McHenry Row

Baltimore Metropolitan Council

LOCH RAVEN RESERVOIR
WATERSHED AREA
303 SQUARE MILES
RESERVOIR CAPACITY
23 BILLION GALLONS
Protecting Our
Drinking Water

years

BALTOMETRO.ORG

CELEBRATING OUR SILVER

As BMC celebrates its 25th anniversary as an organization in 2017, its leadership looks toward the future to build upon the momentum of its long history as a regional convener, while embracing an ever-changing economy and the challenges that comes with it. Here's to another 25 years, BMC!

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COG Quarterly is a digital publication of
the Baltimore Metropolitan Council. For
more information, please email staff at
COGquarterly@baltometro.org.

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COG Quarterly, as a digital publication, intends to
be interactive. So when you see text that is **blue**
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information for you. Click away!

For more information:

Baltimore Metropolitan Council

@BaltoMetroCo

Here's to another 25 years as a resource for the region!

The year is 1992. Camden Yards opens its gates for the first time in April to thousands of Orioles fans eager to cheer on Mike Mussina, Brady Anderson, Mike Devereaux and Cal Ripken. The Baltimore Light Rail officially begins accepting riders the same month. Construction is underway on the Baltimore Metro subway and on MD 43, White Marsh Boulevard, connecting the northeastern communities of Baltimore County. The nation is in the midst of a heated election, pitting Arkansas Gov. William J. Clinton and technology billionaire H. Ross Perot against incumbent President George H. W. Bush. And the Maryland General Assembly is crafting law that will establish the Baltimore Metropolitan Council as an independent nonprofit regional planning organization for the region.
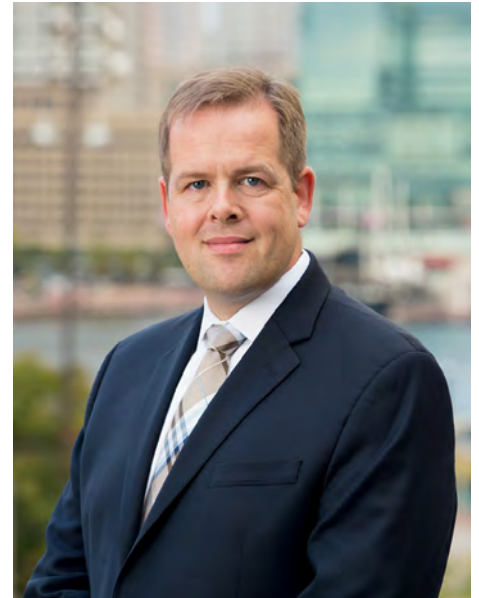
BMC is proud to celebrate our 25th anniversary with a renewed spirit of service to the greater Baltimore region and our community. In this issue of *COG Quarterly*, we highlight our recent work and share some perspective on what we see on our region's horizon. Our cover story

"Celebrating Our Silver" explores BMC's evolution from state agency to independent regional planning organization and the addition of Queen Anne's County to BMC's membership.

The In the News section recaps regional disaster training exercises with the Urban Areas Security Initiative (UASI), and BMC's standing-room-only "What's On Tap" event with Bikemore on Tuesday, March 21. We also provide updates on the Baltimore Regional Project-Based Voucher (PBV) Program and the Regional Information Center's latest public data resources.

We set our gaze 25 years in the future in By the Numbers, with a timeline for development of *Maximize2045: A Performance-Based Transportation Plan*, the region's next long-range transportation plan.

Bike to Work Day - another milestone for BMC - celebrates its 20th anniversary on Friday May 19. This issue's Regional Roundup outlines plans for the dynamic

annual event that is expected to draw 2,000 two-wheeled enthusiasts to raise awareness for alternative commuting options.

While the "Iron Man" and President Clinton are both now long retired, a quarter century later, BMC is still going strong and we look forward to many more years of serving the community.

As always, thank you for reading. If you have any comments or story suggestions, please email us anytime at **COGquarterly@baltometro.org**. ■
Sincerely,

Michael B. Kelly,
Executive Director

TRANSPORTATION

Baltimore Regional Transportation Board begins work on goals, performance measures for next long-range plan, Maximize2045

The Baltimore Regional Transportation Board (BRTB) is developing *Maximize2045: A Performance-Based Transportation Plan* to assess and address the needs 25+ years into the future. The BRTB expects to adopt this plan by July 2019.

Maximize2045 continues the theme of its predecessor, **Maximize2040,** which the BRTB approved in November 2015. That is, to make the best use of - or maximize - the resources that comprise and support the region's transportation system.

Throughout the development of *Maximize2045,* the BRTB will consult and coordinate with several partners and stakeholders. These include advisory groups such as the **Public Advisory Committee** (PAC), **Safety Subcommittee, Bicycle Pedestrian Advisory Group** (BPAG), and **Freight Movement Task Force** (FMTF). Other major partners include local jurisdictions,

the **Maryland Department of Transportation** (MDOT) and its modal agencies, the **Maryland Department of the Environment** (MDE), the **Maryland Department of Planning** (MDP), federal agencies, the public, and other interested groups.

Creating *Maximize2045* will involve gathering and analyzing data on the transportation needs, demographic trends, environmental concerns, economic factors, and financial resources that will affect the region during the next 25-30 years.

Informing this process is the continued reliance on a performance-based approach to planning and programming transportation projects. This approach provides a framework for the region to monitor progress toward regional goals through performance measures and targets. This approach also enables the BRTB to make informed decisions about how

best to maintain, operate, and enhance the existing transportation system given regional concerns and limited financial resources.

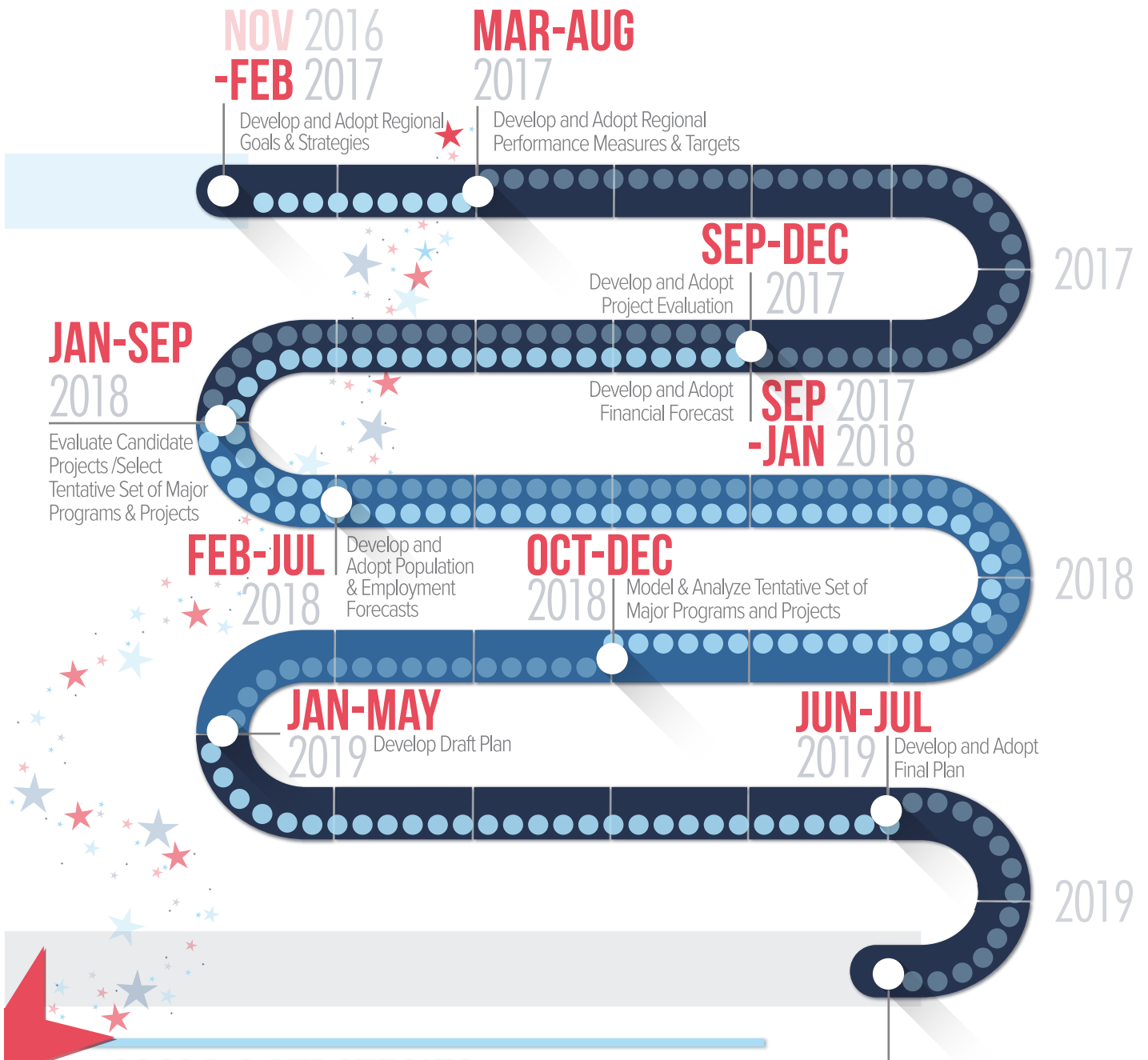Preparing the plan will include formulating and adopting:

- Regional goals and implementation strategies;

- Regional performance measures and performance targets;

- Population and employment forecasts;

- Criteria for evaluating candidate projects; and

- Project cost estimates and forecasts of expected revenues.

The BRTB will use this information to develop a draft "preferred alternative," or set of major projects and programs the region can reasonably expect to implement during the next 25-30 years. BMC staff members will conduct travel demand modeling, air quality conformity modeling, and analysis of potential environmental justice effects of the major projects and programs in the preferred alternative.

The final steps will include soliciting public review and comment on the preferred alternative, addressing these comments in a final plan, and formally adopting this final plan by July 2019. The final adopted plan will then undergo federal agency review and approval. ■

MAJOR MILESTONES

NOV 2016 -FEB 2017
Develop and Adopt Regional Goals & Strategies

MAR-AUG 2017
Develop and Adopt Regional Performance Measures & Targets

SEP-DEC 2017
Develop and Adopt Project Evaluation

2017

JAN-SEP 2018
Evaluate Candidate Projects /Select Tentative Set of Major Programs & Projects

Develop and Adopt Financial Forecast

SEP -JAN 2017 2018

FEB-JUL 2018
Develop and Adopt Population & Employment Forecasts

OCT-DEC 2018
Model & Analyze Tentative Set of Major Programs and Projects

2018

JAN-MAY 2019
Develop Draft Plan

JUN-JUL 2019
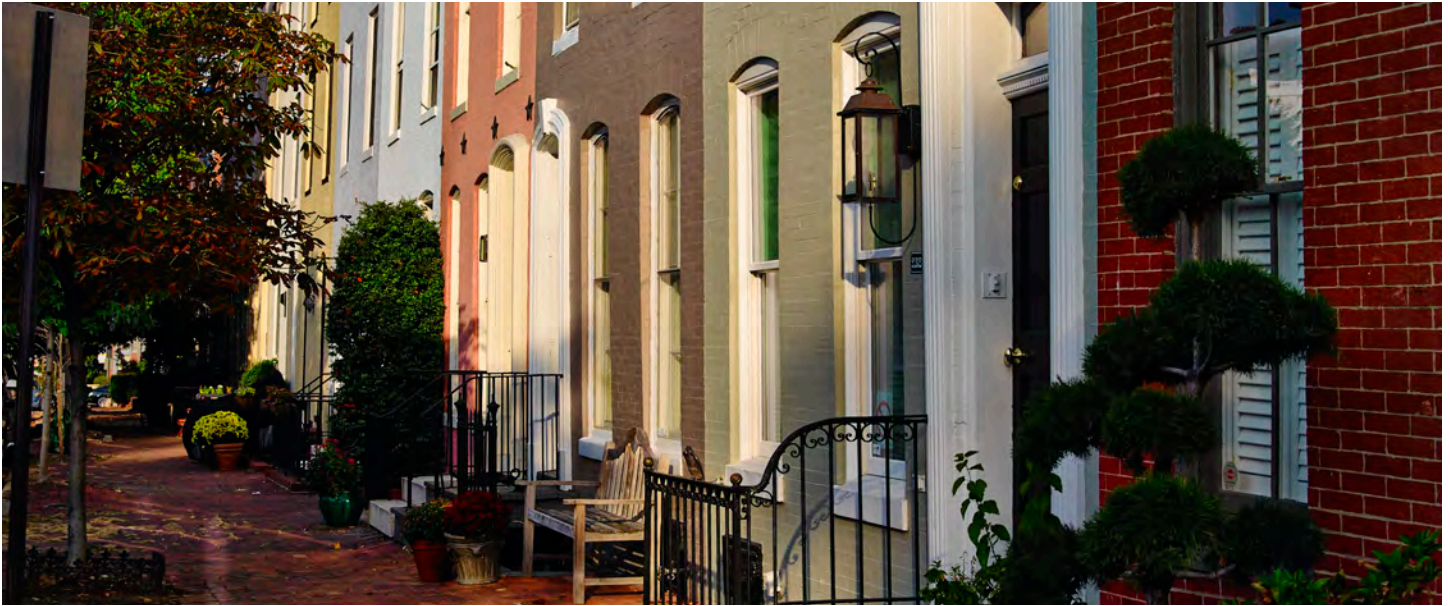Develop and Adopt Final Plan

2019

GOALS & STRATEGIES

- Improve System Safety
- Improve Accessibility
- Increase Mobility
- Improve System Security
- Foster Participation and Cooperation among All Stakeholders
- Improve and Maintain the Existing Infrastructure
- Promote Prosperity and Economic Opportunity
- Conserve and Enhance the Environment
- Promote Informed Decision Making

maximize 2045
A PERFORMANCE-BASED TRANSPORTATION PLAN

HOUSING

Public housing agencies move forward with project-based voucher program

A new collaboration among the metropolitan area's major housing agencies has just released its 2017 **request for proposals** (RFP) for developers and property owners.

The new initiative, known as the **Baltimore Regional Project-Based Voucher (PBV) Program**, revolves around the principle that the community in which a family lives effects their quality of life and socio-economic potential. In particular, where a family lives often dictates positive or negative experiences, such as access to a high quality public education; exposure to neighborhood violence; or access to access job opportunities.

As a result, six Baltimore-area public housing agencies are collaborating to create housing prospects in communities of opportunity - those that are safe, have access to high quality public schools, and job growth. These kinds of opportunities are often scarce for low-income families.

The Baltimore region is modeling this new program, seeded by a 2015 grant from the U.S. Department of Housing and Urban Development (HUD), after the Chicago-area **Regional Housing Initiative**, which has operated successfully in that metropolitan area since 2002.

The participating agencies in Baltimore pledged 100 existing housing choice vouchers from around the region to this effort. As the agencies convert these housing opportunities to "project-based" vouchers, the Regional PBV Program will award them to particular developments or existing properties in any of the participating jurisdictions. Low-income families seeking these opportunities can apply to join a regional waiting list that will open in Summer 2017.

Qualifying families will be eligible for substantial housing mobility counseling from the **Baltimore Regional Housing Partnership** (BRHP). That counseling will include assistance with credit issues, family budgeting, guidance on working with property owners and managers, and rights and responsibilities as a tenant.

In addition to BMC and BRHP, partner housing agencies in this effort include the **Howard County Housing Commission**, **Baltimore City Housing, Baltimore County Housing, Harford County Housing and Community Development**, the **Housing Authority of the City of Annapolis**, and the **Housing Commission of Anne Arundel County**. The RFP will remain open until all the housing vouchers have been awarded, or no later than September 15.

For more information, contact Dan Pontious, housing policy coordinator at BMC, at **dpontious@baltometro.org** or 410-732-0500 x1055. ■

Emergency responders plan for regional response in counterterrorism workshop

Boston, Paris, New York City, Madrid, San Bernardino, Istanbul, Virginia Tech - these are only a few of the many locations that have experienced terrorist attacks in the last several years.

In some cases, these attacks are considered complex coordinated terrorist attacks because they involve multiple, coordinated attacks one after another.

The **National Counterterrorism Center**, the **U.S. Department of Homeland Security**, and the **Federal Bureau of Investigation** (FBI) have worked with metropolitan areas to put on a workshop designed 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 a variety of local, state, and federal agencies including police, fire, emergency management, health and medical services, transportation, public information, universities, and dispatch centers.

Over the two days, 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?

Interspersed between the scenario discussions were presentations from people who have first-hand experience with these types of terrorist attacks, such as the Pentagon terrorist attack on **September 11, 2001**, and the mass shooting at the Inland Regional Center in **San Bernardino in December 2015.**

Speakers explained how these attacks differ from other terrorist attacks. For example, in a complex, coordinated terrorist attack, there are often many injured victims that need care from responders; however, the area may still be under attack, and the terrorists may pose a threat to responders. In these types of events, bystanders and those victims that are able often assist those in need before responders arrive and even after they arrive, because there are not enough responders to help all of the victims during these events. This may be a new mindset for responders, that the public will often provide assistance.

The workshop's closing speaker, Kristina Anderson, is a survivor of the Virginia Tech shooting that occurred in April 2007. She talked about the day from the perspective of a victim and a survivor. Since then, she has gone on to found the **Koshka Foundation for Safe Schools**, a nonprofit organization that helps communities and schools work together to prevent school violence, and if needed, how to respond to and heal from it.

"The Baltimore region's first responders have built a foundation of enhanced capabilities based on strong relationships and regional cooperation, which the workshop's scenario discussion highlighted," said David McMillan, acting director of the Baltimore Mayor's Office of Emergency Management and chair of the Baltimore Urban Area Security Initiative (UASI). "We're stronger as a region based on the efforts of the region and the State of Maryland to enhance preparedness by building capabilities."

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. ■

REGIONAL INFORMATION CENTER (RIC)

Library's focus on data, information gathering sets it apart as community resource

The Regional Information Center hosted a data workshop through the U.S. Census Bureau on Thursday, February 16. Photo: BMC

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

The RIC sources and holds more than 8,000 items on subjects including urban planning, economic development, demographics, environmental issues, transportation planning, and land use. Additional services include creating demographic profiles for personalized geographies and providing data on building permits at the jurisdiction level. Users can request data based upon a radius from a specific address or identify a neighborhood

in which they're working. This helps planners, businesses, and nonprofits identify needs and gaps in services for their particular area, or reflect growth and change of a community over time. RIC services are used by nonprofits applying for grants, local planning offices creating economic profiles, 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 where they are. 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.
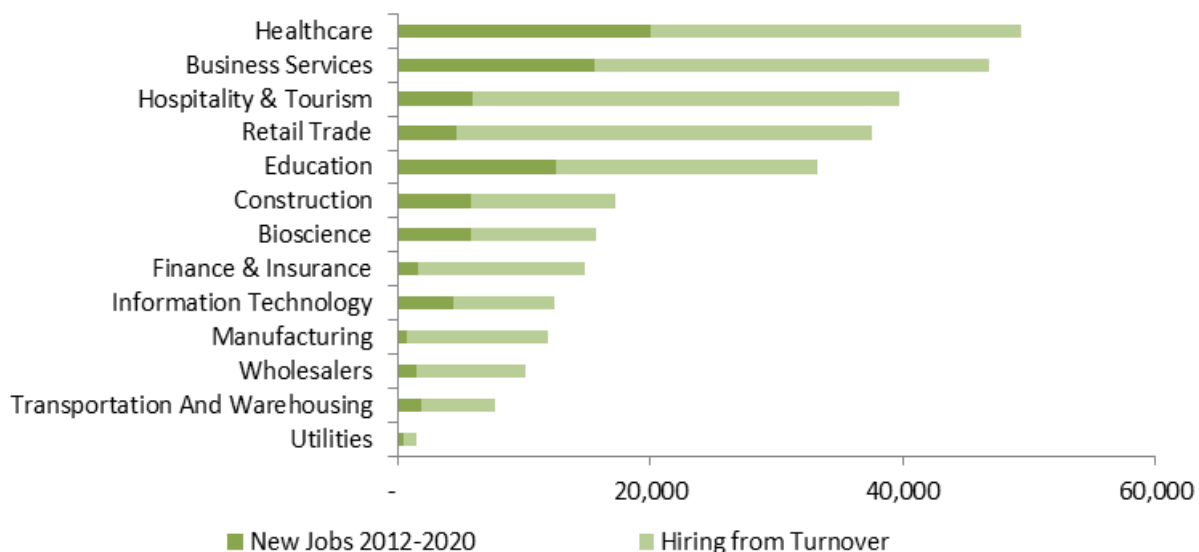
While the RIC serves as a traditional library space, and has done so since the 1970s, it is in the process of a redesign. With so much available digitally, the RIC's physical space can also be used as an educational space for meetings and workshops in addition to research. For example, knowing that public librarians are often key connectors in their communities, the RIC will run a Data Reference workshop for librarians in the region on June 20. This class will then be taken on the road beginning Fall 2017, in order to reach those who cannot make it in-person.

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. ■

BMC partners with local agencies to craft Regional Workforce Development Plan

Source: RDA Global Baltimore Region Outlook 2012-2020

In February and March of 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.

"We are proud to be a partner in the Central Maryland Regional Plan," said Michael B. Kelly, executive director of BMC. "Coordinating regional workforce development is an important part of BMC's mission and we are eager to bring data to bear to assist our local workforce investment agencies."

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, the **Maryland Department of Labor, Licensing and Regulation** (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. These plans were due to DLLR on Friday, March 31.

BMC crafted the "Regional Analysis" section of the Central Maryland plan, which serves as the foundation of strategy development. Using data from the Opportunity 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 Central Maryland plan calls on BMC to assist the region in coordinating with economic development entities and providing labor market information.

"We appreciate the support BMC offered in crafting the regional plan and their ongoing partnership," said Kirkland J. Murray, President and CEO of Anne Arundel Workforce Development Corporation. "BMC continues to be a helpful resource to our organization as we work to link our region's residents to employment opportunities."

The Central Maryland Regional Workforce Development Plan is being reviewed by DLLR. Approval of all plans is expected by Friday, June 30. ■

BIKE / PED

"What's on Tap: Complete Streets" brews up discussion of bicycle facilities, safety

City planning around the world, from Pittsburgh to the Netherlands, plays a huge role in the popularity and growth of cycling as a mode of transportation.

BMC and **Bikemore** teamed up to co-host "What's on Tap: Complete Streets" to an audience of more than 100 people on Tuesday, March 21 at the **Diamondback Brewing Company** in McHenry Row. The evening included the screening of three short films, followed by a panel discussion about Complete Streets.

Complete Streets are facilities designed to enable safe access for everyone - pedestrians, cyclists, drivers and transit riders, regardless of age or physical abilities.

"We were so inspired and grateful to the BMC for providing this opportunity

to gather people invested in making Baltimore's streets work for all road users and learn about the good work happening across the country," said Liz Cornish, executive director of Bikemore. "Taking time to imagine what is possible is a critical step in developing a strategy for Complete Streets in Baltimore."

Streetfilms has produced hundreds of educational films about sustainable transportation to inspire action and positive change since 2006. Cornish led a panel discussion on featured places in the films - New York, Pittsburgh, Indianapolis, and Groningen, a city in the Netherlands - as well as efforts underway in the Baltimore region. Panelists included: Graham Young, deputy chief of traffic for the **Baltimore City Department of Transportation**; David Cookson, comprehensive and regional planner for the **Howard County**

Office of Transportation; and Dr. **Celeste Chavis, assistant professor in the Department of Transportation & Urban Infrastructure Studies**, School of Engineering, at Morgan State University.

The event was the best attended yet, with bike and beer enthusiasts alike gathered to participate and discuss how Complete Streets programs emphasize the needs of those who may often have limited travel options, such as the young, old, and those with physical limitations. For example, Baltimore City's efforts - to create Complete Streets, the opening of the Maryland Avenue cycle-track in 2016, and the launch of the Baltimore Bike Share program - yield a large increase in people walking and cycling, Young said. Likewise, Cookson said that Howard County is in the process of developing a Complete Streets guidance document for its planners and engineers.

The "What's on Tap" speaker series is a forum to discover, understand, and share knowledge of current and emerging issues, solutions and innovations that can foster a better Baltimore region. BMC will host **"What's on Tap: Data, Apps & Analytics"** on Tuesday, June 20, 6-8 p.m., at the Diamondback Brewing Company.

BMC invites you to:

20 JUNE

"What's on Tap: Data, Apps & Analysis," 6 - 8 p.m.

The Diamondback Brewing Company
1215 East Fort Avenue
Baltimore, Maryland 21230

More than 100 people attended "Whats on Tap: Complete Streets," which BMC co-hosted with Bikemore on Tuesday, March 21, at the Diamondback Brewing Company. (Top photo) Liz Cornish, executive director of Bikemore (far right) moderates a panel discussion about Complete Streets between (left to right) David Cookson, Celeste Chavis and Graham Young. Photos: BMC

The Baltimore region is a large and complex area that covers more than 1.6 million acres, houses 2.7 million residents and is home to 1.7 million jobs. From 2010 to 2040, the region's population is expected to grow 14 percent, while employment growth is projected at 27 percent.

This growth will strain the region's transportation network. "What's on Tap: Data, Apps & Analytics" will feature speakers:

• Michael Pack, director of the **Center for Advanced Transportation Technology** (CATT) Laboratory at the University of Maryland, will discuss what technologies the CATT Lab uses; what technologies show promise; and the difference between state-of-the-art and state-of-the-practice in the (transportation) big data industry.

• Katherine Klosek is the senior implementation advisor at **GovEx, a division of Johns Hopkins University's 21st Century Cities Initiative and What Works Cities.** She will discuss her work helping 100 mid-sized American cities, including Baltimore, enhance their use of data and evidence to improve services, inform local decision-making, and engage residents. ■

Daraius Irani, Towson University

Ask an Expert showcases an innovator in the Baltimore region who is at the pulse of his or her industry through a Q&A. We sat down with **Daraius Irani, vice president of Innovation and Applied Research** at Towson University, to hear about the work that he does to improve the quality of life and economic vitality in Maryland and the Baltimore region.

1. In **your role at Towson University,** you bring together the business community, local government and educational institutions to foster economic development for our region. Why is it important to bring these three groups together in an economic development capacity?

Each of these institutions contributes in their own way to foster economic development. It is like a three-legged stool. In the traditional sense of economic development, the business community are the demanders of employees, while the educational institutions are the suppliers of employees. The local government is there to ensure that the infrastructure, the business climate, and the community are able to accommodate the business activity and the new employees.

However, our economy has transformed. More and more we see our educational institutions playing a more pronounced role in economic development. In fact, in many instances colleges and universities are actually driving economic development. This is in contrast to years past, where these institutions took a more passive role, and were disinclined to be part of that type of activity.

This is particularly evident in places like Philadelphia and Baltimore, where we see examples of entire regions being driven by the work of local universities.

In Baltimore, Johns Hopkins University is completely transforming the east side of the city in terms of creating a new lab, incubator, and accelerator space, as well as new residential living. On the west side, the University of Maryland is focusing on improving the local schools, while transforming its neighborhood with a bio incubator and community center.

Since 2016, Towson University has worked with Margrave Strategies to develop a **comprehensive placemaking strategy** that addresses economic development by better connecting our campus with other core institutions, emerging businesses, and the Towson community.

This really is a win-win situation. These universities are supporting their missions while having positive effects on the communities they serve.

2. How does education, particularly post-high school programs, contribute to regional economic success?

More and more, economic development is focused on workforce development. So any program that can enhance, improve, or provide skills relevant to the needs of the business community is a good thing. This will move the needle in terms of job creation and business attraction and retention.

TU's **Center for Professional Studies** is finding this in their work, that many individuals can be successful in the job market armed with a high school degree and several certifications. This doesn't mean universities and colleges are obsolete. The role of these institutions will be to provide an educated workforce that has critical thinking, communication, and problem solving abilities. A great workforce needs employees with these traits.

Universities have been around for hundreds of years, but they have evolved to meet the needs of an ever more complicated world.

For example, Towson University is actively looking into stackable or portable credentials. This system allows students to build careers by earning shorter term credentials with a clear labor market value. After some time in the job market, students can build on these skills and credentials by returning to earn a graduate degree to move into advanced careers and earn higher wages.

3. What is Towson University's role in working to improve the quality of life and economic vitality in Maryland and the Baltimore region?

Much of the work being done by my team in the Division of Innovation and Applied Research is specifically focused on quality of life and economic issues.

For instance, the **Regional Economic Studies Institute** (RESI) performs economic and policy analysis services that really informs public, private, and nonprofit organizational decision-making. The **Center**

> "The role of these institutions will be to provide an educated workforce that has critical thinking, communication, and problem solving abilities. A great workforce needs employees with these traits." Irani said.

for GIS (CGIS) performs spatial data and web map development work for government, private sector, and nonprofits.

These services fulfill ever-evolving analytic and business process needs, while providing Towson University students with hands-on experience applying these current and in-demand technologies and research. This is a win-win, in terms of responding to the strong demand for degreed graduates in interdisciplinary and technical fields, who are ready to apply their learned skills while adding value to a student's educational experience.

From a business incubation view, the **TU Incubator** is home to about 30 startups that are working to bring their businesses to market. A majority of them focus on education technology (edtech). These are companies that are working on creative solutions to help guarantee student success, not only in Maryland but across the country.

Throughout the entire region, Towson University's strong partnerships play an important role. President Schatzel has made the support and growth of partnerships a top priority through an initiative called **BTU— Partnerships at Work For Greater Baltimore**. BTU is helping to define what university-community partnerships look like. Administrators, faculty, and staff members are working to address key issues around the region. In the process, they are able to provide unique opportunities for research, internships, and jobs.

I would be remiss if I didn't mention that Towson University is the largest university in greater Baltimore and the second-largest university in the University System of Maryland. In the last 150 years, we graduated 150,000 students, a majority of which remained in Maryland to live, work, and raise families. We will continue to promote economic and workforce development to keep the majority of Towson graduates working in Maryland.

4. You also serve as the chief economist for the Regional Economic Studies Institute (RESI), which does work in economic and fiscal impact analysis, economic forecasting, policy analysis, supply and demand analysis, market studies, workforce and commuter analysis, and advocacy support. How does RESI's work compliment that of the Baltimore Metropolitan Council?

RESI's work complements the work of BMC in a number of ways. BMC uses socioeconomic analysis and forecasting in studies of transportation planning and environmental planning at the regional level. RESI starts with similar data, assessing the economic effect of a new office building or forecasting the economic impact of a new industry at the county, regional, or state level.

It can be difficult to acquire complete datasets that are up-to-date. RESI has considerable experience collecting primary data— surveys, interviews, focus groups—to get an understanding of the current economic activity in a specific region. Government, universities, and business both inside and outside of Maryland use our expertise in providing unbiased analysis to inform them as they make economic development decisions.

Similar to BMC, RESI and our partners at CGIS harness spatial and non-spatial data to support decision-making and policy assessment, providing interactive access to dynamic data through a variety of visualization tools.

5. What should our region expect to see in from Towson University within the next several years?

We will see a greater connectivity between Towson University and greater Towson. Together we will realize greater results from work being done in regards to our placemaking strategy and through increased visibility through partnerships.

For years, as part of our master planning process, we have reviewed market trends, development patterns, and space needs as they align with university goals and priorities. Since 2016, we have taken that process further and looked beyond the campus boundaries to see how our needs intersect with those of greater Towson and its uptown core.

This type of work is about creating a sustainable community and economic development that ultimately helps us attract and retain a very bright and diverse group of people to our university and the larger community.

Towson University really wants to see greater Towson become a post-college town. We want people to graduate and continue to live and work here long after they get their diploma. Towson can be a place where you can learn and take advantage of the tremendous vitality of the arts, culture, lectures and athletics a university offers. ◼

Baltimore region celebrates its 20th year of Bike to Work Day with more than 2,000 cyclists

Twenty years ago this month, several dozen bicyclists gathered in the early morning at Baltimore City's Inner Harbor. They drank coffee and water, 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.**

In 2000, Annapolis began hosting an annual event. Bel Air and Towson joined the party within the next few years. Every third Friday in May since then, the Baltimore Metropolitan Council's member jurisdictions have added more and more

sites and activities. While more than 1,850 cyclists attended three dozen Bike to Work Day events throughout the Baltimore region in 2016, those planning the 20th anniversary anticipate more than 2,000 cyclists will join in the festivities on **Friday, May 19.**

"Bike to Work Day brings together more than 2,000 cyclists - from Annapolis to Aberdeen and Columbia to Towson - to show the public that they, too, can commute by bike," said Michael B. Kelly, executive director of BMC. "Bike to Work Day is a time to celebrate biking throughout the region. We are grateful for the support of private businesses and

nonprofit organizations, who have helped orchestrate fun and unique events."

The Emerald Anniversary edition of B2WD will spotlight 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 very successful **Baltimore Bike Share** program, as well as the launch of a similar bike share effort in Columbia, Howard County.

BMC has also partnered with Baltimore City, the **Maryland State Highway Administration** (SHA) and **AAA**

BIKE TO WORK!
20th year!
Bike2WorkCentralMD.com

5/19/17

focuses on enhancing health while improving the environment, which supports our mission of making Maryland a healthy place to live."

If the 20th anniversary T-shirt sounds irresistible, there is still time to get one.Register for an event for free at

promote B2WD but soon took on a life of its own. BMC staff began visiting local fairs and festivals to talk about bicycling and other clean ways of getting around, such as riding public transit and carpooling. These activities became so numerous that the program became Clean Commute Month in 2001. The Baltimore Regional Transportation Board (BRTB) designated May as Clean Commute Month because it was already both **National Clean Air Month** and **National Bicycle Month**.

Mid-Atlantic to promote awareness, safety, and courtesy on the part of both cyclists and motorists, as students celebrate **Bike to School Day** on **Wednesday, May 10,** and Baltimore Bike Share launches the second phase of its program on Bike to Work Day. A press conference scheduled for **Friday, May 19,** will reinforce existing Share the Road messaging, as well as remind drivers that they will see considerably more cyclists on Bike to Work Day.

Many organizations are official sponsors for B2WD 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. Most of these sponsorship dollars will be used to purchase this year's edition of the coveted B2WD athletic performance T-shirt. The Kelly green T-shirts - it is the Emerald Anniversary after all - are made of tech material with a special 20th anniversary design and sporting the logos of program sponsors.

"Merritt Clubs is proud to be a Platinum Bike to Work Day sponsor for the second year. We love partnering with other organizations to help Marylanders focus on a healthier lifestyle," said Donyel Cerceo, marketing director for Merritt Athletic Clubs. "Our goal is to have members of our local communities make healthier choices and be active every day. Bike to Work Day

Bike2WorkCentralMD.com. Just select one of the pit stop locations listed, and then ride your bike there on May 19. Not only will the first 2,000 riders get T-shirts, but they also will become eligible for a number of prize drawings.

B2WD is about more than T-shirts and prizes, however. It also is about comradery among cyclists and reminding non-cyclists that the bicycle is a legitimate and clean mode of transportation. It is so clean, in fact, that BMC created another initiative to support it, also known as Clean Commute Week.

Clean Commute Week existed at first to

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.

As outreach opportunities expanded beyond the month of May, Clean Commute Month grew into Clean Commute Season and, ultimately, the Clean Commute Initiatives.

(Above) Russ Ulrich, Bike to Work Day coordinator, speaks about the regional effort to promote commuting by bike during the B'More Healthy Expo at the Baltimore Convention Center on Saturday, March 18. (Opposite page) Twenty years of BMC's promotion of clean commuting and Bike to Work Day, from 1999 through 2004. Photos: BMC

From April through October, outreach volunteers remind people about the relationship between motor vehicles and air quality—studies show that a third of the pollutants that dirty the air come from mobile sources—and ask them to consider an alternative to driving alone.

Direct outreach, talking to people one-on-one, is a major Clean Commute activity. BMC staff have already spoken to hundreds of people this season at a number of events, including the B'More Healthy Expo, the Fort Meade Earth Day Celebration, Howard County's GreenFest, and the Towsontown Spring Festival.

"Everyone can support healthy air by choosing clean commute options," says

Jennifer Desimone, managing director of Clean Air Partners, a public-private partnership, which works to raise awareness of air quality issues and promotes voluntary measures to reduce pollution. Clean Air Partners recognized the importance of Clean Commute activities early on by including financial support for the program in its annual budget and work plan.

Desimone adds, that the types of alternative transportation choices that BMC tells people about, such as biking, teleworking, taking transit, or sharing a ride, illustrate the kinds of simple actions individuals can take in their daily lives, which make a difference in our region's air quality and protects the health of our residents.

"That is why Clean Air Partners wholeheartedly endorses and supports this activity," she said.

Especially at this time of year, when air quality can create serious health issues, it is important for all of us to remember that individual transportation choices affect everyone.

To learn more about BMC's Clean Commute program, visit cleancommute. com or contact Russ Ulrich at **rulrich@ baltometro.org**. Remember you can register for Bike to Work Day at **Bike2WorkCentralMD.com**. ◾

Proposed updates to Transportation Improvement Program include $3 billion in projects

BRTB, as the Metropolitan Planning Organization (MPO) for the Baltimore region, is scheduled to vote on two transportation related documents - the draft *2018-2021 Transportation Improvement Program (TIP)*; and the associated *Air Quality Conformity Determination* - on Tuesday, July 25.

The draft *2018-2021 TIP* is a listing of transportation projects requesting funding that includes about **$3 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 *2018-2021 TIP* are 95 mappable projects from each of the jurisdictions in the Baltimore region and BRTB's partnering state agencies. The *2018-2021 TIP* will be open for public review and comment from **Tuesday, May 23,** through **Friday, June 23**. Projects include:

Anne Arundel County: State and Local Projects
1. MD 175: Mapes Rd. and Reece Rd. 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 Rd. to Reece Rd.
6. MD 175: National Business Parkway to McCarron Court
7. Hanover Rd. Corridor Improvement
8. MD 214: MD 468 Intersection Improvements
9. Furnace Ave. Bridge over Deep Run
10. Harwood Rd. Bridge over Stocketts Run
11. Magothy Bridge Rd. Bridge over Magothy River
12. O'Connor Rd. Bridge over Deep Run
13. Polling House Rd. Bridge over Rock Branch
14. Mountain Rd. Corridor Revitalization - Phase I

Baltimore City: State and Local Projects
15. I-95: Moravia Rd. to Fort McHenry Tunnel
16. Kirk Bus Facility Replacement - Phase 1 & 2
17. Port of Baltimore Enhancements
18. Perring Parkway Ramp and Hillen Rd. Bridge
19. Sisson St. Bridge over CSX Railroad
20. Harford Rd. Bridge Over Herring Run
21. Wilkens Ave. Bridge Over Gwynns Falls
22. Belair Rd. Complete Streets
23. Greenmount Ave. Reconstruction: 43rd St. to 29th St.
24. Orleans St. Bridge over I-83 and City Streets
25. Remington Ave. Bridge over Stony Run
26. Radecke Ave. over Moores Run
27. I-83 Concrete Deck Mill and Resurface
28. Moravia Road Ramp Bridge over Pulaski Highway
29. Replacement of the Dartmouth Retaining Wall
30. Curtis Ave. Corridor Improvements (Phase I and II)
31. Hanover St. Bridge Deck Repair over Middle Branch
32. Martin Luther King, Jr. Blvd. and Howard St. Intersection Improvements
33. Monroe St. Ramp over CSX and Russell St. over CSX
34. Baltimore City Locked Gate Interstate Access Point Approval (IAPA)

Baltimore County: State and Local Projects
35. I-695: I-95 to MD 122 (Southwest Beltway)
36. MD 140: Painters Mill Rd. to Owings Mills Blvd. - Phase 2
37. I-795: Dolfield Blvd. Interchange
38. MD 140: Garrison View Rd. to Painters Mill Rd. - Phase 1
39. I-695: MD 41 to MD 147 Auxiliary Lane and MD 147 Inner Loop Ramp Reconstruction
40. I-695: US 40 to MD 144
41. I-695: Bridge Replacements at Benson Ave. and US 1
42. I-695: Bridge Replacement on Crosby Rd.
43. I-70 & I-695: Triple Bridges Study
44. MD 25: Bridge Replacement over Georges Run
45. I-83: Bridge Replacement over Padonia Rd.
46. MD 137: Bridge Replacement over I-83
47. US 1: Bridge Replacement over CSX
48. US 40: Bridge Replacements over Little & Big Gunpowder Falls
49. MD 45: Padonia Rd. to Wight Ave.
50. Dogwood Rd. Bridge No. B-0072 Over Dogwood Run
51. Mohrs Lane Bridge No. B-0143 over CSX Railroad
52. Gunpowder Road Bridge No. B-0409
53. Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad
54. Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad
55. Piney Grove Road Bridge No. B-0140 over CSX railroad
56. Peninsula Expressway Bridge No. B-0119 over CSX Railroad
57. Old Ingleside Ave. Bridge No. B-0096 over Dead Run
58. Old Court Rd. Bridge No. B-0237 over Bens Run
59. Sparks Rd. Bridge No. B-0018 over Gunpowder Falls
60. Golden Ring Rd. Bridge No. B-0110 over Stemmers Run
61. Rolling Rd. Bridge No. B-0358 over Branch of Dead Run
62. Rossville Blvd. Bridge No. B-0132 over Amtrak & Orems Rd.

Carroll County: State and Local Projects
63. MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Community Safety & Enhancement)
64. MD 86: Bridge Replacement over Gunpowder

Falls
65. MD 496: Bridge Replacement over Big Pipe Creek
66. Bixler Church Rd. Bridge over Big Pipe Creek
67. Shepherds Mill Rd. Bridge over Little Pipe Creek
68. Stone Chapel Rd. Bridge over Little Pipe Creek
69. Babylon Rd. Bridge over Silver Run
70. Gaither Rd. Bridge over South Branch Patapsco River
71. McKinstrys Mill Rd. Bridge over Sam's Creek
72. Bear Run Rd. Bridge over Bear Branch
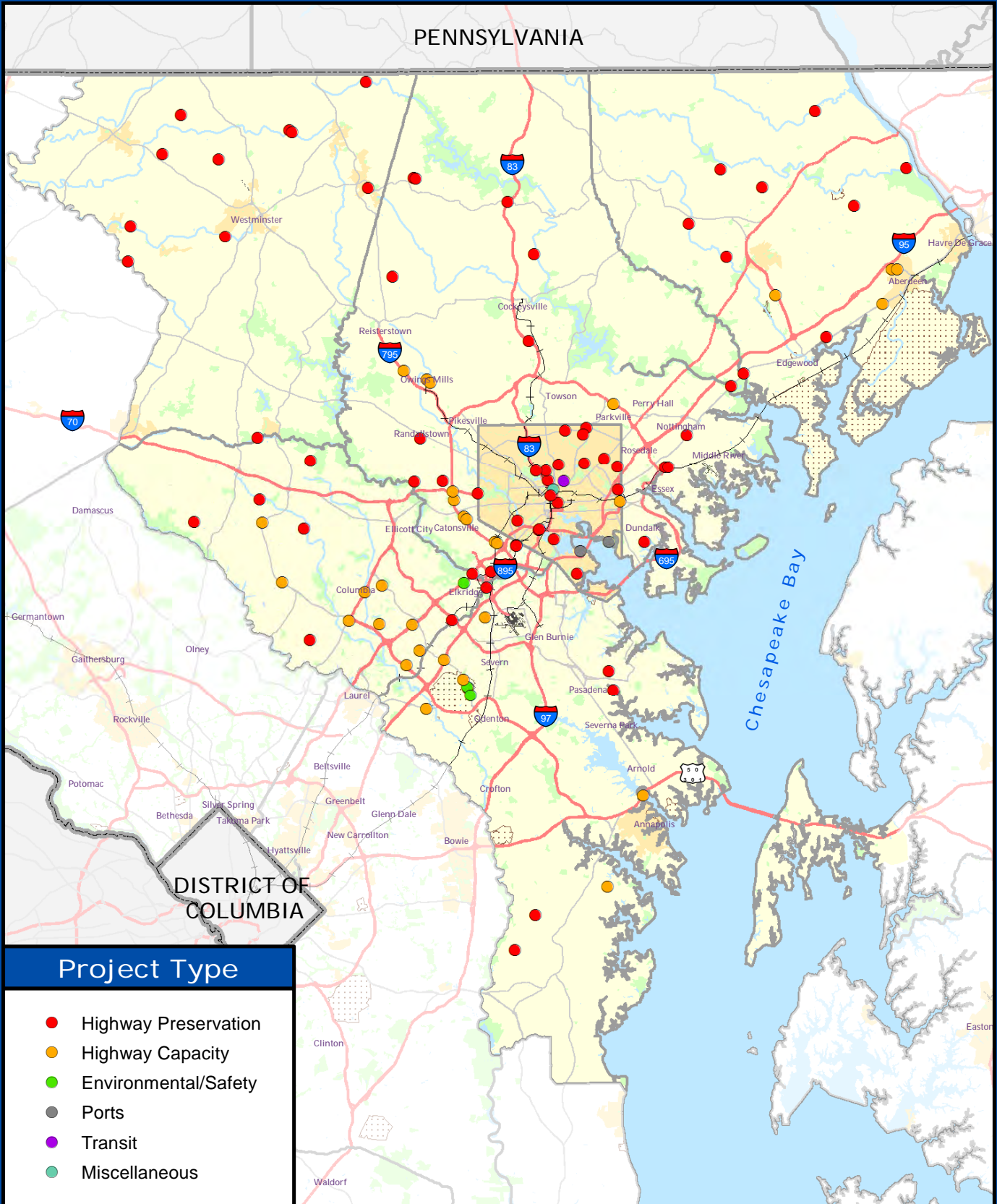73. Hughes Shop Rd. Bridge over Bear Branch

Harford County: State and Local Projects
74. MD 22: Beards Hill Road Intersection Reconstruction
75. US 40: MD 7 & MD 159 Intersection Reconstruction - Phase 2
76. MD 22: Paradise Rd. Intersection Reconstruction
77. MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G
78. Tollgate Rd.
79. Carrs Mill Rd. Bridge #216 over Bear Cabin Branch
80. Abingdon Rd. Bridge #169 over CSX Railroad
81. Chestnut Hill Bridge #40
82. Phillips Mill Rd. Bridge #70 over East Branch Tributary
83. Robinson Mill Rd. Bridge #154 over Broad Creek
84. Stafford Rd. Bridge #24 over Deer Creek
85. Glenville Rd. Bridge #30

Howard County: State and Local Projects
86. I-95: Montgomery Rd. to I-895 Noise Barrier
87. US 29: Seneca Drive to MD 175 - Phase 1B
88. US 29: Middle Patuxent River to Seneca Dr. - Phase 2
89. MD 32: MD 108 to Linden Church Rd.
90. MD 32: Linden Church Rd. to I-70, Capacity & Safety Improvements
91. I-95: Active Traffic Management
92. Dorsey Run Rd: MD 175 to CSX Railroad Spur
93. Guilford Rd: US 1 to Dorsey Run Rd.
94. MD 175 at Oakland Mills Rd. Interchange
95. Snowden River Parkway: Broken Land Parkway to Oakland Mills Rd.
96. Bridge Repairs and Deck Replacement ▪

2018-2021 TIP

PENNSYLVANIA

Westminster

Cockeysville

Reisterstown

Owings Mills

Towson

Perry Hall

Parkville

Nottingham

Pikesville

Randallstown

Rosedale

Middle River

Essex

Ellicott City Catonsville

Dundalk

Columbia

Elkridge

Damascus

Germantown

Gaithersburg

Olney

Glen Burnie

Rockville

Severn

Laurel

Odenton

Pasadena

Severna Park

Arnold

Beltsville

Greenbelt

Crofton

Annapolis

Silver Spring

Takoma Park

Potomac

Bethesda

Hyattsville

New Carrollton

Bowie

Easton

Clinton

Waldorf

DISTRICT OF
COLUMBIA

Havre De Grace

Aberdeen

Edgewood

Chesapeake Bay

Project Type

- 🔴 Highway Preservation
- 🟠 Highway Capacity
- 🟢 Environmental/Safety
- ⚫ Ports
- 🟣 Transit
- 🔵 Miscellaneous

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Miles

1 in = 9 miles

Gov. Larry Hogan signed into law an expansion of the Baltimore Metropolitan Council's membership on Tuesday, April 18. **Queen Anne's County** will officially join BMC in October 2017, almost two years after informally sitting down to partake in the Baltimore region's transportation planning initiatives.

"We're excited to welcome Queen Anne's county to our membership," said Michel B. Kelly, executive director of the Baltimore Metropolitan Council. "The greater baltimore region and Queen Anne's county will mutually benefit from Queen Anne's participation in the BMC's varied regional planning, research and coordinating efforts."
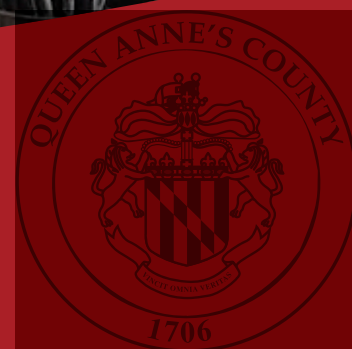
"We are a diverse and growing region whose residents lead decision-makers to plan a brighter future for everyone," —
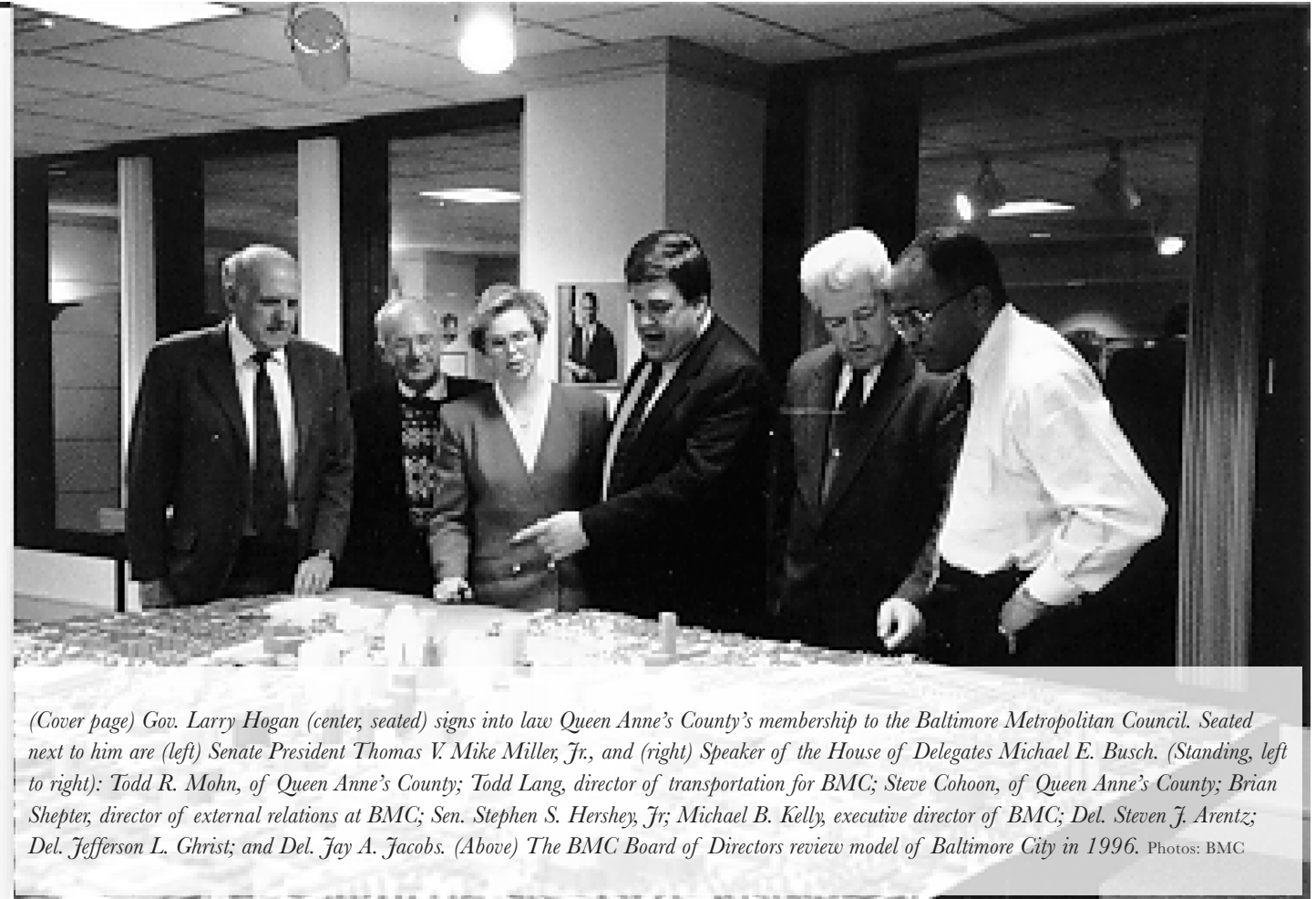
While BMC's Board of Directors has expanded in recent years to include members of the Maryland General Assembly and other state-appointed representatives, adding Queen Anne's County is a historic move. It is the first new jurisdiction to join the membership in BMC's and its predecessor organizations' decades-long history, reflecting the growing number of families that traverse the Chesapeake Bay Bridge to learn, work and play in the Baltimore region.

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

d regional lives. BMC brings together key
Michael Kelly, BMC executive director

(Cover page) Gov. Larry Hogan (center, seated) signs into law Queen Anne's County's membership to the Baltimore Metropolitan Council. Seated next to him are (left) Senate President Thomas V. Mike Miller, Jr., and (right) Speaker of the House of Delegates Michael E. Busch. (Standing, left to right): Todd R. Mohn, of Queen Anne's County; Todd Lang, director of transportation for BMC; Steve Cohoon, of Queen Anne's County; Brian Shepter, director of external relations at BMC; Sen. Stephen S. Hershey, Jr; Michael B. Kelly, executive director of BMC; Del. Steven J. Arentz; Del. Jefferson L. Ghrist; and Del. Jay A. Jacobs. (Above) The BMC Board of Directors review model of Baltimore City in 1996. Photos: BMC

Baltimore's History of Regional Planning

Appreciating BMC's history is paramount to understanding the significance of its recent successes. BMC has a rich history as a resource for the Baltimore region – from transportation planning to cooperative purchasing and reservoir management.

"The organizations and the missions evolved over the years," said Victor Bonaparte, a long-time socio-economic planner at BMC, who served on the BRTB as a Baltimore City representative around the time of BMC's inception. "While BMC as an organization began in 1992, it's actually the child of a state agency created in the 1960s."

The Maryland Department of Planning created the Baltimore Regional Planning Council (RPC) in 1965, after about a decade of state leaders voluntarily working to address the growing needs of metropolitan areas expanding post-World War II.

> "Pressures to house these people properly, to provide schools for their children, roads for their automobiles, water and sewerage facilities for their health, police and fire protection for their safety generated problems which no single jurisdiction could handle on its own." – History of Regional Planning in the Baltimore area: 1955-1964

Stephanie Walsh, who celebrates her 40th work anniversary with the organization in 2017, joined the staff of the RPC in the late 1970s. Throughout the years, she has been a part of the organization's physical moves

- from the building on Charles Street, to Howard Street and Boston Street offices, and finally to Whetstone Way in Locust Point. She also has seen the organization's shift from state agency to nonprofit, 60 employees to 25, she said.

"It's been interesting to see how the neighborhoods, along with the agency, evolved," Walsh said.

Differing views regarding the organization's scope and financing led to rapid change in the late 1980s and early 1990s. In 1989, the name of the organization changed to the Baltimore Regional Council of Governments (BRCOG) to reflect the RPC's resolve to serve as the voice of local government. While BRCOG had planning responsibilities, it had no operational or functional authority.

Finally, on June 30, 1992, the Maryland

General Assembly dissolved BRCOG and established BMC as a private nonprofit organization of the region's elected executives to focus largely on transportation planning.

In the last 25 years, the BRTB has worked on several key transportation projects throughout the Baltimore region. Some highlights include: the opening of MD 43 in 1993; the opening of I-97 in 1994; the opening of the Maryland Transit Administration's Metro in 1995; the opening of CHART in 1995; the opening of MD 100 in 1998; the opening of the Baltimore-Washington International Airport hiker-biker trail in 1999; the placement of bike racks on MTA buses in 2002; and the opening of Dolfield Boulevard from I-795 to MD 140 in 2013.

Mary Logan, who worked for 32 years as the librarian for BMC's Regional Information Center (RIC), said that she remembers the shift in the organization's work brought on by the boom of technology. As a state agency, the RPC had four computers available for staff members, which they would sign up to use. Likewise, the agency had several staff members

SOME HIGHLIGHTS INCLUDE:

- the opening of MD 43 in 1993

- the opening of I-97 in 1994

- the opening of the Maryland Transit Administration's Metro in 1995

- the opening of CHART in 1995

- the opening of MD 100 in 1998

- the opening of the Baltimore-Washington International Airport hiker-biker trail in 1999

- the placement of bike racks on MTA buses in 2002

- the opening of Dolfield Boulevard from I-795 to MD 140 in 2013.

BMC employees review plans in the Regional Information Center at the former office on Boston Street in the Canton neighborhood of Baltimore City. BMC relocated to McHenry Row in the Locust Point neighborhood of Baltimore City in 2010. Photo: BMC

The Reservoir Watershed Management Agreement was resigned in 2005, 26 years after its inception. Photo: BMC

"As technology changed and things became more available online, people began doing their own research. I decided that maintaining our website was something that I could contribute," Logan said.

In addition, BMC spent the last 25 years enhancing the Baltimore region's robust cooperative purchasing program, the **Baltimore Regional Cooperative Purchasing Committee (BRCPC).**

Baltimore City, and Baltimore and Anne Arundel counties founded the BRCPC in the 1960s. By 1990, BRCPC served the membership by facilitating the aggregation of its buying power for the advantages of best pricing, reduction of administrative burden and incorporation of best practices.

BRCPC evolved from a small regional consortium to what is now a super-regional contender with the formation of the Mid Atlantic Purchasing Team (MAPT) in 2009. MAPT is a partnership with the Metropolitan Washington Council of Governments (MWCOG) demonstrating an agreement to aggregate larger volumes to provide best pricing.

Finally, ensuring clean drinking water for households requires cooperation among the jurisdictions that emcompass the regional reservoir watersheds.

Adopted in 1979 in response to deteriorating water quality, the **Reservoir Watershed Management Agreement** was and remains a voluntary compact. 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.

The Loch Raven, Prettyboy and Liberty reservoirs provide drinking water to approximately 1.8 million people in the Baltimore region. 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.

Updated in 2005, the agreement charges the WPC and the RTG with implementing certain action strategies around watershed protection.

By working together, these efforts ensure a more transparent and effective approach to delivering healthy drinking water to the next generation.

> "As technology changed and things became more available online, people began doing their own research. I decided that maintaining our website was something that I could contribute," Logan said.

1&9 Photography

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.

"Each year, more and more of our residents traverse the Bay Bridge daily for work and essential services," said Steve Cohoon, public facilities planner for Queen Anne's County. "From expanding access to transportation resources to new cooperative purchasing opportunities, we see joining BMC as a real value-add for our county."

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

The Opportunity Collaborative

In November 2011, BMC received a $3.5 million Sustainable Communities Regional Planning Grant from the **U.S. Department of Housing and Urban Development (HUD)** to staff a new initiative tying together transportation, fair housing and workforce development, known as the **Opportunity Collaborative.** The mission of the Collaborative was to serve as the consortium of more than 25 local governments, state agencies, universities and nonprofit organizations charged with developing the **Regional Plan for Sustainable Development (RPSD)** for the Baltimore region.

Through the Collaborative, stakeholders in the Baltimore region were able to coordinate investments in housing, transportation and workforce development to reduce disparities and connect all residents to a prosperous future. The RPSD, released in June 2015, serves as a blueprint moving forward.

"The Opportunity Collaborative demonstrated the Baltimore Metropolitan Council's capacity to convene diverse stakeholders and develop thoughtful recommendations for growing our region," said Maryland State Sen. William C. Ferguson. "BMC is an essential partner
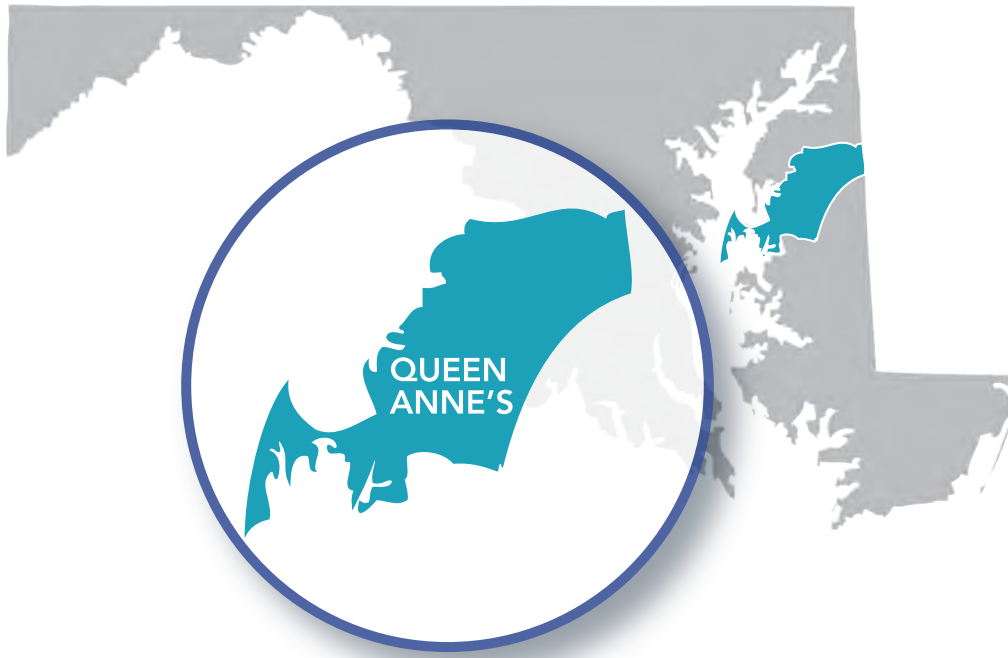
as government, nonprofit and business leaders work together to boost our region's economy and quality of life."

The success of the Opportunity Collaborative in bringing key stakeholders together caught the attention of the state. In 2014, the Maryland General Assembly expanded BMC's policy and planning duties to include additional regional coordination in housing, renewable energy and workforce development and added three state-appointed board members – one representative of the Maryland Senate, one representative of the Maryland House of Delegates, and a gubernatorial appointee from the private sector. Sen. Ferguson, Del. Stephen W. Lafferty and J. Thomas Sadowski, vice-chancellor for Economic Development at the University System of Maryland, have served as board members since 2014.

> "The Opportunity Collaborative demonstrated the Baltimore Metropolitan Council's capacity to convene diverse stakeholders and develop thoughtful recommendations for growing our region," said Maryland State Sen. William C. Ferguson, one of BMC's Board of Directors.

QUEEN
ANNE'S

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. Gov. Larry Hogan signed the bill into law last month, and BMC's Board of Directors formally amended its by-laws to add Queen Anne's County beginning October 1, when the new law goes into effect.

"Our membership to BMC provides a direct conduit to assist with coordination of federal dollars for the transportation needs in QAC and our region," said Todd Mohn, director of the Queen Anne's County Department of Public Works.

Moving Forward

BMC's expanding role means that staff is more involved in regional partnerships, coordination and initiatives with other stakeholders. Such efforts will go beyond regional transportation planning, housing, workforce development,

cooperative purchasing and environmental planning into economic development.

"The BMC is an organization that fosters collaboration in our region, which helps to create a better quality of life for everybody," said Howard County Executive Allan H. Kittleman. "We are a stronger region by working together through the BMC."

For example, BMC will launch Chesapeake Connect, a several-days trip to visit a similar U.S. city and learn from them, in November 2017. Chesapeake Connect will be an opportunity for 40 public and private sector leaders from the Baltimore region to see the challenges and solutions affecting another region. This first trip will take Chesapeake Connect to Cleveland, OH.

"We found great value in visiting other cities throughout the U.S. during the Opportunity Collaborative – ones with similar populations, transportation systems and housing challenges," Kelly said. "Chesapeake Connect is our chance to build upon that momentum and keep our region's leaders thinking smarter and together."

In addition to welcoming Queen Anne's County, BMC also worked with the General Assembly in 2017 to secure a $250,000 capital grant. BMC had 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 Mike 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.

"We are immensely grateful to our partners in the legislature and the Department of Budget & Management for these funds," said Brian Shepter, director of External Relations for BMC. "We will take some time during the next year to determine the best way to leverage these dollars to advance BMC's mission and support our member counties." ■

TIMELINE

1956
The Maryland Department of Planning created the Baltimore Regional Planning Council (RPC).

1967
The RPC emerged as a separate state agency.

1989
The name of the organization changed to the Baltimore Regional Council of Governments (BRCOG) to reflect the RPC's resolve to serve as the voice of local government.

1992
The Maryland General Assembly dissolved BRCOG and established BMC as a private nonprofit organization of the region's elected executives to focus largely on transportation planning.

2014
The Maryland General Assembly expanded BMC's policy and planning duties to include additional regional coordination in housing, renewable energy and workforce development and add three state-appointed board members.

2017
Queen Anne's County joined BMC's membership, reflecting the growing number of families that traverse the Chesapeake Bay Bridge to learn, work and play in the Baltimore region.
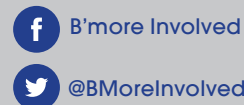
2017
BMC marked its **25th anniversary** as a resource for the region.

b!

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

»BRTB

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.

15 MAY — PAC May meeting 6 p.m. in Annapolis

23 MAY — PUBLIC COMMENT PERIOD: 2018-2021 TIP begins

23 MAY — BRTB May meeting 9 a.m.

7 JUNE — PAC June meeting 5:30 p.m.

27 JUNE — BRTB June meeting 9 a.m.

5 JULY — PAC July meeting 5:30 p.m.

25 JULY — BRTB July meeting 9 a.m.

What improvements would encourage you to try transit or use transit more often?

Efforts are underway to develop a unified vision and plan for transit services in the **Central Maryland region**, including Anne Arundel County, Howard County, Northern Prince George's County, and the City of Laurel. People who would consider using transit if improvements are made, as well as current transit riders are encouraged to share their ideas for the Central Maryland Transit Development Plan.

Carroll County Bureau of Comprehensive Planning is updating the 2001 **Freedom Community Comprehensive Plan**. Join staff on these dates to learn more and share comments:

• Thursday, May 25 – Open House

• Thursday, June 8 – Public Hearing

MAY IS BIKE MONTH!

BIKE TO WORK!
20th year!
Bike2WorkCentralMD.com

5/19/17

19 MAY
Bike to Work Day 2017
35 Events around the Baltimore region!

REGISTER

WEEKLY!
Annapolis Bicycle Club Weekday Rides

Tuesdays, Wednesday and Thursdays at various locations.

SUNDAY
Princeton Sports Sunday Rides

Princeton Sports in Columbia, Sundays, 9 a.m. to noon.

2W TUES.
Two Wheel Tuesdays

Various locations in Baltimore City.

MT BIKE
Tuesday Mountain Bike Rides

Chesapeake Spokes, Tuesdays at 5:30 p.m.

SUNDAYS
Instructional Ride Series

Baltimore Bicycle Club, Sundays through June 25.

BIKE PARTY
Baltimore Bike Party

The last Friday of every month.

20 MAY
Bike with a Cop

Kid friendly! Join us in Columbia, Howard County.

25 MAY
Bikemore + North Barclay Green Community Ride

11 JUNE
15th Annual Tour Dem Parks, Hon!

24 JUNE
Komen Maryland Promise Ride

Looking for a different way to vacation this summer? Take your bike!

• 10 things to know when planning a bike trip

• Check out these bike friendly campgrounds

• FAQ about taking #BikesOnBoard @ Amtrak

Let's get social!

Did you know that you can follow BMC on social media? Stay up-to-date with us by following our Facebook, Twitter and our NEW Instagram account!

@BaltimoreMetropolitan Council

@BaltoMetroCo

@BaltoMetroCo