



**BALTIMORE
METROPOLITAN
COUNCIL**

Annual Report 2018





A Message from the 2018 Chairman

For more than 25 years, the Baltimore Metropolitan Council (BMC) has provided our region's elected executives with a forum to cooperatively address regional challenges. Our constituents live increasingly regional lives and the challenges they face do not begin and end at our jurisdictional lines. This reality makes the work of BMC all the more important for central Maryland as we continue to grow and prosper.

As the 2018 chair of the BMC Board of Directors, I have enjoyed the opportunity to work with my fellow elected executives, and I am proud of the work we have done to improve the quality of life in our region.

Transportation has long been the primary focus of BMC's work. This year, through the Baltimore Regional Transportation Board (BRTB,) we continued efforts toward the development of our long-range transportation plan, targeted major bottlenecks for improvement, coordinated safety forums, and worked to provide alternative commuting options through ridesharing programs and our annual Bike to Work Day.

BMC's community planning efforts included new research focused on family-supporting occupations. This year, BMC completed the *Family-Supporting Jobs Report*. The report

uses cutting-edge labor market data to identify occupations that pay a high wage to workers without a bachelor's degree in the Baltimore region. With this information, workforce partners across the region will be able to maximize their investments in adult learners and provide real stability to families living at or near the poverty line.

In May, BMC partnered with the Greater Baltimore Committee (GBC) to release the *2018 State of the Region Report*. The first iteration of this report was released in 1998, and this year's report tracks the Baltimore region's progress in a range of metrics over the last two decades. The report also provides a high level comparison to 19 peer metros from across the United States. This perspective allows us to benchmark ourselves against competitors, and gauge the effects of national trends on our economy. Overall, the report found that we have become wealthier and more educated, but those positive steps have come with an increased cost of living and a more competitive job market.

In addition, BMC has long worked behind the scenes to help local governments reduce costs and get the most out of our tax dollars. Our members collectively avoided millions of dollars in energy costs through BMC's Baltimore Regional





Cooperative Purchasing Committee (BRCPC.) Moreover, we have worked together to lock in low energy prices for years to come. The outcome of this cooperation has delivered real, tangible results for our constituents—our local governments, community colleges and school systems have seen a total savings of more than \$150 million since the inception of our energy purchasing program in 2005.

In November 2017, BMC launched a new program called Chesapeake Connect. Chesapeake Connect is a leadership trip to a peer metropolitan area that brings together leaders from across our region. Our inaugural trip to Cleveland, Ohio, included more than 50 participants—from my fellow BMC board members to CEOs from the private and nonprofit sectors. This second Chesapeake Connect trip will take us to New Orleans, La., later this fall to see how the region has transformed itself in the years since 2005's Hurricane Katrina.

Sadly, BMC felt a great loss this year with the passing of Baltimore County Executive Kevin Kamenetz. A past chair of the BMC board, Kevin was a dedicated public servant and a tireless advocate for his county and our region. His energy and dedication to public service will be sorely missed by his constituents, and the region at large.

Looking forward, there are always new challenges on the horizon. Our region must work together to address the opioid epidemic that continues to destabilize our communities and cause irreparable harm to families. We must begin to lay the groundwork for Next Generation 911 to meet the challenges presented by technological advancements and to save lives in the future. Finally, we must continue to identify and implement policies that spur economic growth, while preserving the natural resources that have made central Maryland a vibrant and attractive place to call home.

I am confident that we will meet these challenges in the future and I look forward to a continued partnership with my colleagues through the BMC.

Sincerely,

Steven R. Schuh
Anne Arundel County Executive





Our success is a result of our history

BMC works collaboratively to create initiatives that enhance the region's vitality

For the last 26 years, BMC has connected the Baltimore region—how we travel, work and live. BMC's work builds upon the momentum of its long history as a regional convener, while embracing an ever-changing economy and the challenges that comes with it.

BMC works collaboratively with the chief elected officials in the region to create initiatives to improve the quality of life and economic vitality in greater Baltimore. BMC, as the Baltimore region's

council of governments, hosts the Baltimore Regional Transportation Board (BRTB), the federal metropolitan planning organization (MPO), and supports local government by coordinating efforts in a range of policy areas including transportation planning, emergency preparedness, housing, cooperative purchasing, environmental planning and workforce development.

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

BMC has a rich history as a resource for the Baltimore region. In 1965, the Maryland Department of Planning created the Baltimore Regional Planning Council (RPC). Two years later, the RPC emerged as a separate state agency. Then in 1989, the name of the organization changed





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

In 1992, the Maryland General Assembly dissolved BRCOG and created BMC as a private nonprofit organization of the region's elected executives, to meet the need for a smaller, more efficient organization. Twenty-two years later, the Maryland General Assembly revised BMC's charter to include additional regional coordination in housing and workforce development.

Finally, Gov. Larry Hogan signed into law an expansion of BMC's membership in April 2017, and Queen Anne's County officially joined BMC in October 2017.

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

Honoring the memory of Baltimore County Executive Kevin Kamenetz



The Baltimore region grieved the sudden passing of Baltimore County Executive Kevin Kamenetz on May 10, 2018. Kamenetz chaired BMC's Board of Directors in 2015.

"We are deeply saddened by the sudden passing of County Executive Kevin Kamenetz, a member of the BMC Board

of Directors," said Michael B. Kelly, executive director of the Baltimore Metropolitan Council. "County Executive Kamenetz was a strong voice, advocate and leader for our region."

County Executive Kamenetz will be remembered for his significant contributions to the residents of Baltimore County and the Baltimore region.

Senior Staff

Michael B. Kelly, Executive Director

Todd Lang, Director of Transportation

Regina Aris, Assistant Director of Transportation


Brian R. Shepter, Director of External Relations and General Counsel

Laura Van Wert, Communications Officer

Tamiko Knight, Office Manager



»BRTB

 **Baltimore Regional Transportation Board**

 **Baltimore Regional Cooperative Purchasing Committee**



Commodities Energy Services

Building Permit Tracking

Congestion Management and Operations

Environmental Planning

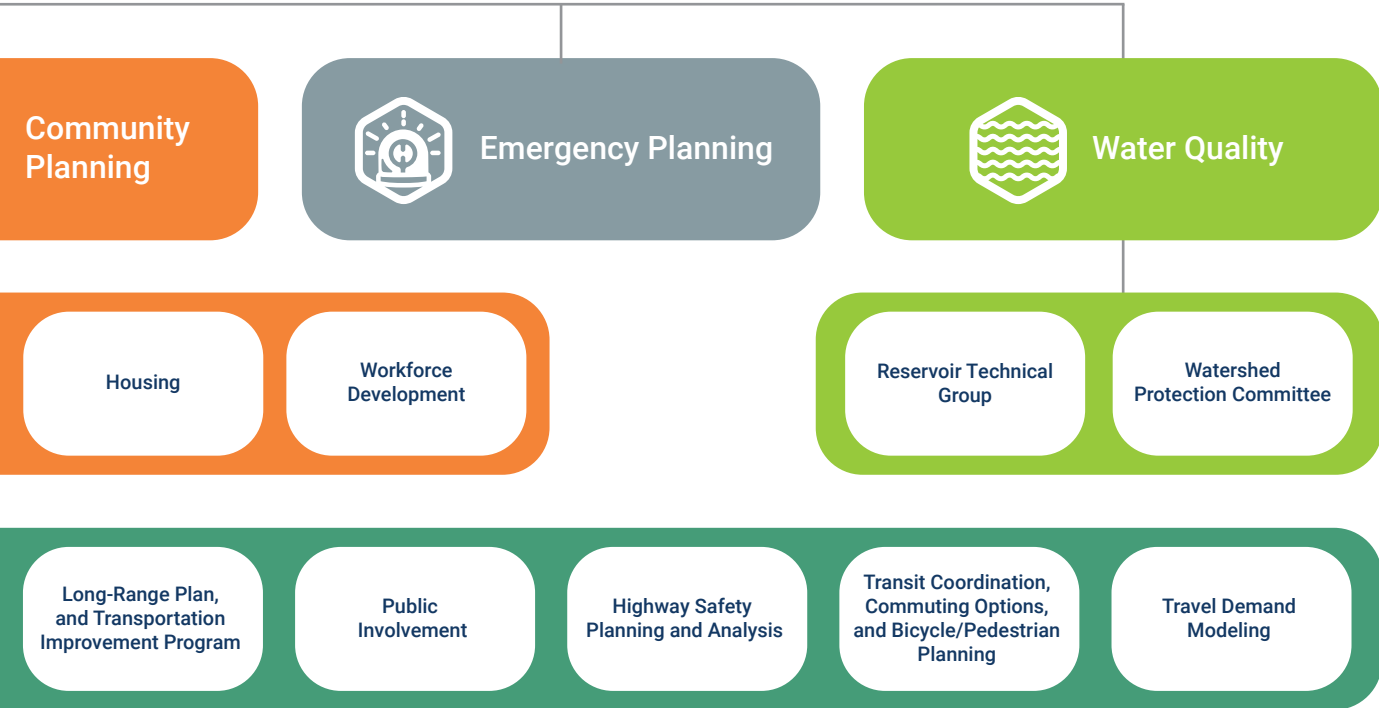
Freight Mobility Planning, and Cooperative Forecasting

Geographic Information Systems

Human Service Transportation Coordination



BALTIMORE METROPOLITAN COUNCIL





Moving the Baltimore Region

The BRTB facilitates thoughtful transportation planning for the Baltimore region.

Thoughtful transportation planning is a necessity for the Baltimore region to thrive. Together, our region moves commuters and goods safely to their desired destinations; increases opportunities for communities and individuals alike; and proactively prepares for the needs of future generations. The BRTB, which serves as the federally designated metropolitan planning organization (MPO) for transportation in the Baltimore region, facilitates such initiatives.

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

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

BMC provides the BRTB with technical support.

Transportation Planning Process

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

BRTB's 3-C transportation planning process:

Continuing Planning must be maintained as an ongoing activity and should address both short-term and long-term visions for the region.

Cooperative The process must involve a wide variety of interested parties through a public participation process.

Comprehensive The process must cover all transportation modes and be consistent with regional and local land-use and economic development plans.

Unified Planning Work Program (UPWP)

The BRTB's budget and work program is known as the Unified Planning Work Program (UPWP) for transportation planning. It details projects, studies and other activities to be completed by BRTB members and BMC staff. The BRTB unanimously voted to update the FY 2019 UPWP in April 2018.

The UPWP includes both local and region-wide activities. The BRTB develops this list of regional transportation planning activities every two fiscal years. This addendum updates the funding tables for FY 2019 and identifies several new tasks.

Transportation Improvement Program (TIP)

The TIP is the list of regional transportation projects requesting federal funding in the near term. The *2018–2021 TIP* included more than \$3.2 billion in proposed federal, state and local money for highway, transit, bicycle and pedestrian projects during the next four years. The funding goes toward maintaining, operating and expanding the transportation system. The TIP is fiscally constrained.

The BRTB approved the \$3.2 billion *2019–2022 TIP* on July 24, 2018.

Long-Range Transportation Plan (*Maximize2040*)

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

- Establishes the region's broad transportation goals and performance measures, which will guide the region in planning and completing projects.
- Considers funding levels through 2040, and future trends and demographics.
- The current plan includes \$54.4 billion for roadway and transit projects and programs. Of this total, \$42 billion (an estimated 77 percent) will go toward operating and maintaining the region's roadway and transit systems.

BRTB began working on its next long-range plan, *Maximize 2045: A Performance-Based Transportation Plan* in November 2016 with a fresh look at the regional goals and

implementation strategies established in *Maximize2040*. This led to the adoption in February 2017 of a revised set of goals and strategies.

In accordance with federal law and regulations, the BRTB is coordinating with SHA and MTA to develop an updated set of performance measures and targets for *Maximize2045*.

Performance measures have been or are being developed for transit asset management, transit safety, roadway safety, roadway and bridge conditions,

and system performance. The BRTB is coordinating target selection with the state and public transportation providers to ensure consistency. Out of the set of 25 federally mandated measures and targets, the BRTB has adopted 12 to date.

Other critical elements of the long-range plan include:

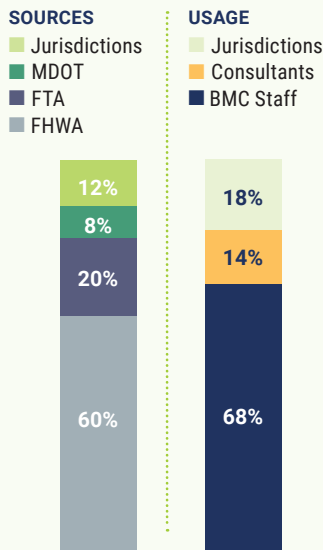
- Population and employment forecasts for the 2024–2045 period (in coordination with the BRTB’s Cooperative Forecast Group);

- Criteria for evaluating candidate projects (in coordination with the BRTB’s Technical Committee); and
- A financial plan (in coordination with the MDOT and local jurisdictions), including forecasts of the revenues expected to be available for highway and transit programs and projects in the region for the 2024–2045 period and total estimated costs for these programs and projects.

Maximize2045 is scheduled for BRTB approval in July 2019.

UPWP BUDGET FISCAL YEAR 2019 AND UPCOMING PROJECTS

**UPWP Budget
FY 2019**
\$7,520,625



New local and regional projects include:

Parole Town Center Transportation Master Plan

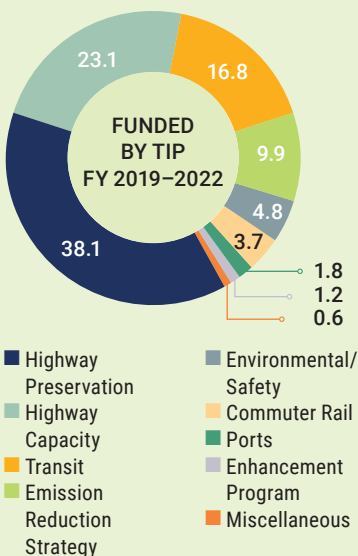
Anne Arundel County will conduct a comprehensive assessment of the existing and future mobility needs in the Town Center area.

Columbia Gateway Transportation Improvement Implementation Strategy

Howard County will conduct a study for Columbia Gateway, an 8 million square foot commercial and industrial project. The complex is an important and critical driver of economic activity in Howard and Anne Arundel counties, as well as the region. It is starting to experience additional development pressure as restrictive covenants on properties expire.

Kent Island Cox Creek Connector Study

Residents and visitors of Kent Island continue to experience increased traffic on the island, particularly during the summer months when beach-bound vehicles increase along the US 50/301 Bay Bridge Corridor. The majority of the congestion experienced on the island is attributed to increasing traffic volumes on the Bay Bridge, although Kent Island has experienced some growth caused by new residential areas, and retail and business-development. This project will take the concepts from the Kent Island Transportation Plan and refine them into preferred alternatives and initial design.



WHAT DOES THE TIP FUND IN FY 2019–2022?

All figures shown as percentages

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

Emissions Reduction Strategies Ride-sharing, park and ride lots, bicycle/pedestrian facilities, traffic engineering, fleet improvement, system expansions, ITS;

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

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

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

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



Congestion Management & Operations

Analysis aims to identify problems to ease future bottlenecks.

The Baltimore region's proximity to major national roadways means that its traffic volume challenges are considerable. Solid partnerships between those working behind the scenes at state, regional and local transportation organizations help solve problems with congestion, safety and travel time.

BRTB's Travel Analysis Group produces quarterly congestion analysis bottleneck reports and an annual "Top 10 Worst Bottlenecks" list. Using real-time

regional traffic flow data, BMC staff works to understand why bottlenecks occur, and then develops strategies to alleviate congestion.

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

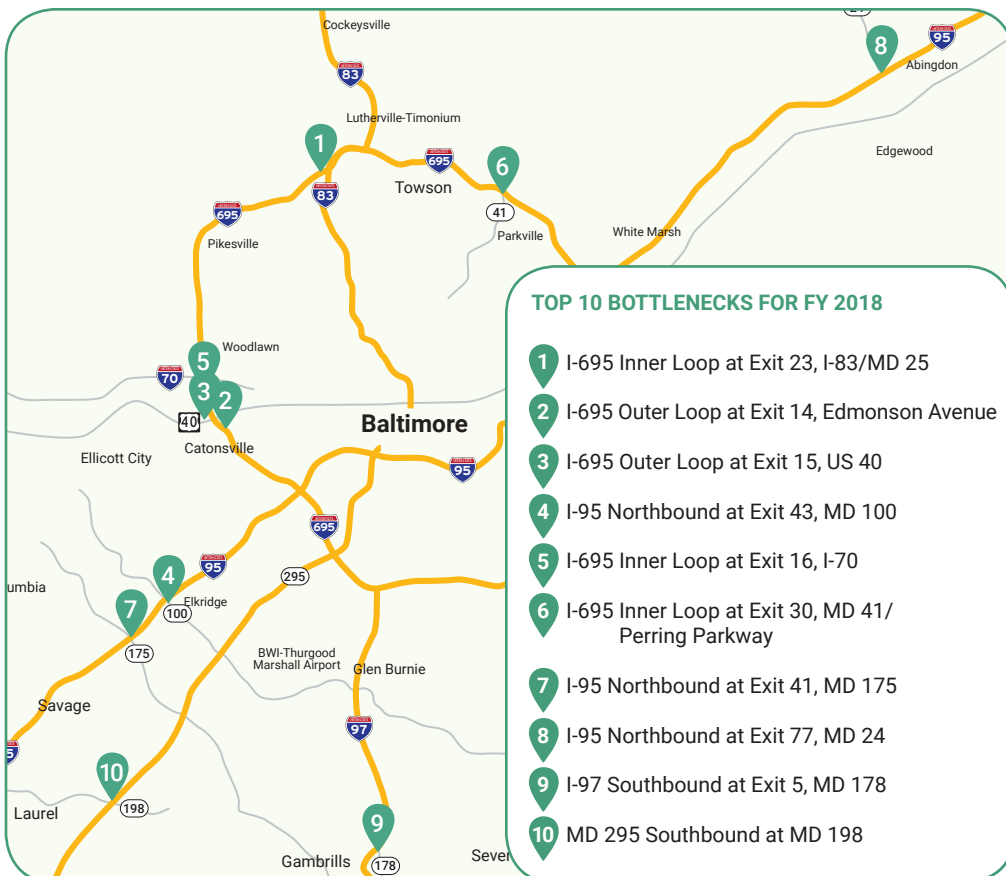
The bottleneck analysis is used by engineers and planners to help inform recommendations on strategies aimed

at reducing roadway congestion.

These strategies may include car/vanpooling incentives, alternative work schedules, or transit enhancements to reduce automobile volume at peak times; and, in some cases, lane additions to accommodate traffic.

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

In November 2017, BMC published data from Thanksgiving 2016 to demonstrate how travelers moved over the Baltimore region's roadways during holiday traffic. The information, which BMC packages into side-by-side interactive gifs, provided the public with hard data to better plan individual holiday weekend travel. In December 2017, BMC's congestion management experts Victor Henry and Ed Style spoke to WYPR 88.1 FM's Sheila Kast about traffic in the Baltimore region and the CATT Lab technology used to plan.





Highway Safety in the Baltimore Region

We are committed to lowering the region’s traffic fatalities and injuries.

The BRTB’s Regional Safety Subcommittee has played an active role in the development and implementation of the 2016–2020 *Strategic Highway Safety Plan*.

The 2016–2020 *SHSP* continues the legacy of previous safety action plans with a detailed framework for the next chapter of transportation safety in Maryland. The plan is developed around performance measures and

effective strategies to achieve long-term goals. The 2016–2020 *SHSP* was designed to move Maryland closer to cutting roadway fatalities in half by 2030 and eventually ending traffic fatalities and serious injuries on our roadways.

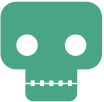


Achieving these goals will require a sustained and steadfast commitment from state and local agencies and key safety partners.



Stakeholders are crucial to improving roadway safety in Maryland through implementing the strategies and action steps related to the “Four Es of Safety”:

- Engineering,
- Enforcement,
- Education, and
- Emergency Medical Services

In January 2018, the BRTB adopted short-term yearly highway safety targets in accordance with regulatory guidance and advice received by Federal Highway Administration (FHWA) and in coordination with MDOT and Maryland Highway Safety Office (MHSO). The targets are shown below:

| PERFORMANCE MEASURE | | | | | |
|---------------------|---|-----------------------------|---|-----------------------------------|---|
| |  | |  | |  |
| | NUMBER OF FATALITIES | FATALITY RATE PER 100M VMT* | NUMBER OF SERIOUS INJURIES | SERIOUS INJURY RATE PER 100M VMT* | NON-MOTORIZED FATALITIES AND SERIOUS INJURIES |
| 2016 | 188 | 0.72 | 1,224 | 4.46 | 216 |
| 2017 | 182 | 0.70 | 1,200 | 4.31 | 209 |
| 2018 | 176 | 0.68 | 1,176 | 4.18 | 202 |
| 2019 | 171 | 0.66 | 1,153 | 4.05 | 195 |
| 2020 | 166 | 0.64 | 1,130 | 3.92 | 188 |

*VMT = Vehicle Miles Traveled



Emergency Preparedness

The BRTB facilitates thoughtful transportation planning for the Baltimore region.

Major flash flooding in Baltimore and Howard counties sent fallen trees, abandoned vehicles and other various rubble into the path of residents and emergency crews in May.

BMC and the BRTB work with local, state, and federal stakeholders to support the region's emergency preparedness initiatives, particularly when it comes to transportation planning. The BRTB works with responders on ways to increase their safety while they efficiently and cooperatively clear incidents on the region's roadways. In FY 2018, education and training topped those initiatives.

In June 2018, more than 60 people attended the Federal Emergency Management Agency (FEMA) Region 3's one-day training on monitoring disaster debris. Those who participated in the training monitor the collection and management of disaster debris in the Baltimore region.

In addition, the BRTB's Transportation & Public Works Committee continues to identify and address issues to enhance emergency preparedness, as well as provide a forum for members to discuss and resolve transportation and public works issues. For example, the committee and state worked to acquire evacuation trailers throughout the region and Maryland that contain traffic barrels, cones, signs and other items to help move vehicles during an emergency.

UAWG

BMC is an integral part of planning for regional evacuations.

There is a complex decision-making process that goes into evacuating a large number of people as efficiently as possible away from a threat. Without effective coordination around an evacuation plan, roadway congestion will increase and slow that movement.

Since 2003, the Baltimore region has received federal U.S. Department of Homeland Security funds through the Baltimore Urban Area Security Initiative (UASI) program. The Baltimore Urban Area Homeland Security Work Group (UAWG) and its subcommittees—such as Public Information and Outreach, Emergency Management, Transportation & Public Works, and Disaster Debris Planning Task Force—use these funds to strengthen homeland security and emergency preparedness planning, organizing, training, exercising, and equipping of local jurisdictions.

BMC staff is involved in several UAWG subcommittees.

The Emergency Management Committee created the Baltimore Regional Evacuation Coordination Supplement to provide a process for the coordination of regional traffic flow during an evacuation. The supplement serves as the framework for linking the evacuation plans of each jurisdiction. The framework is in place for consistency and strategic effectiveness individually and together.

READY? SET? GOOD! EMERGENCY PREPAREDNESS CAMPAIGN

Extreme weather, pandemics, terrorist and cyber attacks happen every day around the world. If an emergency occurred, would your family be prepared?

"Ready? Set? Good!" is a call-to-action emergency preparedness campaign that encourages people to put aside a portable, battery-powered radio, flashlight and one gallon of water per person, per day to help get them through those first critical hours. The first 72 hours into an emergency situation are critical, because that generally is how long it takes to get basic services back up and running.

"Ready? Set? Good!" is a regional effort funded by the UASI, using a \$40,000 preparedness grant from the federal government. "Ready? Set? Good!" kicks off each September as part of National Emergency Preparedness Month. The most recent campaign ran through May 2018, and featured television, radio and digital advertisements.

UASI encourages residents to use a checklist to prepare other items—blankets, non-perishable foods, pets, etc.—beforehand; keep the checklist in their wallet or purse; and purchase items whenever they're at a store running other errands.

Commuting Options

Baltimore has a variety of transportation options to ease traffic congestion and improve air quality.

These options aim to reduce single occupancy vehicle (SOV) trips as well as decrease the length of those trips through several commuting option programs:

Rideshare

BMC hosts the Rideshare programs for Baltimore and Carroll counties, which promote work trip alternatives such as region-wide carpooling/vanpooling/transit trip matching, the Guaranteed Ride Home program, employer outreach, and the Park-&-Ride Lot Interactive Map. All of these services are free and available through Metrorideshare.com.

Teleworkbaltimore.com

BMC and MDOT provide a free online resource for employers in the Baltimore region who wish to start or expand a formal telework program. Employers should visit the website and register to gain access to free materials that can help them start a program, such as sample policy statements, sample employer/teleworker agreements, and remote workplace guidelines.

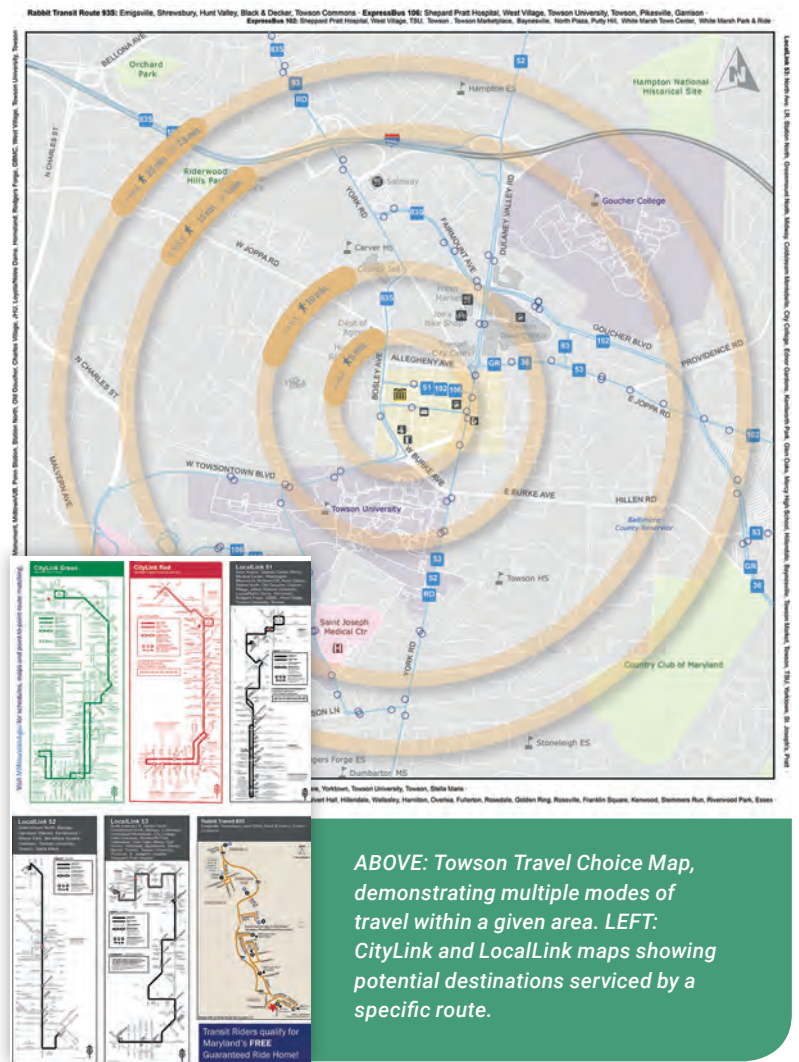
Travel Choice Maps

Considering transportation choices can be confusing and time-consuming. Between old habits, lack of information and simple inertia, people generally stick to the first travel mode they try—usually the solo drive.

Many drivers are unaware that alternative modes of travel are available and convenient. So BMC created travel choices maps designed to introduce the driving public to alternative transportation options.

The travel-planning tools, produced by BMC's GIS department, are at-a-glance guides to local transit options and quick walking and cycling distances. Created for use at public outreach events, each map centers on a specific location, such as downtown Towson, and shows users both transit routes and stops serving the vicinity, and average walk and cycling times to the location.

In addition, the map also is available in a specialized flyer for each location, which includes a thumbnail of each bus, shuttle, and rail stop within a two-mile radius. With landmarks for easy navigating, readers can quickly figure out how to get to each nearby transit stop.



Originally conceived to overcome the public's lack of familiarity with available transit, the map has surprised some users with the walkability of their commutes. Seeing the average walk time for a one- or two-mile commute is often a revelation to viewers.

After figuring in time for parking and traffic delays, they discover walking or biking is often the quickest, easiest way to get to nearby destinations.

As outreach expands, more maps will be in the works, helping to take the guesswork out of planning transit and people-powered travel.



Bike to Work Day 2018

Celebrating cycling as a healthy commuting option while promoting its additional benefits.

More than 1,800 cyclists met up at 48 locations around the Baltimore region in spring 2018 for the 21st annual Bike to Work Day. BMC serves as the regional coordinator for Bike to Work Day.

Bike to Work Day events throughout the region featured group convoy rides, bicycle tune-ups, riding challenges, free food and drinks, free 2018 T-shirts, and other prizes—including two Trek FX 2 bicycles.

Bike to Work Day is a national campaign that celebrates bicycling as a healthy commuting option, while promoting public awareness of its safety and environmental benefits. It occurs each year to coincide with National Bike Month. Bike to Work Day helps raise awareness of the rules of the road for drivers, pedestrians and cyclists, and highlights the need

With nearly 125 miles of biking facilities, we are committed to providing a safe and sustainable multi-modal transportation system in Baltimore.

—MICHELLE POURCIAU, DIRECTOR, BALTIMORE CITY DEPARTMENT OF TRANSPORTATION

to improve bicycle facilities to improve safety. Many of the Bike to Work Day partners are an integral part of the year-round transportation planning process across the region to improve the roads for everyone.

Partners include: Anne Arundel, Baltimore, Carroll, Harford and Howard counties, Baltimore City and the City of Annapolis, Metro Rideshare, AAA Mid-Atlantic, the Regional Transportation Agency of Central Maryland, Baltimore Bicycle Club, Clean Air Partners, Joe's Bike Shop, Race Pace Bicycles, Howard Commuter Solutions, MedStar Health, Bike AAA, the Transportation Alliance, Columbia Association, Howard Hughes, RK&K, the Maryland Department of Transportation, DTC Partnership, Healthy Harford, Merriweather Post Pavilion, Toole Design Group, Harford County Public Library, Link, Downtown Partnership of Baltimore, Michael Baker International, Bike Doctor, Advanced Eye Care and the Baltimore County Employees Federal Credit Union.

Together, partners and sponsors contributed \$23,000 to support Bike to Work Day. Funds were used to promote the day through media advertisements and provide cyclists with a free Bike to Work Day 2018 T-shirt.

BMC also joined AAA Mid-Atlantic and the Baltimore City Department of Transportation for a celebratory press conference on Friday, June 1, at 9 a.m. at City Hall.

"The City of Baltimore is making significant progress in becoming bicycle friendly, and Bike to Work Day is an excellent way to encourage citizens to use alternative modes of transportation," said Michelle Pourciau, director of the Baltimore City Department of Transportation.



League of American Bicyclists' Bicycle Friendly Business Certification

BMC earns a Silver status for enabling commuting by bicycle.

These companies and organizations are making their workplaces and their communities safer, happier, healthier, and more sustainable through bicycling. We applaud these businesses, including BMC, for leading the charge in creating a more bicycle-friendly America for everyone.

—AMELIA NEPTUNE, DIRECTOR, BICYCLE FRIENDLY AMERICA PROGRAM

The League of American Bicyclists awarded BMC a Silver Bicycle Friendly Business (BFB) certificate in May 2018, joining more than a thousand businesses across the U.S. that have received the award.

With the announcement of 114 new and renewing BFBs, BMC joins a group of 1,200 Bicycle Friendly Businesses, made up of local businesses, government agencies, and Fortune 500 companies in all 50 states and Washington, D.C., that are transforming the American workplace.

BMC promotes cycling as a fun, healthy, inexpensive, and efficient alternative to SOV commuting through its work as the coordinator of Bike to Work Day, and as an integral part of the Baltimore region's bicycle and pedestrian planning efforts. As a result, many of BMC's employees choose cycling as their mode of transportation to and from the organization's McHenry Row office.

BMC encourages bicycling as an easy option for transportation and provides amenities to employees and guests, such as secure bike racks, a nearby Baltimore Bike Share docking station, and access to post-ride showering facilities.

Moving forward, BMC will have access to a variety of tools and technical assistance from the League to become even more bicycle-friendly. When our employees bike, great things happen: we help to decrease our region's carbon footprint, reduce health care costs, connect with the community, and promote a fun and healthy work culture.



Air Quality

We link the state and regional planning efforts through the air quality conformity process.

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

BMC staff plays a large role in helping to coordinate the transportation air quality conformity process carried out by the Interagency Consultation Group (ICG) and the BRTB. In FY 2018, the BRTB approved the Conformity

Determination of the 2018–2022 TIP and amended *Maximize2040* long-range transportation plan.

While air quality in the Baltimore region has significantly improved during the last 25 years, the U.S. Environmental Protection Agency (EPA) continues to apply strict air quality standards. The EPA designates "attainment" and "non-attainment" areas based upon data collected from monitoring devices in the region. They look at the 8-hour ozone design value of each monitor, which is the fourth highest ozone concentration each year averaged during a 3-year period. The monitor with the highest design value during the three-year period sets the design value for the region, then the design value is compared with the NAAQS, to determine if the area is "attainment" or "nonattainment."

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

OZONE DESIGN VALUE (parts per billion)



A "design" value is a statistic comparing a location's air quality to NAAQS. Monitoring data shows that the design value for the Baltimore region (2015 to 2017) is 75 parts per billion (ppb). This is above the ozone standard set in 2015 (70 ppb), and meeting the standard set in 2008 (75 ppb).

The region is currently designated as a "moderate" ozone nonattainment area for the Ozone NAAQS set in 2008. In June 2015, the EPA determined that the region is attaining the Ozone NAAQS set in 2008. The region has recently been designated "marginal" for the 2015 Ozone NAAQS, which means monitored levels are just above the standard.

Freight Mobility

We remain competitive through the efficient movement of our goods.

The efficient movement of freight, both within and through a region and between modes, is a vital element of the local economy. Many businesses maintain smaller inventories and rely on “just-in-time” deliveries of materials and goods. Anything that complicates or delays movement of freight slows the delivery of materials and goods to consumers and businesses.

The Freight Movement Task Force (FMTF) serves as an advisory committee of the BRTB. Its main function is to provide the public and the freight movement community a

voice in the regional transportation planning process, and to serve as a forum to share information and discuss truck, rail, air and waterway challenges. Members include representatives from organizations across transportation modes, including railroad operators; port operators; trucking firms; airport operators; freight shippers and receivers; economic development organizations; and academics. In addition, the task force includes staff from MDOT and local government representatives.

The Baltimore region is Maryland’s leading goods movement center. Each year, more than 307 million tons of freight valued at nearly \$1 trillion move

over Baltimore’s highway, rail, port, and airport facilities, serving domestic and international demand for a wide range of goods. By 2030, freight on the region’s transportation system is projected to nearly double, with significant percentage increases across the modes and the largest volume increase in truck tonnage.

The growth in freight demand, combined with the predicted growth in private vehicle travel, commuter or intercity rail, and passenger air services, will stress the capacity of the region’s transportation system. It is important that we plan ahead in order to retain our competitive posture.





Travel Demand Modeling

From home to work and back again, BMC conducts travel demand modeling to understand how best to support regional transportation plans.

BMC's staff uses software to determine regional household travel such as daily commutes to work, running errands and transporting children, as well as freight movement.

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

In 2017, BMC staff and the BRTB's Cooperative Forecasting Committee developed demographic tools that separate the households and population small area land use forecast. The pOPTICS Trends: Interpreting Cohort Shifts (pOPTICS) uses assumptions on birth and death data from the Maryland Department of Health to forecast population sex and age through 2045. This data feeds back into the InSITE model. The pOPTICS tool is designed to test the effects changes to fertility and migration have on age cohorts. The PopGen tool synthesizes a household and person roster—a database record for each household and person within the region. The person roster contains characteristics such as age, sex and person type—child, working or non-working adult, retiree or adult student. The household roster contains characteristics on income and persons (child and adults working, non-working, student, or retiree) within each household. The household and person roster is the input land use assumptions InSITE uses in the simulation of every persons daily travel activities (destination location, time of day, and mode of travel) for an average weekday.

MARYLAND INTEGRATED TRAVEL ANALYSIS MODELING SYSTEM

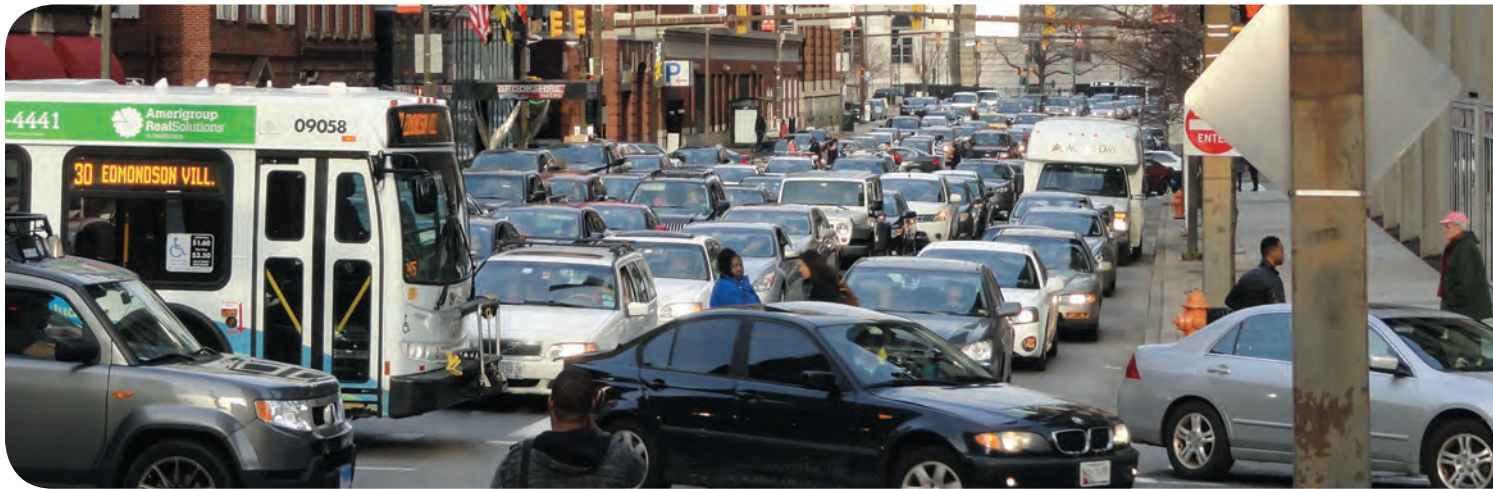
BMC and the SHA received a total grant of \$20,000 to integrate the Strategic Highway Research Program 2 L04 reliability procedure into the Maryland Integrated Travel Analysis Modeling System (MITAMS). This project will:

- Quantify the travel time reliability into the network performance dimensions beyond the common measures of effectiveness;
- Capture travelers' subjective perceptions of travel time variability/reliability in modeling tools;
- Evaluate the effects of travel time reliability on users and system performance in the Baltimore area;
- Support the decision making of system management strategies (e.g., traffic control strategies, traveler information systems, dynamic pricing, etc.) to reduce congestion and improve travel time reliability; and
- Generate suitable evaluation tools for projects and policies proposed to improve reliability and reduce congestion in the Baltimore area.



Maryland Statewide Household Travel Survey

The survey assesses travel behaviors to predict transportation improvement needs.



BMC, in conjunction with the MDOT, is conducting the 2018 Maryland Statewide Household Travel Survey to understand the travel behavior of residents. The data collected will help planners determine future transportation improvements across all modes.

BMC, through its selected vendor, will collect survey responses from approximately 7,500 households. The survey asks participating households to keep a record of all trips—commuting to work or school, running errands, chauffeuring children to activities, and so on—for a 24-hour period.

Invitations will be mailed to randomly selected households. Those who participate will have the option to provide their survey responses via a specially designed web-based or smartphone application, or by telephone.

The survey will provide a comprehensive look at travel patterns, and will contribute to updating BRTB's travel demand model. Understanding travel patterns—how, when, where, and why people travel—helps inform decisions about where to invest limited transportation resources. Planners are also interested in the prevalence of “trip substitution,” the use of instruments such as online banking and shopping in place of traditional errands behind the wheel.

Survey results are also useful to BRTB member jurisdictions and agencies. These local and state partners frequently draw on the survey results to add context to local traffic studies, aid the development of transportation master plans, and support many other planning activities in their respective jurisdictions and areas of interest. In addition, household travel survey data is used to answer policy questions as varied as the travel patterns of older adults, mobility challenges for households in poverty, and electric vehicle (EV) feasibility.

BMC conducts periodic household surveys to gather this information, with the new 2018 Maryland Statewide Household Travel Survey adding to surveys from 2007, 2001, 1993 and 1977.

The survey will continue through spring 2019. A preliminary report is expected by June 2019, with more in-depth results following as they become available.

7,500 randomly selected households will be asked to keep a record of all trips for a 24-hour period. The results will provide a comprehensive look at travel patterns and help update BRTB's travel demand model.



Cooperative Forecasting Group

We use data—land use, demographics, population and employment—for better transportation planning.



BMC's Regional GIS Data Center makes population and employment forecasts free and open to the public

For the last three decades, BRTB's Cooperative Forecasting Group (CFG) has been meeting to develop future forecasts of population, households, and employment in the Baltimore region. This data has been used by BMC for transportation planning, travel modeling, and air quality analysis.

For the first time, BMC is making its small area population and employment forecasts available for free to the public through the Regional GIS Data Center. This data will be available by Traffic Analysis Zone, a geography commonly used in transportation planning for small area travel demand modeling. Information will be accessible in formats friendly to GIS, Excel, and in a web service that can be used with interactive mapping applications.

With the addition of the population and employment forecasts to the BMC Regional GIS Data Center, BMC is proudly joining other MPOs, as well as state and local agencies, in the movement towards free and open data.

VISIT THE DATA CENTER:

<http://gisdata.baltometro.org>

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

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

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

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

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

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



Geographic Information Systems

In the world of modern transportation planning, digital data is at the heart of much of the work.

Whether its demographics, business statistics, transit ridership, or a host of other information, BMC staff use data to help leaders visualize and prioritize infrastructure investments in our region. Taken as a whole, this data and the resulting analysis becomes a library of information about the region.

An Open Data site is a portal that allows members of the public to easily search for and download information. BMC is leveraging this technology in its new Regional Geographic Information System (GIS) Data Center. This website centralizes GIS data created by BMC and makes it available to a wide audience, much like the open data website that the Washington, D.C. region uses.

"The open data site provides partnering organizations with easy access to geospatial information. It allows us to share the data we want how we want," said Charlene Howard, principal GIS analyst with the MWCOG.

Users can search BMC's website for data by category, or using a general search. The website provides many resources for data-driven decision making, including transportation projects, neighborhood statistics, building permits, and traffic counts. More data will be added in the coming months.

The Regional GIS Data Center is useful for transportation planners, local government, researchers, and community activists; however, anyone can take advantage of this resource. Users can preview or map the data directly on the website, or download for use in GIS software. While

Having an open data portal that provides authoritative, updated information gives local governments the confidence that the data they are using and sharing with others is the most up-to-date and accurate information available.

—SHAWN WAMPLER, GIS COORDINATOR
FOR THE CITY OF ANNAPOLIS

the intent of the data center is to make the data available for use with GIS systems, the layers are also available in spreadsheets, Open Source, and Google-friendly formats to maximize their utility. In addition, the data is available through an application programming interface (API) so it can be added directly to web applications. The API includes both proprietary and open source formats.

The data center allows BMC to make geospatial data available to as broad an audience as possible and supports the state's goal of increased transparency. The technology makes sharing and maintaining data easy and it can be scaled up as more regional data products are created. Making regional data available to everyone enhances planning decisions for a brighter future.





Elderly Mobility

We work to address transportation independence for older residents and those with disabilities.

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

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

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

In addition, BMC staff reviews applications for projects to receive grants through the Senior Ride Program. Since 2006, MTA has awarded grants to qualified applicants statewide to

MTA offers \$180,000 in state funds each year, of which local contributions match 20 percent. The projects must provide door-to-door transportation services, use primarily volunteer drivers, and have a dispatching system.

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

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

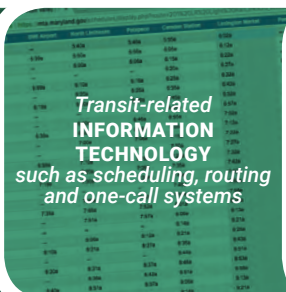
5310 CAPITAL GRANT PROGRAM PROJECTS



BUSES AND VANS



WHEELCHAIR
Lifts, ramps and securement devices



Transit-related INFORMATION TECHNOLOGY
such as scheduling, routing and one-call systems



MOBILITY MANAGEMENT PROGRAMS



Acquisition of TRANSPORTATION SERVICES
under a contract, lease or other agreement

Public Involvement

Residents can influence transportation planning in the region by getting involved.

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

We all have a hand in how transportation will work in the future. An essential component of the BRTB's public involvement process is the BRTB's Public Advisory Committee (PAC).

Every Voice Counts

On Saturday, May 5, 2018, the BRTB and PAC hosted the inaugural Every Voice Counts Transportation Academy.

Every Voice Counts brought together residents, community leaders, and nontraditionally engaged participants for a daylong workshop to:

- Learn about the transportation decision-making process—the plans, funds, designs, construction and maintenance;
- Identify ways that attendees can work with local and state transportation agencies in a proactive and constructive way to improve transportation; and
- Understand how to be better engaged in the decision-making process by knowing who to contact and when.

The BRTB and PAC developed Every Voice Counts utilizing a U.S. Department of Transportation (U.S. DOT) toolkit, created to provide key background information and resources for emerging leaders and other stakeholders who have limited experience with the planning process.

The PAC is a diverse group of community leaders, residents and nonprofit representatives from each jurisdiction, who bring a wealth of knowledge and essential feedback on projects, plans and BRTB initiatives. PAC and BRTB meetings are open to the public and guests are encouraged to attend.



Public Involvement

2018 Public Participation Plan

The BRTB updated its Public Participation Plan in June 2018.

The *Public Participation Plan* serves as a guide for residents in the Baltimore region to navigate the public involvement process, while also outlining the policies and procedures to ensure that those coordinating the planning engage the public. The mission of the *Public Participation Plan* is to provide an open process that offers reasonable access to information, timely public notice, full public access to key decisions, and support for early and continued involvement of stakeholders.

The *2018 Public Participation Plan* updates information detailed in a previous plan, in accordance with the Fixing America's Surface Transportation (FAST) Act, a federal law that authorizes transportation funding, to address such things as new technologies and a review of the most effective public involvement practices. The *2018 Public Participation Plan* includes the following policy changes:

Updated list of interested parties

Recent updates to federal MPO regulations expanded the list of interested parties that the BRTB must engage to include:



Public ports;



Private providers of transportation (including inter-city bus operators; and employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program);



Travel and tourism agencies; and



Officials responsible for natural disaster risk reduction.

Updated process for the TIP and long-range transportation plan

The BRTB proposes the following policy change to amend the TIP and long-range plan:



Any project proposed for inclusion in the TIP or long-range transportation plan that requires an air quality emissions analysis will automatically require a 30-day public review and public meeting.



All amendments, regardless of 30-day review, will go to the BRTB's Technical Committee and BRTB for consideration and approval. A resolution with project information will be available online for the public to view five weeks prior to a BRTB vote.



The BRTB's Executive Committee will continue to review and approve administrative modifications (minor amendments).

Transportation Fair

BRTB hosted an inaugural Transportation Fair on June 12, 2018. The event was an opportunity for the public to provide input on BRTB's \$3.2 billion *2019–2022 Transportation Improvement Program*, as well as learn more about the region's transportation planning process.



Community Planning

The mission of BMC's community planning is to improve quality of life and spur economic growth for businesses and residents alike in the Baltimore region.

BMC does this through its housing and workforce development initiatives, by maintaining a building permit database and connecting stakeholders to demographic data and best practices.

Much of BMC's community planning initiatives stem from its involvement with the Opportunity Collaborative, a three-year, \$3.5 million U.S. Department of Housing and Urban Development (HUD) Sustainable Communities grant. The Collaborative, of which BMC provided technical and staff support, served as a consortium of local governments, state agencies, universities and nonprofit organizations in the Baltimore region to create the *Baltimore Regional Plan for Sustainable Development (RPSD)*. The RPSD, which the Collaborative released in June 2015 to local and national accolades, ties together transportation, housing and workforce development recommendations.

BMC has since built upon the Collaborative's work by encouraging sustainable growth that connects the region's families to affordable, accessible homes and quality employment opportunities. This is done through cooperative studies and programs such as the *2018 Greater Baltimore State of the Region Report* and the inaugural Chesapeake Connect delegation trip to Cleveland, Ohio.

2018 Greater Baltimore State of the Region Report

In May 2018, BMC worked with the Greater Baltimore Committee (GBC) to produce the *2018 Greater Baltimore State of the Region Report*.

The report looks at demographic and other changes that have occurred in the Baltimore region since 1998, and finds that the region's population has become more diversified, a higher percentage of residents hold college degrees, and the economy has transitioned from industrial manufacturing to one driven by technology, medicine, higher-education and service-based businesses.

These major shifts, which are still underway, bode well for the region's future.

The report compares the Baltimore Metropolitan Statistical Area (MSA) to 19 other peer metro regions, such as Atlanta, Dallas and Pittsburgh. The Baltimore MSA

includes: Baltimore City, Baltimore County, Anne Arundel County, Carroll County, Howard County, Harford County and Queen Anne's County.

Other findings in the report point to several challenges that elected officials and the private sector should watch closely, including declining home ownership rates and increased commute times.

"On the one hand, the regions we analyze in this report are a benchmark for our own success. On the other, these regions represent our competition for attracting and retaining talented people and top employers. We must work cooperatively across sectors and political boundaries to advance our competitive position among our peers," said Michael B. Kelly, BMC executive director.

In the last 20 years, the Baltimore region has seen notable increases in household income, cost of living, and population diversity. An important question to address during the next 20 years is how rising incomes and costs impact the increasingly diverse community. There is a lot of progress



Community Planning



to be proud of in this report and the hope is that through cooperation and thoughtful investment in places and people the Baltimore region will see continued improvement in the years to come.

The report considers a variety of indicators in seven key measures to gauge the strengths and weaknesses of the Baltimore region and 19 peer regions. They include: demographics; economy; business; employment; education and workforce; transportation; and quality of life.

The report's data and findings will "inform decision makers of strengths that can be leveraged to ensure an attractive business climate and economic vitality, as well as weaknesses that need to be addressed to ensure the region doesn't falter and become inconsequential compared to its peers." The GBC and BMC plan to use the *State of the Region Report* to develop policy recommendations, competitiveness strategies and programs that promote workforce skills, diversity in leadership and inclusiveness in the economy.

Key Findings from the 2018 Greater Baltimore State of the Region Report



Baltimore's population diversified much faster than its peers. The region's Hispanic population grew by 125 percent, while the black population grew by 130 percent. In fact, Baltimore led its peers in Hispanic population growth and saw the fourth highest percentage gain in the black population since 1998.



The region saw significant improvement in educational attainment. More than 37 percent of the region's population 25 and older had a college education in 2017, up from 25 percent in 1998. The gains pushed the Baltimore region to No. 7 among the peer group, up from No. 13 in 1998 for the percentage of the population with college degrees. Also among adults 25 and older, more than 26 percent of the population's highest level of education was a high school diploma in 2017, up from 18 percent in 1998. That improvement moved the Baltimore MSA to the No. 8 position, up from No. 10, among its peer group for high school education.



Business ownership also improved in the 20-year period. The percentage of women-owned firms rose to more than 21 percent, up from 16 percent, while the percentage of Hispanic-owned firms rose to more than 2 percent, up from just more

than 1 percent. The percentage of Black-owned businesses rose to more than 5 percent, up from more than 3 percent in 1998.



Per capita personal income and median household income surged between 1998 and 2017 in the Baltimore region. In fact, the region had the second highest growth rate among its peers for per capita personal income, which increased 52 percent to \$38,406, up from \$25,347. The region experienced the third highest growth rate in median household income, which doubled to \$76,788 from \$38,361.



The home ownership rate in the region fell to just more than 65 percent, from almost 72 percent in 1998. That pushed Baltimore to No. 8 among the peer metro regions for home ownership, down from the No. 5 spot in 1998.



Average travel time to work increased by five minutes, from 26 minutes in 1998 to 31 minutes in 2017, making average commutes in the Baltimore region the 4th longest among its peers. Ridership on heavy and light rail in the region also declined to 19.8 million from 24.6 million. That pushed Baltimore to No. 10 among its peers for rail ridership, down from the No. 6 spot in 1998.

Chesapeake Connect

A group of more than 40 of our region's leaders joined BMC for the inaugural three-day regional delegation trip to Cleveland, in November 2017.

The intent of the program is to highlight best practices in transportation planning, community development, economic development, and workforce development from a peer region.

"Through Chesapeake Connect, our goal was to expose the delegation to new ideas, challenge current perceptions, and foster new relationships between fellow leaders," said Michael B. Kelly, BMC executive director. "If we want to strengthen the Baltimore region, we need the buy-in of those who are committed to its prosperity."

The delegation included a sampling of the Baltimore region's key stakeholders and decision-makers—elected officials, presidents, CEOs and advisors at nonprofits, banks, private companies, universities, local governments and foundations.

In 1940, the City of Cleveland was the sixth most populous municipality in the nation, followed by the City of Baltimore. Like Baltimore, Cleveland faced significant losses in population and employment during the latter half of the 20th century. Today, with a population of nearly 2.1 million residents, Cleveland is the 32nd largest metropolitan area in the United States.

Bolstered by the optimism of a 2016 National Basketball Association championship, the "Rock and Roll Capital of the World" is experiencing a renaissance in the post-industrial era. With downtown redevelopment buttressed by transit and anchor institution investment, a renewed focus on growing the region's manufacturing sector, and innovative partnerships reimagining both urban and suburban neighborhoods, Cleveland's successful rebirth presented the group with many lessons to bring home.

The delegation spent November 5 through November 7 touring greater Cleveland—from the recently redeveloped Public Square downtown and the Van Aken District in Shaker Heights, to the up-and-coming neighborhood of Ohio City on the west side of the city. The delegation utilized the region's transit system with the guidance of the Greater Cleveland Regional Transit Authority (RTA).

In addition, Chesapeake Connect included several panel discussions—from the impact of the Healthline, a 10-mile bus rapid transit project, and the coordination between anchor institutions and philanthropic investment, to attracting, creating and growing employment opportunities in the region.

BMC worked with local partners in Cleveland, such as: the Cleveland Foundation; Cuyahoga Community College (Tri-C); Cuyahoga County Land Bank; EDWINS Leadership & Restaurant Institute; First Suburbs Consortium; Fund for Our Economic Future (FOEF); Greater Cleveland Regional Transit Authority (RTA); Group Plan Commission; Healthline; MAGNET (Manufacturing Advocacy Growth Network); the Museum of Contemporary Art Cleveland (MOCA); NewBridge Cleveland; Northeast Ohio Areawide Coordinating Agency (NOACA); Ohio City, Incorporated (OCI); Public Square; Team NEO; and University Circle, Inc. (UCI).

Local Chesapeake Connect sponsors included: the Greater Baltimore Committee, Howard Hughes Corporation, Cross Street Partners, Tradepoint Atlantic, and Hartman Executive Advisors. The Annie E. Casey Foundation also provided philanthropic support.

Moving forward, BMC will continue the dialogue with a new delegation. The 2018 Chesapeake Connect trip will be held in New Orleans, La. in November.



Chesapeake Connect



CONTINUING THE CONVERSATION AT HOME IN OUR REGION

BMC hosted a screening of the Academy Award-nominated documentary, “Knife Skills,” on Wednesday, May 30, 2018, at the Parkway Theater in Baltimore City. More than 150 people, including regional workforce development partners and those who use their programs, attended the screening.

“Knife Skills” shares the story of EDWINS, a fine French restaurant that exclusively trains citizens returning from incarceration in culinary and food service skills. The restaurant opened in 2014.

BMC also hosted a luncheon with local leaders beforehand to discuss EDWINS Leadership & Restaurant, the subject of the film, with director Thomas Lennon and EDWINS President and CEO Brandon Chrostowski. BMC catered a reception before the screening, with food provided by similar organizations to EDWINS—Paul’s Place, City Seeds, and Light House Bistro and B.E.S.T. Catering.

Ann Hornaday, film critic for the *Washington Post*, conducted a post-screening Q&A with Lennon and Chrostowski.



Housing

BMC's committees seek to bring new housing options to families in need in the Baltimore region.

BMC staffs the Baltimore Regional Fair Housing Group, a collaboration of public agencies that come together in different ways to develop and implement cooperative government strategies to address fair housing needs.

The first collaboration focuses on the region's public housing agencies (PHAs). In the last two years, BMC has worked with area PHAs and the Baltimore Regional Housing Partnership, through a seed grant from HUD to the Howard County Housing Commission, to create the Baltimore Regional Project-Based Voucher (PBV) Program.

The PBV program has 100 housing vouchers available to encourage affordable housing development in areas of opportunity in the Baltimore region. The program is modeled on the Regional Housing Initiative, which has been in place in Chicago since 2002. Through periodic Request for Proposals (RFPs), affordable housing developers are able to apply in one place for subsidies that can be used in five county-level jurisdictions around the region: Baltimore City and Anne Arundel, Baltimore, Harford, and Howard counties. Once developments that have received project-based vouchers have been built and are ready for occupancy, qualifying families will have new opportunities to live around the Baltimore region.

The program has a strong preference for family housing in high opportunity areas of the region—safe communities near job growth, with access to high quality public schools. At least two-thirds of vouchers awarded through the PBV program will be for this type of home. Any vouchers awarded outside these areas must be part of concerted revitalization plans that will also offer substantial opportunity to residents. Families participating in this program are eligible for substantial housing mobility counseling from the Baltimore Regional Housing Partnership, both before and after moving to their new home. That counseling includes assistance with any credit issues, family budgeting, guidance on working with property owners and managers, and rights and responsibilities as a tenant.

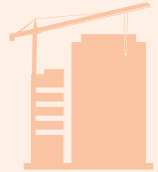
In addition, BMC published a RFP in July 2018 for a consultant or consultants to assist six Baltimore-area jurisdictions and the five PHAs to complete a Regional Analysis of Impediments to Fair Housing Choice (AI).

The jurisdictions and PHAs, assisted by the consultant selected through this RFP process, will use publicly available data from HUD and reasonably available local data to conduct the analysis in fall 2018 and winter 2019. The collaboration anticipates releasing a draft AI for comment in spring 2019 and finalizing the AI in October 2019.

At least two-thirds of the Regional PBV Program vouchers are applied to affordable-housing subsidies for housing in high opportunity areas.



Any vouchers awarded outside these areas go to developments with concerted revitalization plans bringing substantial opportunity to residents.





BMC's 2018 Family-Supporting Jobs Report predicts growth in jobs requiring less than a four-year degree.

There is an important segment of jobs—requiring less than a bachelor's degree—that will grow by 13.4 percent in the next decade in the Baltimore region.

The Baltimore Metropolitan Council (BMC) completed the *2018 Family-Supporting Jobs Report* in June 2018. The purpose of the report is to help job seekers, workforce development professionals, educators and employers make informed decisions about career choice and training opportunities in the Baltimore region.

"A four-year college degree simply is not the best fit for every person. Our report shows that there are paths to family-supporting careers for the 60 percent of working-aged adults in our region who don't have a bachelor's degree," said Michael B. Kelly, BMC executive director. "We're excited to share the study with our workforce development partners in the region, and we hope that it will help align resources toward training for these in-demand occupations."

The report is a comprehensive assessment of the employment opportunities in family-supporting jobs in central Maryland. Family-supporting jobs are defined as occupations that pay an hourly wage that allows working adults with less than a bachelor's degree to provide for their family's needs. For the Baltimore region, the report applies a benchmark average hourly wage of \$22.28.

Family-supporting jobs will represent 13.8 percent (238,871 jobs) of the Baltimore region's hiring demand during the next decade. This figure puts the region in the top half of its peers nationally.

The report forecasts demand in family-supporting jobs across a range of sectors, and measures of education, work experience, and training. In the region, the following sectors are expected to offer the highest number of family-supporting job opportunities: construction, business services, and healthcare.

Family-supporting jobs are expected to shift:

manufacturing
and utilities



information technology,
bioscience and healthcare



Construction will remain the sector with the most opportunity to earn a family-supporting wage.

Among other factors, the report looks at work experience and on-the-job training requirements to help people better understand the credentials typically expected for various positions. It also identifies the top 50 family-supporting occupations by total demand, median hourly wage, and new job growth.

"BMC has done an excellent job in distilling a complex and broad set of data into a useful resource that workforce development professionals and the public can understand," said Linda Dworak, director of the Baltimore Workforce Funders Collaborative. "I am confident that this report will help workforce development agencies, trainers and individuals meet the changing demands of our region's employers."

The 2018 report builds upon the *Baltimore Regional Talent Development Pipeline Study*, released by BMC in 2013. The Talent Development Pipeline Study—a product of the Opportunity Collaborative—found that our region's job opportunities fell mainly into two categories: jobs requiring at least a bachelor's degree that pay high wages and jobs that require few technical skills and pay less than a living wage. The goal of the 2013 report was to identify a set of attainable jobs that could quickly provide, or lead to, a family-supporting wage for a family near the poverty line.

Events

BMC is making big-picture thinking about the future of planning fun and accessible through its after-hours event series.

What's on Tap

Since June 2016, BMC has hosted the "What's on Tap" speaker series, a forum to discover, understand, and share knowledge of current and emerging issues, solutions and innovations that can foster a better Baltimore region.

BMC hosted "What's on Tap: Envisioning 'the City of Tomorrow' with the Ford Motor Company" on October 26, 2017. "The City of Tomorrow" is Ford's vision to explore how near-term mobility advancements—such as autonomous and electric vehicles, ridesharing, ride-hailing, and connected vehicles—could potentially interact with urban infrastructure and create a more cohesive transportation eco-system. Ford created a one-of-a-kind City Solutions team that will help address urban environment issues and develop mobility solutions for congested cities. Jessica Robinson, director of Ford's City Solution team, spoke about how Ford is broadening its portfolio to include advancements and investments in emerging opportunities, such as its new ridesharing mobile application, Chariot; wireless charging for electric cars; BikeGo bikeshare; and progress in traffic management. Together people across the U.S. can utilize these initiatives to help shift the way people travel.

After Robinson's presentation, Michelle Pourciau, director of the Baltimore City Department of Transportation, and Clive Graham, administrator for the Office of Transportation in Howard County, shared their thoughts and reactions to how Ford's vision fits into the region.



Citizen Jane: Battle for the City

BMC and Columbia Association co-hosted a screening of the documentary "Citizen Jane: Battle for the City" on March 26, 2018 at the Owen Brown Interfaith Center.

In 1960, Jane Jacobs's book *The Death and Life of Great American Cities* explored the consequences of modern reconfiguration of cities, sending shockwaves through the architecture and planning worlds. Jacobs' activism involved many fights in mid-century New York City to stop "master builder" Robert Moses from running roughshod over the city.

"Citizen Jane: Battle for the City" retraces the battles for the city as personified by Jacobs and Moses, as urbanization moves to the very front of the global agenda. This film sets out to examine the New York City of today through the lens of one of its greatest champions to educate decision makers and make change for livable streets in their communities.



"What's on Tap: Envisioning 'the City of Tomorrow' with the Ford Motor Company" on October 26, 2017.



Cooperative Purchasing

Saving taxpayer dollars by working together.



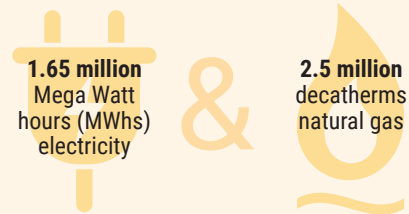
BMC houses the Baltimore Regional Cooperative Purchasing Committee (BRCPC), which helps members leverage their collective buying power to achieve the most value for taxpayer dollars. By managing procurement opportunities and sharing information and best practices, BRCPC also alleviates the administrative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

Energy

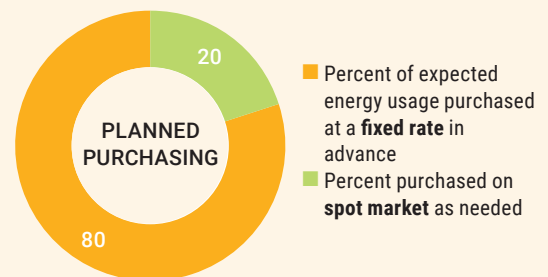
BRCPC's most prominent program is its energy procurement. BRCPC procures energy for the City of Annapolis, Baltimore City, and Anne Arundel, Baltimore, Carroll, Harford and Howard counties, as well as many of the region's public schools, community colleges and several other entities.

In FY 2018, BRCPC implemented a new supplier billing methodology, bifurcated billing, for electric supply charges to members. They receive separate line item charges for capacity costs that are summer peak load driven (KW), which in addition to energy costs, are total usage driven (kWh). This is both a more accurate reflection of costs incurred by members, and provides a more transparent vehicle for members to realize cost savings through active summer peak load management. By leveraging their collective buying power, BRCPC saves members millions of dollars each year on energy.

BRCPC's annual energy program oversees the purchase and energy price risk management of:



How is BRCPC able to contain average energy costs and remain flexible?



The Energy Board also allows other governmental entities to piggyback their contracts, which benefits not only those entities but also it increases the Energy Board's purchasing strength. Collectively, they account for more than \$30 million of the total economic scale of the program that now exceeds \$141 million annually.

Next Generation 911

Full implementation of technological upgrades to Maryland's Emergency 911 call system are expected by 2020, in part because of the work of BMC and the BRCPC.

BRCPC is working with the Maryland Point of Service Answering Point Committee and the state, through the Emergency Number Systems Board (ENSB), to coordinate the service provider contract in the Baltimore region. The intent is to implement a state-of-the-art emergency call system that will meet the demands of the public and first responders throughout Maryland and the Mid-Atlantic.

The advancement of everyday technology—smartphones, tablets and other wireless communications devices—are driving the existing 911 infrastructure toward its operational limits. The public relies on this technology for capabilities such as text, picture and video messaging, while public safety services need to be able to share crash notification data, personal health, family, and other pertinent records with emergency responders utilizing the 911 system.

As a result, the Maryland House and Senate passed legislation during the 2018 legislative session—House Bill 634, and Senate Bill 285—establishing and authorizing the ENSB

to advance NextGen 911 across Maryland in coordination with an advisory committee that includes a representative from BMC.

A coordinated implementation of a NextGen 911 system will enhance local government's ability to respond to emergencies with improved capabilities to address these emergencies properly, thereby saving more lives than previously thought possible.

The first step in NextGen 911 implementation is selecting a service provider, then detailing what network infrastructure upgrades are necessary.

In 2017, Fairfax County, Va. solicited bids and awarded a contract to AT&T to serve as the NextGen 911 service provider. All 24 Maryland counties are poised to use the cooperative contract awarded by Fairfax County, pending ENSB approval, according to Mission Critical Partners (MCP), a consultant to the ENSB.

Equally important to the selection of a service provider is the network infrastructure.

In 2018, MCP performed a comprehensive NextGen 911 network infrastructure audit to ensure that each county and city had the requisite, compatible GIS and hardware equipment needed to interface with any selected service provider. From there they created a comprehensive list of equipment that either meets NextGen 911 standards or needs an upgrade.

Meet the Primes

BRCPC helps connect prime contractors to smaller subcontractors.

In October 2017, the BRCPC and Baltimore County hosted the ninth annual Meet the Primes networking event for small- and minority-owned businesses at the Maryland State Fairgrounds.

More than 100 exhibitors from both private sector businesses and government agencies, and 800 representatives of small- and minority-owned businesses registered for the event.

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



Communications

We communicate the importance of our initiatives to the public by telling the Baltimore region's stories.

Sometimes those stories are photographs or tweets, while other times they're infographics, magazine articles, blog posts or Q&As.

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

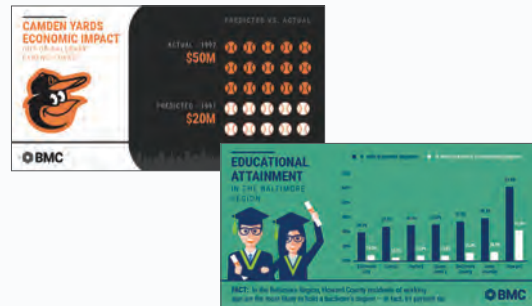
Increasingly, we have used colors and graphics to draw attention to our work. In February 2018, BMC started the first phase of its rebranding. BMC's logo was tweaked to reflect a new chapter in the organization's history, which includes the addition of Queen Anne's County as a member jurisdiction. In addition, we unveiled revamped iconography, fonts and color pallet, aimed at unifying and modernizing our brand. Our façade may be new and improved, but at our heart, we remain an anchor for regional collaboration.

BMC also launched a blog in February 2018. Stomping Grounds is BMC's bi-weekly blog where we highlight local data that ties back to our body of work, and provide our audience with a better understanding of the Baltimore region. Our stomping grounds are a familiar area, just as this blog is a more informal way for BMC to present interesting information about its areas of expertise to the public. "Stomping Grounds" serves as another way for BMC to encourage readers to think about the Baltimore region—its past, present and future.

COG Quarterly, BMC's digital magazine, is going strong in its third year as a publication. The magazine showcases to its 2,500 subscribers the wide variety of work that BMC and its partners produce each quarter. It features short- and long-form stories, infographics, Q&As, photos, maps, calendars and hyperlinks to more information about the organization's activities.

Finally, staff worked with members of the press, broadcast and radio news organizations to highlight BMC educational campaigns, promote its studies, and provide expertise for stories that pertained to the Baltimore region. BMC partnered with Baltimore City, the Greater Baltimore Committee, University of Maryland's CATT Lab, AAA Mid-Atlantic, Howard County and others throughout the year to showcase its work through interviews and press conferences.





"STOMPING GROUNDS" USES INFOGRAPHICS TO INCREASE ENGAGEMENT WITH BMC'S SOCIAL MEDIA ACCOUNTS.



COG QUARTERLY



FIND BMC ON SOCIAL MEDIA

-  @BaltoMetroCo
@Bike2WorkCentMD
@Bmoreinvolved
-  Baltimore Metropolitan Council
B'more Involved
Bike to Work Central Maryland
-  Baltimore Metropolitan Council
-  @BaltoMetroCo

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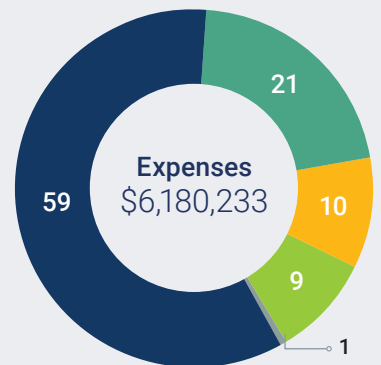


J. Thomas Sadowski
Gubernatorial Appointee

Fiscal Year 2018 Financials*



- Federal grants, including state matching grant (\$4,819,638)
- Local jurisdiction dues (\$765,332)
- Other grants (\$509,601)
- Other (\$199,987)



- Salaries and benefits (\$3,640,495)
- General expenses (\$1,310,746)
- Transfers (\$641,282)
- Consultants (\$558,363)
- Depreciation (\$29,437)

*Pre-audit numbers



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