditions — whether it's a road trip to the beach, the aroma of freshly steamed crabs, or cooling down with an icy beverage at an Orioles game. At BMC, we do — that's just how we're wired.

Here, we know that our iconic Bay Bridge requires maintenance to ensure it delivers our families safely from the Eastern to the Western shores; cracking crabs with friends means that people in our region have jobs catching, cooking and delivering those crustaceans from the water to our tables; and attending a Major League Baseball game means we live in a vibrant region where families and businesses are proud to invest and grow.

To celebrate our fourth *COG Quarterly*, we bring you the Economic Development Issue — a series of success stories from our partners in the region. When it comes to regional planning we worry that we're working too much in silos, but as you'll read in this issue, many of these programs and initiatives support each other. At BMC, we're lucky enough to be a part of it all.

Our cover story, "Potential for Progress," features Michael Busch, Speaker of the Maryland House of Delegates and the efforts of his Regional Revitalization Work Group — chaired by BMC board member Delegate Steve Lafferty — to reinvigorate investment in neighborhoods around our region. We also hear from Carol Gilbert,

assistant secretary at the Maryland Department of Housing and Community Development, about the Baltimore Regional Neighborhood Initiative, which is investing millions of dollars to renew communities around Baltimore. We also explain how BMC has and will continue to support these efforts through regional analysis and planning.

Ask an Expert highlights Shannon Landwehr, CEO of the Economic Alliance of Greater Baltimore. She shares her thoughts on how the region is working together to attract and grow businesses, investors and a talented workforce. Her message is infectious and focuses on the importance of promoting the assets of the Baltimore region, including our talented, well-trained workforce.

In *Leading Locally*, we share the story of the Baltimore Integration Partnership (BIP) and its director, Kurt Sommer. The BIP works to turn Baltimore's anchor institutions into drivers for local job creation and small business growth. Sommer's leadership has helped to train and employ hundreds of residents and, thus, boost our local economy through employment opportunities with institutions like Johns Hopkins and the University of Maryland, Baltimore.

In addition, this issue explores the cooperative purchasing efforts of local schools in preparation for students' return in the fall. *By the Numbers* features fast and fun facts about summer travel and safety

tips. Finally, we share a few examples of BMC's efforts to promote emergency preparedness, commuter options, GIS coordination, transportation planning and fair housing from around our region.

We hope you find this issue of *COG Quarterly* to be informative. Please email us with any questions, comments or story suggestions at **COGquarterly@baltometro.org.** Thank you for reading and have a safe summer.

Michael B. Kelly
Executive Director ◾

$ COOPERATIVE PURCHASING

Operational and facility activities peak at schools while students enjoy three months of summertime.

This is the time of year that many school districts busy themselves to get ready for the upcoming school year. Some of these activities, such as construction in occupied buildings, must be completed before the students return. That allows for a short 2-month window for the work. At the same time, all facilities receive a deep cleaning, and orders are placed for equipment and supplies.

Cooperative purchasing gives assurances that money is spent as economically as possible. The procurement agents for the school districts in the Baltimore region meet regularly through the BRCPC to determine appropriate areas to consolidate their purchasing volumes to reduce their expenses, thereby freeing up money to further the educational opportunities for their students.

The 2015 cooperative contract savings averaged more than 25 percent, and ranged from 3 percent to 44 percent per contract. They collaborate on the following commodities with proven cost savings:

The **Baltimore Regional Cooperative Purchasing Committee (BRCPC)** achieves millions of dollars in cost savings for member jurisdictions by combining needs into cooperative purchasing contracts, reducing administrative expenses and serving as a forum to exchange resources and technical information.

BRCPC coordinates with its members more than a dozen contracts to help schools prepare for the upcoming educational year. BRCPC hosted a pre-proposal meeting at BMC in April 2015 for a Howard County-sponsored furniture contract. Photo: BMC

- Under Armour apparel for athletic team sports

- Texas Instruments graphing calculators for math classes

- General classroom supplies and materials for instruction

- Certified football equipment that meets appropriate safety standards

- Ice cream for cafeterias

- Modular classrooms, when capacity exceeds the school building

- Administrative and classroom office supplies

- Occupation, physical and speech therapy services for students

- Copier and flourescent paper

- Digital programs used in the school library

- Agenda books used by every student to manage weekly assignments and schedules

- Scantron testing forms or bubble sheets

- Student and administrative furniture purchases to adjust to changing enrollment figures ■

On Thursday, June 9, BMC, along with the **Annie E. Casey Foundation**, **Association of Baltimore Area Grantmakers**, **Job Opportunity Task Force** *and* **Baltimore's Promise***, hosted "A Call to Action: Creating New Opportunity for Baltimore City's Disconnected Youth. More than 100 people attended the event, which featured a panel discussion on how to better coordinate and connect Baltimore's youth, especially those not in school or working, to services, educational programs and jobs.* Photo: BMC

HOUSING

Baltimore-area governments, authorities to collaborate on new housing assessment

Six Baltimore-area governments, four public housing authorities (PHAs), and BMC submitted a memorandum of understanding (MOU) to the **U.S. Department of Housing and Urban Development (HUD)** stating that they will collaborate on a new Assessment of Fair Housing (AFH), which will be due to HUD in 2019.

This MOU is the latest example of cooperation among area jurisdictions in their efforts to meet the duty to "affirmatively further" fair housing under the **Fair Housing Act**. Congress imposed that responsibility on HUD in the 1968 law in recognition of the federal government's role in promoting segregation through many decades of the 20th century. Today, all HUD grantees must agree to the Fair Housing Act standard in an effort to reverse historic segregation.

All Baltimore-area jurisdictions that receive federal housing funds directly from HUD — the Cities of Annapolis and Baltimore as well as Anne Arundel, Baltimore, Harford, and Howard counties — signed the MOU. In addition, the **Housing Authority of the City of Annapolis**, **Housing Commission of Anne Arundel County**, **Housing Authority of Baltimore City**, and the **Howard County Housing Commission** will also participate in the Regional AFH.

HUD requires the AFH under a new 2015 rule that spells out in regulation for the first time "affirmatively furthering" analysis and planning requirements under the Fair Housing Act. The AFH replaces the **Analysis of Impediments to Fair Housing Choice (AI)**, which HUD required through its Fair Housing Planning Guide since 1995.

Baltimore-area jurisdictions also cooperated voluntarily under HUD's previous guidance, creating their first Regional AI in 1996, and then updating it in both 2002 and 2012. Following the 2012 AI, the jurisdictions were able to add staff support for their efforts at BMC, using a combination of a HUD Sustainable Communities grant to BMC and contributions of HUD Community Development Block Grant (CDBG) funds from the participating jurisdictions.

The new MOU anticipates that the jurisdictions and PHAs will come together in 2017 to decide how to combine CDBG funds to fund BMC and/or a consultant to assist them with the Regional AFH. Once completed in October 2019 and 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. Among the participants, most have five-year planning cycles that start July 1, 2020.

Arundel Community Development Services, which administers federal housing funds for Anne Arundel County, will take the lead in submitting the Regional AFH. Completing the MOU this year allowed **Harford County** to submit its AFH with the region in 2019, rather than in October 2016. Harford will use the existing 2012 AI to inform its upcoming five-year Consolidated Plan that begins July 1, 2017. ■

Traffic Incident Management conference highlights need for responder training to prevent on-site injuries, deaths

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.

The BRTB works with responders on ways to increase their safety while they efficiently and cooperatively clear incidents. Members of the BRTB **Traffic Incident Management for the Baltimore Region (TIMBR)** Committee sponsored a conference on April 20 that focused on emergency responder safety. The conference was funded through a program under the **U.S. Department of Transportation Every Day Counts initiative** and the **Maryland State Highway Administration (SHA).**

Banners displayed throughout the conference served as a reminder to the 170 attendees of the stories of responders from Maryland who were injured or killed while working on Maryland roadways. Attendees also heard from Michael Rector, a vehicle recovery technician with the **Maryland Transportation Authority (MDTA),** who is recovering from serious injuries sustained while assisting motorists in Harford County.

There are many moving parts to incident response, and they do not all take place in the field. One session included staff from SHA and the **Maryland State Police** explaining what happens behind the scenes when responders in the field call the Statewide Operations Center (SOC) to report an incident. Highway Operations Technicians in the SOC track and gather information about incidents, dispatch resources, enter information in the traffic management computer system, and activate overhead message boards and 511 traveler information alerts. Once incident information is added to the system, it is automatically sent to television and social media, as well as other response partners. It is important for our responders to know how their off-scene response partners get and use information to improve safety and mobility.

Another focus of the conference was to inform attendees about the availability and importance of training. National responder training has been developed during the last several years, and is being rolled out across the country by the **Federal Highway Administration (FHWA).** BMC staff members work closely with staff from SHA and state police to get responders trained. Since 2014, more than 3,000 Maryland responders received the training. One of the conference sessions included a presentation on the importance of the training and the need for more trainers to sign up to teach the course.

In the next several months, the TIMBR Committee will work on several items identified at the conference that will help us to deliver more half-day responder training sessions:

- Identify and train more instructors to teach the half-day training course

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

- Schedule additional training courses around the region and state

Everyone plays a role in keeping our responders safe — when driving, remember to move to one lane or slow down when you see stopped emergency vehicles with lights flashing, including tow trucks. ■

TRANSPORTATION

BMC offers regional coordination for alternative commuting options

Grappling with rush hour traffic can often seem like an endurance test.

The average Baltimore region commuter idles through the second-longest average commute in the U.S. because of traffic congestion on our roads and highways. That time could be better spent at home, with family or friends, at work, or many other ways. Long commutes also contribute to air pollution, affect quality of life, and add a level of stress to the work day.

Commuters in our region spend **about an hour a day** heading to and from work, but plenty spend as much as three hours on the road, according to the **American Journal of Preventive Medicine**. Those hours in the car can have profound psychological and physical effects on commuters. Driving solo produces the most stress of any commute mode, and stress could increase blood pressure, glucose levels, cholesterol and metabolic levels, Body Mass Index and weight. The longer the commute, the worse the effects.

The good news is that there are a host of options to free commuters of single occupancy vehicles and thus help them mentally and physically. Every jurisdiction in the Baltimore region houses a Transportation Demand Management (TDM) coordinator who can find commute options for commuters.

The region has a variety of ways to get you from where you live to where you work:

- **Guaranteed Ride Home program (GRH):** Provides commuters who regularly (twice a week) carpool, vanpool, bike, walk or take transit to work with a free ride home when one of life's unexpected emergencies arise.

- **Commuter Bus:** Provides express transit service connecting suburban residential areas to downtown Baltimore and the D.C. region.

- **Local, Express and Quick Bus:** MTA bus service currently has **57 bus routes,** including 47 local, four limited stop (known as QuickBus), four express (operating from suburbs to downtown Baltimore), and three ExpressLINK and three suburb to suburb.

Local Area Transit:

- **Annapolis Transit:** Fixed-route bus services cover areas from Bay Forest Plaza in the east to Gateway Village and Annapolis Mall in the west.

- **BWI Business Partnership Link:** Free shuttle serves the BWI Amtrak/MARC station and the BWI Business District light rail stop to help you reach your work site.

- **Carroll Area Transit System:** The TrailBlazers service operates between Westminster, Taneytown, South Carroll, and Eldersburg.

- **Charm City Circulator:** Free shuttles serving four routes in downtown Baltimore City. The **Harbor Connector** service offers a free **water taxi** across Baltimore's harbor.

- **Harford Transit Link:** Service to Aberdeen, Havre de Grace, Riverside, Edgewood, and Joppatowne and MTA's Flyer and MARC train.

- **Mills Ride:** Shuttle service to and from the passenger shelter near Maryland Live! and Arundel Mills Mall to the Cromwell light rail station.

- **Fixed Rail:** Light rail and Metro offer travel within the Baltimore region. **MARC Train** and **Amtrak** offer intraregional travel. ■

BMC to work with region, state to implement enhanced emergency response technology

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 federal **Next Generation 911 initiative** is one of many ways that geospatial technology is being used to improve emergency response in the region.

In March, BMC hosted the Public Safety GIS panel discussion, featuring experts on the **U.S. National Grid** and GIS blizzard response. The event drew represenatives from across Maryland, including police, fire, search and rescue personnel, as well as GIS staff from the local, state and private sector.

The U.S. National Grid, an emergency location system, serves as an important supporting layer to Next Generation 911 systems for many state and federal GIS emergency responders. Panel discussions also included **FirstNet**, evaluating federal data, data sharing, and the continued importance of paper maps in emergency response.

BMC will coordinate with the **Maryland Emergency Management Agency (MEMA)** and the **Maryland Department of Information Technology (DoIT)** as the state begins the planning stages of implementing Next Generation 911. BMC, as it does with many GIS initiatives, will act as a liaison between the state and local jurisdictions to help ensure the state has the data it needs to enhance emergency operations, while working with the jurisdictions to provide feedback on their respective needs.

Earlier this year, BMC spearheaded MEMA efforts to promote GIS emergency data sharing through a single online platform. After exploring several data sharing technologies, the Baltimore Regional Geographic Information System Committee (BRGISC) decided to adopt MEMA's Maryland Geo Share. BMC promoted the platform, helped the local jurisdictions register, and participated in GIS emergency response drills.

BMC also continues to support other regional GIS emergency management projects, spearheading the creation of a regional address point and centerline layer for use in local 911 dispatch systems, as well as for general planning purposes. Seamless cross-jurisdictional address points and centerlines are a key element of Next Generation 911 dispatch systems. ◼

BMC hosted the Public Safety GIS panel discussion event on Thursday, March 24, which included police, fire, search and rescue personnel, and GIS staff from the local, state and private sector. Photo: BMC

Bike to Work Day on Friday, May 20, was the Baltimore region's most successful one yet! More than 1,800 riders registered at 33 Bike to Work Day events from Bel Air to Annapolis, Fort Meade to Towson, and all around Baltimore City. Speaking of Baltimore City — the Department of Transportation brought out a sample fleet and docking stations for its electric bikeshare program. Baltimore Bike Share is scheduled to launch in Fall 2016. Please enjoy several photos that highlight the success of the Baltimore region's 2016 Bike to Work Day. Photo: Courtesy of **Baltimore City Department of Transportation (DOT)**, **Howard County Office of Transportation**, **Harford County Office of Economic Development** and BMC

For more information:
www.Bike2WorkCentralMD.com

@Bike to Work Central Maryland

@Bike2WorkCentralMD

Ask an Expert **showcases an innovator in the Baltimore region who is at the pulse of his or her industry through a Q&A. Shannon Landwehr serves as president and CEO of the** Economic Alliance of Greater Baltimore (EAGB), **the not-for-profit economic development organization whose mission is to market greater Baltimore as a world-class region in which to live, work and invest.**

Shannon Landwehr, President and CEO

EAGB
Economic Alliance of Greater Baltimore

1. The EAGB works to foster and maintain regional partnerships and promote economic development initiatives, specifically to attract and retain businesses and develop a talented workforce in the region, as well as generate global awareness for what this market has to offer. What should our region expect to see in this regard within the next several years?

For years, economic development meant the attraction of business. For us, it's a lot less going out to other markets and recruiting businesses. We do a lot of mission trips in other markets to get a handle on what other metro areas are doing to remain competitive and to develop best practices. Moving forward, we'd like to continue to go out and talk to businesses to understand what they need, and arm them with appropriate information about this region, so they can make informed decisions about the Baltimore marketplace.

Likewise, everyone's talking about how to attract talent right now. Can we either grow that talent here or can we be attracting it? So I think we'll be talking a lot about workforce.

The other thing to really keep us competitive is a renewed focus on international. That can be exports or

foreign direct investment. So we see this as an opportunity to really step up. We have a lot of key assets, whether it's the Port of Baltimore, manufacturing, logistics, distribution — key industries that we can draw from.

I also see this as an opportunity to really shine with the cyber industry. I think we'll see a lot of opportunities for investment in our cyber, information technology, even biohealth industries.

2. Where are our region's growth sectors, both by industry and geographically?

Where are they not? The really unique thing about Baltimore is our diverse industry base. I see it as a real strength for us since we're able to diversify across a lot of different industries.

Obviously cyber — we've known that for years. The strengths there are really in Anne Arundel and Howard counties. **Fort Meade** is a huge driver of that, and the **National Security Agency** and the U.S. cyber command that's there. But beyond that we're also seeing a great concentration of it around the Baltimore City-Baltimore County areas.

Bio health and bio health IT has kind of been a renewed industry for us — that has a lot of strength in Baltimore City.

Overall, tech and innovation – we have a really robust entrepreneurship scene right now. That's really driving a lot of innovation. That's really throughout the whole region.

We talk a lot about manufacturing and we're very strong in it. We'll see a renewed

focus on that in the region. There's a lot of it in Carroll and Harford counties, and more of it is starting to develop along the I-95 corridor.

The I-95 corridor is another key driver. Our logistics and distribution is one of the best kept secrets. Utilizing I-95, the **Port of Baltimore** and our rail system is key to strengthening our e-commerce.

3. Please speak to us about the importance of regional partnerships, specifically between public and private organizations.

So for the Alliance, it's really interesting to be able to bring industry, education and government together to talk about economic development, including workforce initiatives, transportation and overall infrastructure for the region. You've got all the right people at the table.

You've got government, which obviously is answering to the people, but you've got businesses needing to hire those people. So being able to have that conversation and a very fluid interaction between them is a really important driver to how an organization can function.

Government entities have a lot of things that they need to do, but sometimes they can't fully deliver on them. So having a private partnership can take that risk away from government and provide an opportunity to implement things such as improved infrastructure, additional bike lanes, or managing a water taxi. It's really a win-win for everybody. It's a really important mechanism to economic development, one that we've seen a pretty strong focus on over the years.

4. Prior to rejoining the EAGB in 2015, you were integral in growing Morgan Stanley's workforce and managed operations for the Baltimore office. How does that experience, specifically developing a talented workforce, translate to a regional effort?

It was a really interesting and fabulous experience. When you are embedded in an organization, you're seeing the front line of how they make their decisions.

The Alliance looks at what we could do in the region to promote our cost, our infrastructure, our education, our overall workforce. These are the factors that we know go into the decision-making process for a company. You obviously want a region that is promotable to an employee as well. So you need to think about what is going to impact the business, but also what's going to impact the employee.

We hear a business say that they have options in X-location in, say, rural Mississippi. From a cost perspective, that might make sense, but are they really going to attract a workforce? What is the capacity to reach that location? These are the important overall drivers that are in that business decision-making process. They feed into how we focus our efforts to make the region a place for business, employee, and even the investor.

5. What roles does technology play in economic development?

There are two pieces to grow economic development – how the Alliance does what it does, and then how the region does what it does.

For the Alliance, I think it's really important to understand the nature of how people are accessing information. I realized recently that I very rarely go to websites anymore, unless I'm doing some very unique research and need to find out something very specific. When you look at an organization like ours and how we look at the region and market the region, you need to get creative. Usually the solution is technology-based. So we're developing most of our platforms to be on mobile devices now. How we interact with social networking, and making sure that people are aware of economic development initiatives, is key for us.

As a region, everyone is after the entrepreneur and the innovation communities. Innovation is happening organically without us forcing its hand because our region has so many strengths. Baltimore's innovation happened because of the talent, the companies, and those assets. Even with the federal government, what we've done has spun out of opportunities related to what's being produced by the federal agencies. Innovation drives economic development.

6. Good marketing can showcase Baltimore as a world-class region. Is that what you try to do as the host of WYPR's "Why Baltimore?"

Yes. You can just tick through a list of desirable aspects of a community, of a region and we've got it here in the Baltimore region. The "Why Baltimore" campaign allows business leaders to explain why they chose to grow here. You're hearing from business leaders about growing business here.

What we're finding is that for many of them, it's about the community. It's showcasing how someone can move here for a job and really build themselves here. They can get all of these things — grow their career, make friends, be a part of various social networks and social organizations. That's what we're really seeing coming out of "Why Baltimore."

7. Any final thoughts?

I think it's really important for this region to take notice of what we have here. It really is a market unlike any other. The more that we can cultivate and advance what we have, the better it is, because you've got metro areas out there fighting to achieve what we've achieved here. So I don't want us to take that for granted.

In order for us to remain competitive, it is absolutely time to double down on everything and say we're going to do this bigger and better than we've ever done this before. If we're third right now, let's be No. 1. If we're No. 1, then let's continue to improve, let's continue to evolve. Let's make this region what we know it can be and even more. ◼

For more information:

f
@Economic Alliance of Greater Baltimore

@Econ_Alliance

NEW — WANT TO KNOW MORE? CHECK OUT OUR EXTENDED INTERVIEW!

*To View Our Interview: Click on the "Extended Interview" link above, or use your **Adobe Flash Player** plugin and click on the embedded video to the left. Enjoy!*

Aligning with our region's anchor institutions

In Fall 2015, the **University of Maryland, Baltimore** opened its doors to a new community engagement center with little fanfare and visits from the residents of West Baltimore.

That didn't deter UMB President Jay A. Perman, MD, from connecting the university with its neighbors, said Perman, during his **State of the University address** on Wednesday, May 4.

"So we went door-to-door and asked neighbors why they weren't stopping in, and they said, 'We didn't know that was for us,'" Perman said.

Since then, more than 2,000 visitors have used the West Baltimore center to participate in activities such as fitness classes through the School of Nursing, advice clinics through the law school, financial counseling through the School of Social Work, and weekly activities like an organic market, Training Tuesdays and Workforce Wednesdays, according to a UMB press release.

"Community engagement isn't sustainable if it's not mutually beneficial," Perman said, during his speech. "What we get out of this center is just as important as what we put into it. The center is becoming a place for our students to learn what it's like to do grassroots community work."

The community engagement center and UMB's efforts are part of a broader effort by Baltimore's educational and medical institutions to support Baltimore neighborhoods, businesses and residents linked to the **Baltimore Integration Partnership (BIP)**. Since its inception, the BIP, a collective impact initiative focused on advancing economic inclusion, has made possible: financing for 16 development projects; more than 500

The BIP's goal is to reconnect lower-income Baltimore City residents to the regional economy, and reinvest in targeted neighborhoods to strengthen the regional economy. Photos: Courtesy of the BIP

training opportunities in construction, deconstruction, healthcare, retail/hospitality, culinary arts and job readiness; and collectively, the development projects, community workforce access points, training partners, and anchor institutions have led to more than 800 jobs.

"The organizations that make up the BIP really enable all of the positive work that we've been able to complete within the last several years for Baltimore City and the Baltimore region as a whole," said Kurt Sommer, director of the Baltimore Integration Partnership. "By aligning these anchor institutions, we're able to bring together the very best of each of their strengths – investments, purchasing, hiring opportunities, policy, and local leadership for a strategic approach to provide services

for, reach out to, and support local residents and businesses."

Launched in 2011 as part of the national **Living Cities Integration Initiative**, the BIP has featured two distinct but interrelated phases of work, both focused on expanding economic opportunities for low income, predominately African-American Baltimore City residents.

The project is hosted and staffed by the **Association of Baltimore Area Grantmakers (ABAG)**, a membership organization of more than 140 Maryland private foundations, corporate giving programs, and charitable funds. The Partnership is supported nationally by Living Cities and the **Surdna Foundation** and through local funders such as the

Annie E. Casey Foundation, **Goldseker Foundation**, **Associated Black Charities** (**ABC**), and the **Baltimore Workforce Funders Collaborative**.

BMC serves as one of the BIP's partners.

As director of the BIP, Sommer manages all aspects of the two-phase collective impact initiative. He coordinates its program and policy activities; helps develop and coordinate local hiring and purchasing opportunities; aligns workforce partners to connect area residents to employment services, training, and jobs; all while overseeing grantees, and consultants.

Prior to joining the ABAG in 2010, Sommer served as the legislative director for the **Maryland Department of Housing & Community Development**, and as a special assistant for policy and legislation for the **Baltimore Department of Housing and Community Development/Housing**

Authority of Baltimore. Sommer brings 18 years of experience in public policy in both the nonprofit, public, and for-profit sectors to the BIP, as well as a Master's degree in community planning from the University of Maryland.

"I am thrilled to work with Kurt and the BIP. It's through his vision that we're able to bring together the presidents and CEOs of major institutions in the Baltimore region to connect our residents to opportunities," said Michael B. Kelly, executive director of BMC. "We are proud to support this initiative through research, analysis and planning to improve regional transportation, workforce development and housing options."

The BIP's first phase, which took place from 2011 to 2013, focused on fostering capital investment in targeted neighborhoods of the city, and building workforce opportunities for area

Baltimore Integration Partnership
www.baltimorepartnership.org

f @Association of Baltimore Area Grantmakers (ABAG)

🐦 @ABAGrantmakers
#BaltimoreIntegrationPartnership

(Above) Capital funding to advance redevelopment projects through the initiative managed by the Reinvestment Fund has helped support 16 projects in Baltimore including phases of Telesis Corp work in Barclay pictured above. Photo: Greg Pease, courtesy of the BIP

residents through expanded workforce services and connections to jobs through projects the BIP helped to finance, as well as those through workforce partners. The partnership included government leaders from Baltimore City, the state and throughout the Baltimore region; foundations; nonprofits; a Community Development Financial Institutions (CDFI); anchor institutions; and advocacy groups that worked to implement projects on the ground as well as public policies to sustain the work.

Outcomes from Phase 1, through the leadership and implementation by the BIP's partners include the establishment of the **Reinvestment Fund in Baltimore** as a new CDFI in addition to financing development projects, providing training opportunities and connecting residents to jobs. Partners also helped advance a range of new public and institutional policies, such as new training funding through **EARN Maryland**, and 0.5 percent set aside in transportation funding earmarked for training, as well as new city and state local hiring policies and practices.

The BIP is working with anchor institutions to advance inclusion through local hiring, purchasing, and community development as part of the second phase of the initiative.

BIP stakeholders include 14 educational and healthcare institutions (anchor institutions) as well as philanthropic organizations, nonprofits and public stakeholders focused on establishing economic inclusion as the business culture of norm in the Baltimore region. The BIP provides support to these anchor institutions as they implement local hiring, local and minority purchasing, and leverage capital investment to create intentional benefit for area communities.

In the last two years, the BIP has focused on helping its anchor institutions build capacity and ownership of economic

"By aligning these anchor institutions, we're able to bring together the very best of each of their strengths — investments, purchasing, hiring opportunities, policy, and local leadership for a strategic approach to provide services for, reach out to, and support local residents and businesses," Sommer said.

inclusion, remove internal and external barriers, and position them to continue to implement the work on their own through new policies, practices and relationships. The Partnership's work also informs partners of system challenges to such things as small business, workforce and capital that need to be addressed.

The BIP works closely with its public partners, particularly Baltimore City, which launched the **Baltimore City Anchor Plan** (**BCAP**) in 2014. The BCAP lays out a series of benchmarks and aligns city programmatic and departmental activities in four areas, including public safety, qualify of life, local hiring and purchasing to meet anchor institution needs.

"We are pleased to work with BMC, which recently led a three-year effort, the **Opportunity Collaborative**. The Collaborative focused on regional workforce, housing and transportation issues, which are central to Baltimore City's economic challenges," Sommer said. "We need to build new avenues of opportunity within the city and across the region to overcome our high unemployment and poverty rates."

Similarly, the State of Maryland is working with the BIP, and plays a key role in workforce and community development investments through EARN Maryland; the

Baltimore Regional Neighborhood Initiative (**BRNI**); and a new $5 million annual loan and grant program for anchor institution community development activities.

Like Perman did with the community engagement center at UMB, other anchor institution CEOs and presidents are implementing strategic projects and activities to advance economic inclusion.

Some institutions set formal inclusion goals, such as the **Johns Hopkins University and Health System**, which recently outlined commitments that 40 percent of new hires for certain positions will come from targeted zip codes. Hopkins also will direct $6 million in spending to minority and local businesses.

Local business leaders on Johns Hopkins' board took a leadership role and made similar commitments through a companion initiative called **BLocal**. Twenty-five businesses committed to infuse $69 million into local- and minority-owned businesses during the next three years, and crafted a contractor's college to support business development. Building on investments and strategies from the BIP's first phase of work, **Johns Hopkins University**, the Reinvestment Fund, **Central Baltimore Partnership**, and the BIP, with support from area banks, foundations, and city

and state government, plans to launch a $12 million loan fund to support capital investment in targeted neighborhoods. The fund includes economic inclusion goals for hiring and contracting.

UMB also serves as a leading institution in showing how it can better support needs of area residents in West Baltimore. UMB, along with **Bon Secours Baltimore Health System** and the **University of Maryland Medical Center**, helped support **Southwest Partnership** which is formalizing strategies and activities to address community needs. UMB also launched a merchant access program, workforce programing, local hiring, and helped to create a multi-million-dollar fund to meet southwest Baltimore community needs linked to a new construction project.

In addition, three BIP partner hospitals — Johns Hopkins, University of University of Maryland Medical Center, and **LifeBridge Health** — joined with other Maryland hospitals to negotiate an increase in the healthcare reimbursement rates which will be directed to local hiring.

Finally, the **Maryland Institute College of Art (MICA)** is scheduled to launch an arts business incubator, and is driving reinvestment in central Baltimore through new capital projects and local purchasing. At the same time, LifeBridge is working to increase local and minority spending within the professional services sector.

Collectively, the BIP's anchor institutions came together recently with **Humanim** to apply for and receive funding to support the creation of a new workforce training program to meet their hiring needs for administrative staff. They also participate collectively in local purchasing strategies such as the **2016 #MadeinBaltimore Food Vendor Fair** to direct food spending to businesses.

"We are very excited that Baltimore's anchor institutions are deepening their commitment to Baltimore City by providing new opportunities for residents, businesses, and neighborhoods," Sommer said. "Their work still is unfolding, but it's their leadership and the leadership of many local stakeholders that helps to drive these efforts." ■
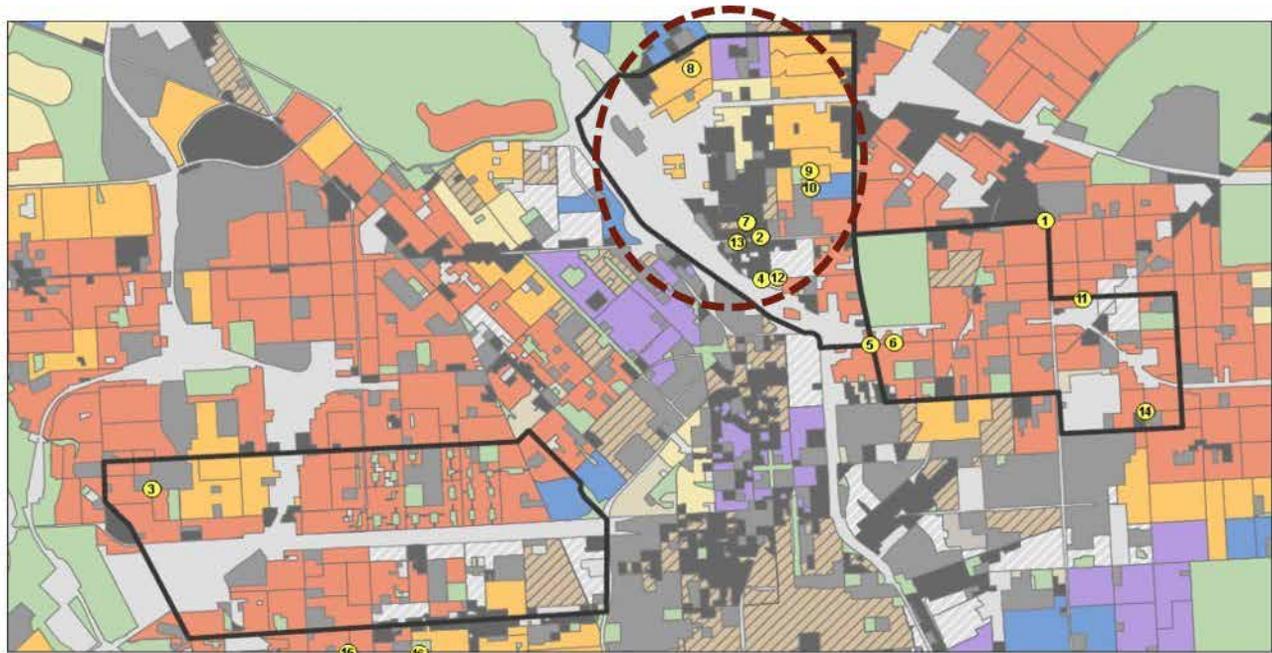
Closed Living Cities BIP Projects as of   7/20/2016

1. Apples and Oranges
2. Center Theater
3. Center for Healthcare
4. Chesapeake Restaurant
5. Lillian Jones Affordable Rental
6. Mi Casa Homeownership
7. North Avenue Market
8. Remington Village
9. Telesis Homeownership (Barclay)
10. Telesis Homeownership (Barclay)
11. Baltimore Food Hub
12. Chesapeake Building

15. Carey
16. Lion Bros

Closed NMTC Projects

13. MICA Studio Center
14. East Baltimore Community School

☐ BIP Target Area

HCPI Development Fund

2011 Housing Market Typology

- Regional Choice
- Middle Market Choice
- Middle Market
- Middle Market Stressed
- Distressed
- City/Private/Public
- Commercial
- Green Space

Attracting and deploying capital for building communities and expanding opportunities. Map: Courtesy of the BIP

BRTB considers $2.71 billion in transportation projects

2017-2020 TIP

Project Type
- 🔴 Highway Preservation
- 🟠 Highway Capacity
- 🔵 Commuter Rail
- 🟢 Emission Reduction Strategy
- 🟩 Environmental/Safety
- 🟣 Transit
- ⚫ Ports
- 🟢 Miscellaneous
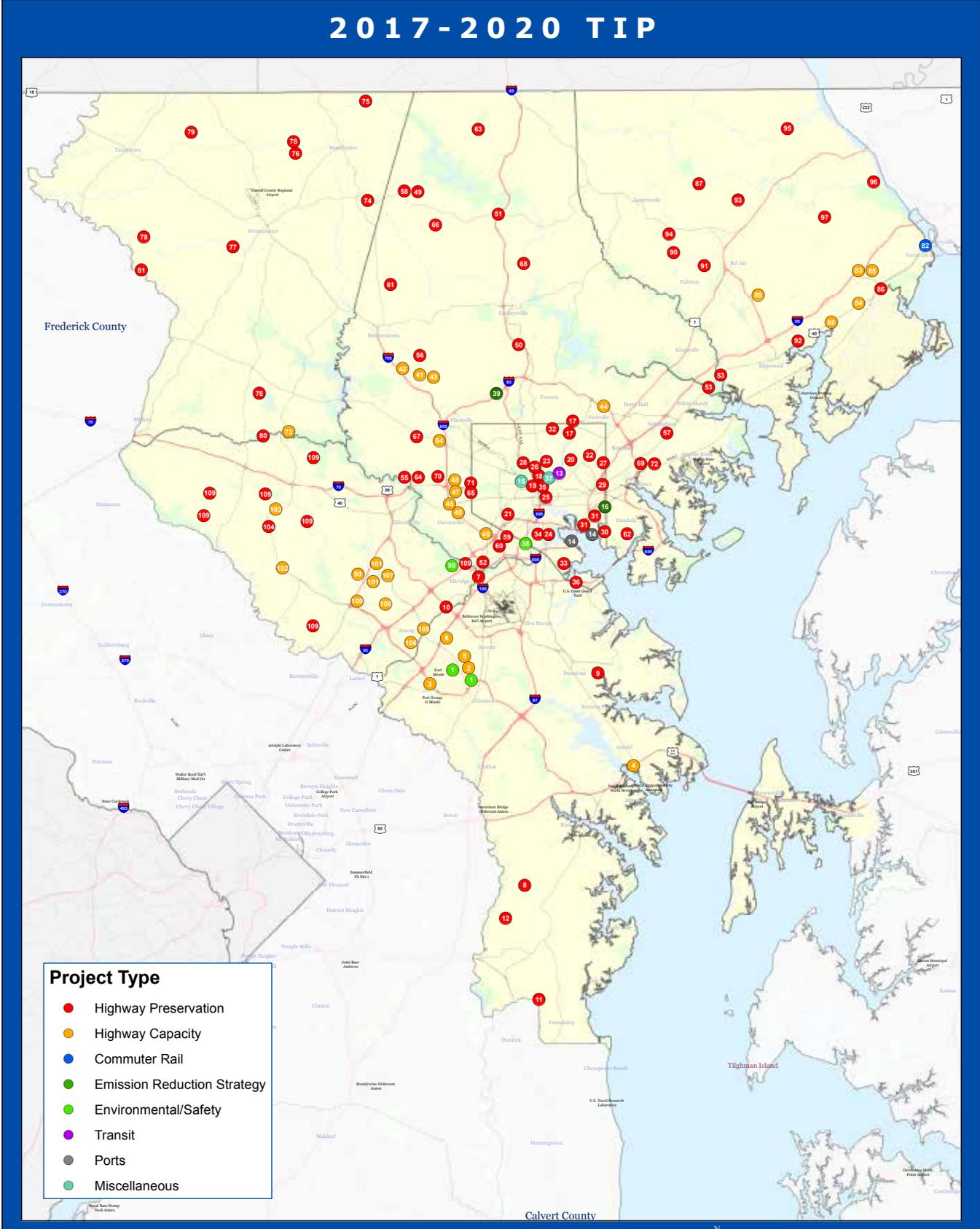
BRTB, as the Metropolitan Planning Organization (MPO) for the Baltimore region, is **scheduled to vote** on three transportation-related documents — the draft *2017-2020 Transportation Improvement Program (TIP)*; an amendment to *Maximize2040: A Performance-Based Transportation Plan*; and the associated Air Quality Conformity Determination — on **Tuesday, July 26.**

The draft *2017-2020 TIP* is a listing of transportation projects requesting funding that includes about **$2.71 billion** in proposed federal, state and local money for highway, transit, bicycle and pedestrian projects throughout the region during the next four years. The funding will go towards maintaining, operating and expanding the transportation system. Included in the draft *2017-2020 TIP* are **109 mappable projects** from each of the six jurisdictions and BRTB's partnering state agencies:

Project Sponsor: State Highway Administration (within Anne Arundel County)
1. MD 175: Mapes and Reece roads Intersection Reconstruction
2. MD 175: MD 295 to MD 170
3. MD 198: MD 295 to MD 32
4. US 50: MD 70 to MD 2
5. MD 175: Disney Road to Reece Road
6. MD 175: National Business Parkway to McCarron Court

Project Sponsor: Anne Arundel County
7. Furnace Avenue Bridge over Deep Run
8. Harwood Road Bridge over Stocketts Run
9. Magothy Bridge Road Bridge over Magothy River
10. O'Connor Road Bridge over Deep Run
11. McKendree Road Culvert over Lyons Creek
12. Polling House Road Bridge over Rock Branch

Project Sponsor: Maryland Transit Administration (within Baltimore City)
13. Kirk Bus Facility Replacement - Phase 1 & 2

Project Sponsor: Office of the Secretary (within Baltimore City)
14. Port of Baltimore Enhancements
15. Baltimore and Potomac Tunnel

Project Sponsor: Baltimore City
16. SE Baltimore Freight Corridor: Broening Highway Complete Streets
17. Perring Parkway Ramp and Hillen Road Bridge
18. Sisson Street Bridge over CSX Railroad
19. Midtown Streetscape/Traffic Improvements
20. Harford Road Bridge Over Herring Run
21. Wilkens Avenue Bridge Over Gwynns Falls
22. Belair Road Complete Streets
23. Greenmount Avenue Reconstruction: 43rd Street to 29th Street
24. Hanover Street Bridge Multimodal Corridor
25. Orleans Street Bridge over I-83 and City Streets
26. Remington Avenue Bridge over Stony Run
27. Radecke Avenue over Moores Run
28. I-83 Concrete Deck Mill and Resurface
29. Moravia Road Ramp Bridge over Pulaski Highway
30. SE Baltimore Freight Corridor: Colgate Creek Bridge Replacement
31. SE Baltimore Freight Corridor: Keith and Holabird Avenue Improvements
32. Replacement of the Dartmouth Retaining Wall
33. Curtis Avenue Corridor Improvements (Phase I and II)
34. Hanover Street Bridge Deck Repair over Middle Branch
35. MLK Blvd. and Howard St. Intersection Improvements
36. Hawkins Point Bridge over CSX Railroad
37. Baltimore City Locked Gate Interstate Access Point Approval (IAPA)

Project Sponsor: State Highway Administration (within Baltimore County)
38. MD 295: I-895 to North of Daisy Avenue - Noise Wall
39. I-695: Low-Cost Operational and Safety Improvements
40. I-695: I-95 to MD 122 (Southwest Beltway)
41. MD 140: Painters Mill Road to Owings Mills Boulevard (Phase 2)
42. I-795: Dolfield Boulevard Interchange
43. MD 140: Garrison View Road to Painters Mill Road - Phase 1
44. I-695: MD 41 to MD 147 Auxiliary Lane and MD 147 Inner Loop Ramp Reconstruction
45. I-695: US 40 to MD 144
46. I-695: Bridge Replacements at Benson Ave and US 1
47. I-695: Bridge Replacement on Crosby Road
48. I-70 & I-695: Triple Bridges Study
49. MD 25: Bridge Replacement over Georges Run
50. I-83: Bridge Replacement over Padonia Road
51. MD 137: Bridge Replacement over I-83
52. US 1: Bridge Replacement over CSX
53. US 40: Bridge Replacements over Little & Big Gunpowder Falls

Project Sponsor: Baltimore County
54. Rolling Road Widening - Phase I
55. Dogwood Road Bridge No. B-0072 Over Dogwood Run

56. Gwynnbrook Avenue Bridge No. B-0202 over Gwynns Falls
57. Mohrs Lane Bridge No. B-0143 over CSX Railroad
58. Gunpowder Road Bridge No. B-0409
59. Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad
60. Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad
61. Piney Grove Road Bridge No. B-0140 over CSX railroad
62. Peninsula Expressway Bridge No. B-0119 over CSX Railroad
63. Gores Mill Road Bridges No. B-0136, 0137, 0138 and 0346
64. Dogwood Road Bridge No. B-0347 over Dogwood Run
65. Old Ingleside Avenue Bridge No. B-0096 over Dead Run
66. Gorsuch Mill Road Bridge No. B-0071 over Blackrock Run
67. Old Court Road Bridge No. B-0237 over Bens Run
68. Sparks Road Bridge No. B-0018 over Gunpowder Falls
69. Golden Ring Road Bridge No. B-0110 over Stemmers Run
70. Rolling Road Bridge No. B-0358 over Branch of Dead Run
71. Forest Park Avenue N. Bridge No. B-0097 over Dead Run and Dogwood Road
72. Rossville Blvd. Bridge No. B-0132 over Amtrak & Orems Rd.

Project Sponsor: State Highway Administration (within Carroll County)
73. MD 32: MD 26 to I-70 Corridor Study
74. MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Community Safety & Enhancement)
75. MD 86: Bridge Replacement over Gunpowder Falls
76. MD 496: Bridge Replacement over Big Pipe Creek

Project Sponsor: Carroll County
77. Stone Chapel Road Bridge over Little Pipe Creek
78. Countywide Bridge Maintenance, Repair, and Replacement
79. Babylon Road Bridge over Silver Run
80. Gaither Road Bridge over South Branch Patapsco River
81. McKinstrys Mill Road Bridge over Sams Creek

Project Sponsor: Office of the Secretary (within Harford County)
82. Susquehanna Bridges

Project Sponsor: State Highway Administration (within Harford County)
83. MD 22: Beards Hill Road Intersection Reconstruction
84. US 40: MD 7 & MD 159 Intersection Reconstruction - Phase 2
85. MD 22: Paradise Road Intersection Reconstruction
86. MD 22: Old Post Road Intersection Reconstruction
87. MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G

Project Sponsor: Harford County
88. Bata Boulevard Access Road
89. Tollgate Road
90. Pleasantville Road Bridge # 67
91. Carrs Mill Road Bridge #216 over Bear Cabin Branch
92. Abingdon Road Bridge #169 over CSX Railroad
93. Chestnut Hill Bridge #40
94. Phillips Mill Road Bridge #70 over East Branch Tributary
95. Robinson Mill Road Bridge #154 over Broad Creek
96. Stafford Road Bridge #24 over Deer Creek
97. Glenville Road Bridge #30

Project Sponsor: State Highway Administration (within Howard County)
98. I-95: Montgomery Road to I-895 Noise Barrier
99. US 29: Seneca Drive to MD 175 - Phase 1B
100. US 29: Middle Patuxent River to Seneca Drive - Phase 2
101. US 29: Seneca Drive to MD 175 - Phase 1A, Old Columbia Road Access Only
102. MD 32: MD 108 to Linden Church Road
103. MD 32: Linden Church Road to I-70, Capacity & Safety Improvements
104. MD 32: Triadelphia Road Bridge Replacement

Project Sponsor: Howard County
105. Dorsey Run Road: MD 175 to CSX Railroad Spur
106. Guilford Road: US 1 to Dorsey Run Road
107. MD 175 at Oakland Mills Rd Interchange
108. Snowden River Parkway: Broken Land Parkway to Oakland Mills Road
109. Bridge Repairs and Deck Replacement ◾

Potential for *Progress*

The historic Centre Theater sat empty on North Avenue, in between North Charles and St. Paul streets in Baltimore City, for more than 20 years.

Three years ago, the state provided the **Central Baltimore Partnership** with a $1.5 million grant, $100,000 of which went toward the theater's complete gutting and renovation. The theater now serves as the anchor of the **Station North Arts and Entertainment District**, housing the joint film program of the **Maryland Institute College of Art (MICA)** and the **Johns Hopkins University**. It also serves as shared space for entrepreneurs, a private computer gaming company, and the headquarters for five nonprofit organizations, including the Central Baltimore Partnership.

The Centre Theater facelift is one of many examples of how the Central Baltimore Partnership, one of four major recipients of the state's **Baltimore Regional Neighborhood Initiative (BRNI)** grant program, has allocated nearly $2.9 million toward more than two dozen community revitalization projects in Baltimore City in the last three years. The BRNI grants have brought together community groups, many of whom would compete for the same funding, to leverage targeted resources so that each project awarded packs a greater punch.

"So many of these groups were pursuing projects on their own. They knew funding was limited and so they felt like they were competing against each other," said Ashley Wallace, deputy director for the Central Baltimore Partnership. "In bringing these folks together at the same table, they realize the value of other projects. We're then able to develop these joint revitalization plans and create the most competitive grant applications possible, yielding more funding for them. We've had great success over the past three years."

Transformative renovations, street and neighborhood beautification and housing construction are the result of a vision for regional revitalization started by **Speaker Michael Busch of the Maryland House of Delegates.**

Photo: BMC

Born in Baltimore City, Busch remains focused on enhancing the quality of life for businesses and residents alike in the Baltimore region. That is why three years ago, he created the **Regional Revitalization Work Group**, a forum of about a dozen delegates to focus on collaboration and initiatives for Baltimore City and the surrounding counties. The strategy is to provide support for revitalization efforts in the region at the state level by bringing together public-private partnerships and providing funding for projects through the BRNI grant program.

"The counties around Baltimore have to start thinking of themselves as a region that benefit from each other," Busch said. "Every jurisdiction needs to find a way to work together. What we're asking is how can we get them to work more collaboratively, and get them invested so that as one area starts to improve, all of the other areas improve with it."

Several years ago, Busch said he noticed a stark difference between the areas surrounding Washington, D.C., - Prince George's, Montgomery, Charles, Calvert and Frederick counties – and the Baltimore region, particularly Baltimore City. Families are moving out of Baltimore City and one-third of the city's residents aren't able contribute to its tax base, he said.

It is a problem that affects not just Baltimore City, but the economic growth and quality of life for the entire region, Busch said.

"You take a look at the Washington metropolitan area, and the growth that's taken place there. They have a wealth base that's starting to grow, to the benefit of the District of Columbia and its surrounding counties," Busch said. "Then you look at the Baltimore metropolitan region and there are so many stressed communities in need of a boost."

*The **Greater Greenmount Association** received a BRNI grant to maintain green space on 21 $^{1/2}$ Street. The project addresses public safety and sanitation.* Photo: Courtesy of the Central Baltimore Partnership

Busch's Regional Revitalization Work Group seeks to organize and address these challenges to transportation, housing, workforce development, and community and business reinvestment.

Revitalization and the Baltimore Metropolitan Council

The Work Group set out early to understand the region and its partners better. In 2014, the legislature began by revising the scope of the **Baltimore Metropolitan Council's (BMC's)** intergovernmental planning and coordination to include workforce development and fair housing. At the time, BMC was in the midst of a three-year $3.5 million **U.S. Department of Housing and Urban Development (HUD)** grant to develop the **Baltimore Regional Plan for Sustainable Development (RPSD)**. The RPSD, created through a 25-member government, nonprofit and philanthropic partnership known as the **Opportunity Collaborative**, would serve as a blueprint to tie together regional transportation, fair housing and workforce development.

"The hard-working, dedicated legislators on the work group have the insight to work with the Baltimore Metropolitan Council more aggressively to bring things together," Busch said.

By virtue of spearheading this cross-sector planning effort, the state determined that BMC was the appropriate entity to assist in revitalization initiatives around transportation, workforce development and housing, Busch said.

"We rise and fall as a region. BMC is the perfect place to bring together elected leaders and the economic development community around the notion of regional revitalization," Busch said. "BMC provided a strong infrastructure upon which we could build. The challenges are great for our region, but we have to invest and work together to make progress."

Revising BMC's charter to include more state support meant adding a State Delegate and State Senator to the Board of Directors, along with a private sector gubernatorial appointee. Filling those three positions in 2015 were **Del. Steve Lafferty**, who serves as chair of the Work Group, **Sen. Bill Ferguson**, and **J. Thomas Sadowski**, then executive director of the Economic Alliance of

> "We rise and fall as a region. BMC is the perfect place to bring together elected leaders and the economic development community around the notion of regional revitalization," Busch said.

Baltimore. In 2016, Sadowski was named the University System of Maryland's Vice Chancellor for Economic Development.

Public-Private Partnerships

"BMC could and should be playing a larger role in helping to facilitate economic development," Lafferty said. "There's a lot of work that can be done to stimulate reinvestment."

The Baltimore region already includes major institutions such as the Johns Hopkins University, the University of Maryland Medical Center, the Port of Baltimore, Sparrow's Point, McCormick and Under Armour, Lafferty said. The question is how the region can work with these institutions to better compete.

"What's happening is not unique to Baltimore — the same dynamic takes place in Detroit, Cleveland, Pittsburgh, some of them have flourished, some of them haven't," Busch said. "The infrastructure that we have in **Sparrows Point**, for example, will play an important role in the renaissance of Baltimore."

In the last two years, the Work Group has toured several potential redevelopment sites in the Baltimore region — **Port Covington**, Sparrows Point, and the Brooklyn, Brooklyn Park and Curtis Bay communities — to see the potential for public-private partnerships.

"We meet with everyone — businesses, community leaders, developers, nonprofits. We're eager to learn. We'll take ideas that work from anywhere," Lafferty said.

Busch echoed his chair's sentiment.

"There is so much potential in Baltimore. We have some great partners in the private sector that want to see our region thrive," Busch said. "I am confident in Del. Lafferty's ability to guide the Work Group toward collaborative solutions that will benefit the communities of greater Baltimore."

The Baltimore Regional Neighborhood Initiative

Beginning in 2013, the Work Group recommended and secured an appropriation for specific revitalization projects, which became known as the Baltimore Regional Neighborhood Initiative (BRNI) grant program. The program targets investment and resources to help those communities become neighborhoods of choice, said Carol Gilbert, assistant secretary with the Division of Neighborhood Revitalization at the **Maryland Department of Housing and Community Development.**

BRNI has allocated $750,000 per year in operating and $3 million in capital funding to grantees, which they've channeled into projects such as renovating and converting historic buildings into business space, and community enhancements, Gilbert said. The success of these projects helped turn BRNI funding from budget line items into statute.

BRNI grants range from housing renovations to green space, as well as reinvestment in historical or older buildings and neighborhoods. Photo: Courtesy of the Central Baltimore Partnership

On July 15, the state received 34 grant applications totaling $8 million in requests for the next fiscal year , Gilbert said.

Passed in 2016, **HB 684 (Chapter 29)** — sponsored by **Del. Peter Hammen** — codified the BRNI program and increased funding to $12 million per year from FY 2018 to 2022.

"With all of the difficult and challenging news coming out of Baltimore, I think the story in these neighborhoods is a good one, and reminds us of how great Baltimore neighborhoods are and can be," Gilbert said. "BRNI funding has allowed us to strengthen the good leadership groups on the ground that implement revitalization strategies. The funding increase is a nice acknowledgement of our progress."

Previous BRNI funding has supported the work of four major organizations in the Baltimore region — the Central Baltimore Partnership, **Southeast Community Development Corporation**, **Healthy Neighborhoods** and the **Dundalk Renaissance Corporation.**

"Some of the strategies that had been working with respect to building stronger markets in older neighborhoods, needed to be reignited," Gilbert said. "We placed a strong focus on selecting neighborhoods that had already been showing some progress prior to the recession and already had some good strategies and leadership in place but needed a new infusion of capital to stimulate additional private reinvestment."

BRNI differs from other competitive grant programs, in that it has the flexibility to provide operating funds to community development entities.

"Most grant programs are restricted to capital programming, said Gilbert. "We've been fortunate to be able to invest in building and sustaining community organizations in addition to the traditional bricks and mortar kinds of projects — housing rehabs, historic buildings to adapt and reuse, park creation, streetscape work, façade improvement, etc."

The exterior of 2202 North Calvert Street serves as an example of the homeownership rehabilitation that BRNI grants fund. Photo: Courtesy of the Central Baltimore Partnership

Busch praised the members of the work group for the evolution of the BRNI program, particularly Hammen and Lafferty. He anticipates that BRNI will continue to spur reinvestment in the Baltimore region.

"Hammen and Lafferty had a lot to do with these initiatives. I give them a lot of credit for initiating BRNI," Busch said. "It's been very successful, and success breeds success."

Across Jurisdictional Lines

Del. Ned Carey lives in the house where he grew up in the Brooklyn Park community in northern Anne Arundel

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THE BALTIMORE REGIONAL NEIGHBORHOOD INITIATIVE

The BRNI program was codified in State law by HB 684 (Chapter 29) of 2016, sponsored by Del. Peter Hammen.

Program Purpose: "To (1) provide strategic investment in local housing and businesses and (2) focus on areas where modest investment will have an appreciable neighborhood revitalization impact."

Funding: $12.0 million per year from FY 1018 to FY 2022 for grants to Community Development Organizations

Eligible grant projects include:
• Down payment assistance for homebuyers to purchase and rehabilitate homes
• Programs to acquire or rehabilitate vacant or blighted properties
• Programs to improve existing residential and business properties
• Programs to achieve energy efficiency through weatherization and energy retrofits
• Development of mixed-use projects that combine housing, retail, and office space
• Development or enhancement of community open space or public infrastructure
• Workforce and employment development programs
• Strategic demolition
• Operating costs necessary to implement a community enhancement project ■

> "With all of the difficult and challenging news coming out of Baltimore, I think the story in these neighborhoods is a good one, and reminds us of how great Baltimore neighborhoods are and can be," Gilbert said.

County. Likewise, the parents of many of his childhood friends and classmates still live in the neighborhood.

Busch appointed Carey to the Work Group when Carey joined the General Assembly in 2015.

"Del. Carey has been a tremendous asset to the work group," said Lafferty.

The Brooklyn Park neighborhood shares a border with the Brooklyn and Curtis Bay communities in Baltimore City — areas similar in character. BMC provided demographic analysis to help the Work Group better understand the relationship between the neighborhoods. This initial analysis helped to lay the foundation for a "sustainable communities" designation for the broader community, a threshold requirement for BRNI funding.

Through Busch's efforts, the state and the **Goldseker Foundation** provided $100,000 to begin working across jurisdictional lines.

"When you visit these neighborhoods, the city-county line is indistinguishable," said Michael Kelly, executive director of the Baltimore Metropolitan Council. "The housing stock and median incomes are very similar. We were proud to provide technical support for this effort."

BMC is prepared to support future cross-jurisdictional initiatives like this as the BRNI program evolves under the new state law. HB 684 (Chapter 29) of 2016 included language providing a $250,000 appropriation in the state's FY 2018 budget to BMC for "planning and programmatic efforts that facilitate coordination and

collaboration among local jurisdictions and organizations in the Baltimore region to foster economic growth and development."

"We are humbled by the confidence the legislature has placed in our organization," said Kelly. "We will use the next year to develop a comprehensive plan for this anticipated funding, which will build upon the recommendations of the Opportunity Collaborative as well as corridor-oriented and cross-jurisdictional community development strategies."

Busch also commends the partnership exhibited by Baltimore City and Anne Arundel County governments.

"I'm encouraged by the efforts of Mayor Stephanie Rawlings-Blake's and County Executive Steven Schuh's administrations," Busch said. "This is the bipartisan collaboration that we need to revitalize this community."

Carey hopes that FY 2017 BRNI funding will help the communities of Brooklyn, Brooklyn Park and Curtis Bay to improve housing and clean up streets to make these neighborhoods more appealing to young families and allow long-time residents to remain in their homes.

"We realized that whatever we're doing in Anne Arundel County, we need to make sure that we're doing the same in the city," Carey said. "With BRNI funding, we'll be able to coordinate these efforts. That's going to be a positive thing. I think it's going to work." ∎

The interior of the Centre Theater pre-renovation. The building now serves as shared space between JHU and MICA film students, nonprofits and others. Photo: Courtesy of the Central Baltimore Partnership

BMC launches "What's on Tap" speaker series to drive conversation of technology, innovation in regional planning

In a world where sharing our cars with perfect strangers is commonplace and phones have become our wallets, stereos and social portals, perhaps it's little surprise that light poles could soon routinely provide Wi-Fi hotspots, house sensors and charge electric cars.

On June 15, BMC launched its first speaker series, **"What's on Tap: How Technology Will Make Our Streets Smarter,"** to encourage a regional conversation about current and emerging technology solutions and innovations. More than 50 people attended the event.

"The 'What's on Tap' series is intended as a less-formal way to initiate and hold conversations about policy, technology and other innovations between our stakeholders," said Michael Kelly, executive director of the Baltimore Metropolitan Council.

This regional forum featured 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**. General Motors and Philips Lighting are companies at the leading edge of transforming their industries with new technologies and service innovations. This conversation focused on how their work will create smarter cities, smarter communities and smarter regions across the United States.

GM understands that its customers expect a transportation experience that is just as connected as the rest of their lives. Examples include efficiency improvements to its vehicles, its partnership with the carshare service **Lyft**, and the merger of vehicle intelligence and connectivity. The

(Above) Alexander Keros, of the General Motors Company, speaks about how mobility is rapidly changing through technology. (Right) Bill McShane, of Philips Lighting, speaks about smart light poles enabling better connectivity in cities.
Photo: BMC

company is thinking about how to move its passengers in a shared economy, and do it with vehicles that talk to each other and their surroundings.

Philips is working to better connect cities through its **SmartPole** pilot program, which would install in streetscapes state-of-the-art lighting that includes digital wireless technology, sensors and electric car chargers. The goal is: more energy conservation, reduced expenditures on energy maintenance, implementation of LED lighting on dark city streets, job creation, economic development, and an enhanced broadband experience for residents.

"Companies are advancing technologies and practices that are rapidly changing. I'm fascinated with how these technologies

complement or crash against slower-evolving public policy and government action," said Don Halligan, senior transportation planner with BMC. "We hope that this series is one way for our stakeholders to hear directly from industry about innovations."

For more information contact Halligan at **dhalligan@baltometro.org.** ■

TRAVEL SEASON! From road trips to trail exploring, summertime highlights the diversity of all that goes into the Baltimore region's transportation planning. Check out how Marylanders move this summer *By the Numbers*.

889,400 MARYLANDERS

traveled by vehicle from Thursday, June 30, to Monday, July 4, for the weekend of

INDEPENDENCE DAY

according to projections by AAA Mid-Atlantic.

Eastern Shore Traffic — In FY 2014

25.6 MILLION

vehicles moved across the William **Preston Lane Jr. Memorial Bay Bridge** (US 50/301), according to the MDTA.

The Baltimore region includes

SIXTEEN STATE PARKS

totaling **40,553 acres**.

PATAPSCO VALLEY STATE PARK alone consists of:

32 miles of the Patapsco River, 16,043 ACRES OF LAND, 170 miles of trails, and spans four of the Baltimore region's six jurisdictions.

On July 1, the state opened the 7,600-foot U.S. Rt. 40 **Thomas J. Hatem Memorial Bridge** to **bicyclists**. Bridge access allows bicyclists to complete the East Coast Greenway, a **2,900-mile trail** from Maine to Florida. *Remember drivers, leave three feet when passing cyclists!*

But wait! Remember to never leave **children or pets** in vehicles, even for a minute. Temperatures inside a car on a summer day can reach approximately

200 DEGREES,

hot enough to cook many foods and kill most living things, according to AAA Mid-Atlantic.

In the six jurisdictions of the Baltimore region there are

53,612 MOTORCYCLES registered.

Baltimore County leads the pack in ridership with 15,094 registered motorcycles. Other jurisdictions follow closely: Anne Arundel County: 14,455 · Harford County: 7,607 · Carroll County: 6,993 · Howard County: 5,241 · Baltimore City: 4,222 (according to the MVA). Stay alert and look out for your friends on two wheels!

B'more Involved **promotes civic engagement in our region's transportation, planning, environmental justice and equity. This important information is a great way for you to learn more, stay up-to-date on important events, news, and, of course, let you know how you can B'More Involved!**

B'more connected to B'more Involved:

f B'more Involved

🐦 @BMoreInvolved

MTA will hold a series of public workshops to release the revised **BaltimoreLINK** transit improvement plan to the public, and gather additional feedback to further refine the plan as the MTA approaches the June 2017 launch of CityLink and LocalLink.

CityLink bus routes will be color-coded, run 24 hours, offer frequent daytime service and connect Metro SubwayLink, Light RailLink, MARC Train, Commuter Bus, Amtrak and other services into one integrated network. LocalLink consists of local buses that will provide crosstown connections and fill in the gaps between larger roadways to provide full system access and connectivity to neighborhoods and communities.

In October 2015, Governor Larry Hogan announced $135 million in investments designed to transform and improve transit throughout the Baltimore metropolitan area. These workshops will present an updated BaltimoreLINK plan that responds to feedback received since fall 2015. In addition, BaltimoreLINK public hearings will be announced in the fall. The remaining BaltimoreLINK workshops are as follows:

21 JULY — Pimlico Race Course, 6-8 p.m.
Triple Crown Room
5201 Park Heights Ave.
Baltimore, MD 21215

26 JULY — BMC, 6-8 p.m.
The Offices @ McHenry Row
1500 Whetstone Way, Suite 300
Baltimore, MD 21230

28 JULY — Coppin University, 6-8 p.m.
Talon Center, Room 218 A
2500 W North Ave.
Baltimore, MD 21216

3 AUG — Randallstown Library, 6-8 p.m.
8604 Liberty Rd.
Randallstown, MD 21133

4 AUG — Towson Library, 6-8 p.m.
320 York Rd.
Towson, MD 21204

9 AUG — North Point Library, 6-8 p.m.
1716 Merritt Blvd.
Dundalk, MD 21222

15 AUG — Northwood Library, 5-7 p.m.
4420 Loch Raven Blvd.
Baltimore, MD 21218

16 AUG — Humanim @ American Brewery, 11 a.m. - 2 p.m.
1701 North Gay St.
Baltimore, MD 21213

18 AUG — Brooklyn Park Community Library, 6-8 p.m.
1 E 11th Ave.
Baltimore, MD 21225

22 AUG — Owings Mills Library, 6-8 p.m.
10302 Grand Central Ave., Room A
Owings Mills, MD 21117

25 AUG — Community Collage of Baltimore County Catonsville, 6-8 p.m.
Student Services Center, Room 004
800 South Rolling Rd.
Catonsville, MD 21228

7 SEPT — Southeast Anchor Library, 5-7 p.m.
3601 Eastern Ave.
Baltimore, MD 21224

8 SEPT — Hamilton Library, 5-7 p.m.
5910 Harford Rd.
Baltimore, MD 21214

12 SEPT — Perkins Baptist Church, Lower Sanctuary, 6-8 p.m.
2500 Edmonson Ave.
Baltimore, MD 21223

22 JULY — Baltimore Data Day 2016, 8:30 a.m. - 3:30 p.m.
University of Baltimore
11 W Mount Royal St.
Baltimore, MD 21201

Register for free

Baltimore City Bike Share Launch

Baltimore City Department of Transportation (DOT) is scheduled to launch the **Baltimore Bike Share** in fall 2016. The system will be the largest electric-pedal assist bike share program in the western hemisphere.

Bike Share will be an affordable, healthy, safe, and environmentally sustainable addition to Baltimore's existing transportation network, and will further connect the diverse communities by offering an active and innovative first- and last-mile transportation option throughout the city.

DOT is scheduled to host a series of public meetings to both educate residents of the program and allow them to provide input regarding docking station locations. The city proposes installing up to 50 bike share stations for the first phase. The timing and location of stations will be determined through public input, engineering requirements and weather.

| 4 AUG | Howard County Complete Streets Implementation meeting, 6-8 p.m. |

George Howard Building
3430 Court House Drive
Ellicott City, MD 21043

Howard County is developing a Complete Streets Policy and creating a Complete Streets and Bridges Design Manual. This initiative was recommended in both the Howard County General Plan, *PlanHoward*, and the Howard County Bicycle Master Plan, *BikeHoward*.

Meetings are every other Thursday morning. For more information about Howard County's Complete Streets, visit **www.howardcountymd.gov.**

MTA Metro Subway Partial Shutdown

MTA will shut down the Baltimore Metro Subway service from the Milford Mill to Mondawmin stations for 21 days **— from July 23 to August 12 —** for replacement of major components of Metro rail. For more information, visit **www.mta.maryland.gov,** or call the Transit Information Contact Center at 410-539-5000 or 410-539-3497.

READY? SET? GOOD!

September is National Emergency Preparedness Month! Take the time to make sure that your family is prepared.

For preparedness tips, check out the "Ready? Set? Good!" emergency preparedness campaign by visiting **www.readysetgood.org.** It could save your life.

BRTB
Baltimore Regional Transportation Board

Transportation affects all of us. By getting involved in the BRTB's planning process, you can help to shape the future.

The BRTB meets regularly to work on regional transportation activities, events, educational campaigns, plans, and to vote on key decisions. Public comment also is a vital part of many of these initiatives. We hope to see you at any of our upcoming meetings. Check out our information on **testimony rules and procedures,** as well as our **guide to making a public comment.**

All meetings take place at BMC, located at the Offices @ McHenry Row, 1500 Whetstone Way, Suite 300, Baltimore, MD 21230. Visit **www.baltometro.org** for a full list of upcoming public meetings.

| 26 JULY | BRTB July Meeting, 9 a.m. |

| 3 AUG | Public Advisory Committee and 2016-19 TIP Amendment Public Meeting, 4:30 p.m. |

| 23 AUG | BRTB August Meeting, 9 a.m. |

| 30-31 AUG | Northern Transportation & Air Quality Summit 2016 |

| 7 SEPT | Public Advisory Committee Meeting, 5:30 p.m. |

| 27 SEPT | BRTB September Meeting, 9 a.m. |

| 5 OCT | Public Advisory Committee Meeting, 5:30 p.m. |

| 16 SEPT | PARK(ing) Day 2016 |

For more information, visit **www.parkingday.org.**

| 22 SEPT | World Car Free Day 2016 |

Avoid using a car, and instead make a choice to travel by bicycle, walk or take public transportation.

| 5 OCT | Walk to School Day 2016 |

For more information, visit **www.walkbiketoschool.org.**

| 19 OCT | Meet the Primes Networking Event, 8 a.m. - noon |

BRCPC and its partners host a networking event, which connects small and minority-owned businesses with prime contract bidders. Register **here.**

HOT, HOT HEAT

A Baltimore City Transit Company bus stops at the corner of Light and Redwood streets in 1964. A sign on the vehicle promotes the newest innovation in passenger comfort for the company's fleet — air conditioning. This feature comes to Baltimore City 18 years after the **Carrier Corporation** *installed "the World's First Air-Conditioned City Bus" in San Antonio, Texas.* Photo: Courtesy of the **Maryland Historical Society Photographs, curation by Jennifer A. Ferretti**