



Baltimore  
Metropolitan  
Council



2007 Annual Report



## A Message from the Chair

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DAVID R. CRAIG, *Chair*

**The Baltimore region is on track** to experience major -- perhaps even unprecedented -- economic growth over the next decade.

This is due, in part, to the Base Realignment and Closure (BRAC) process occurring at Fort Meade in Anne Arundel County and at Aberdeen Proving Ground in Harford County. The Baltimore region could absorb as many as 19,000 new households resulting from the influx of BRAC-related employment.

BRAC, however, is only part of the picture. The region also continues to capitalize on its many traditional and developing assets, including world-class health care, bioscience and academic research, as well as its proximity to the nation's capital and the Chesapeake Bay.

While you may not be surprised by the significant economic growth projected for the region, you may be surprised to learn how well local governments are working together, not only to take advantage of these historic opportunities, but also to address the common challenges that we face.

Regional cooperation has blossomed as a result of our efforts to prepare for BRAC-related growth. Although Harford and Anne Arundel counties will be primary recipients of actual military jobs, both counties immediately recognized that BRAC would have an impact beyond their jurisdictional borders. Both counties have worked aggressively to ensure regional cooperation on such issues as transportation, education, housing, workforce development, and natural resources.

The member jurisdictions of Baltimore Metropolitan Council have really led the discussion regarding transportation in the region. This year the Baltimore Regional Transportation Board (BRTB) concluded its draft update of the regional long-range transportation plan, Outlook 2035.

By working together, BMC member jurisdictions realized some tremendous successes over the course of this year. For instance, our Strategic Energy Initiative, a BMC project that began in 2005, has now reached its full potential. In FY2007, the innovative strategy of purchasing electricity directly from the regional grid resulted in savings of more than \$12.1 million for our local governments.

This collaboration is very much the heart of BMC's mission. I am proud to serve with my regional colleagues to improve the quality of life in the Baltimore region.

A handwritten signature in dark ink that reads "David R. Craig". The signature is written in a cursive, flowing style.

DAVID R. CRAIG, *Chair*  
Harford County Executive

## Our Mission

The Baltimore Metropolitan Council is committed to identifying regional interests and developing collaborative strategies, plans and programs which will improve the quality of life and economic vitality throughout the region.

## Who we are

BMC is the organization of the region's elected executives. The BMC Board is composed of the Mayor of Baltimore, the executives of Anne Arundel, Baltimore, Harford and Howard counties, and a member of the Carroll County Board of Commissioners. BMC's staff works closely with the staffs of member jurisdictions.

## History

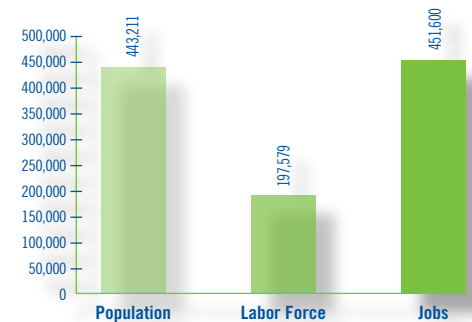
BMC carries on a tradition of formal regional planning that began half-a-century ago in 1956, when the Baltimore Regional Planning Council was created within the Maryland Department of Planning. In 1963, the Regional Planning Council (RPC) emerged as a separate state agency. In 1989 the name of the organization was changed to Baltimore Regional Council of Governments (BRCOG) to reflect the RPC's resolve to serve as the regional voice of local government. In 1992, recognizing the need for a smaller, more efficient organization, the Maryland General Assembly dissolved BRCOG and created BMC as a private nonprofit organization of the region's elected executives.

## Transportation Planning

**FY 2007** was a significant year in regional transportation planning, with the completion of staff work on Transportation Outlook 2035, the updated long-range transportation plan, as well as the shorter-term Transportation Improvement Program (TIP) and an air quality conformity analysis, to ensure that planned projects will maintain the region's air quality. All three draft documents were released for public review in the summer of 2007.

**Public involvement** was an integral part of the planning process. Meetings of all committees, including the Baltimore Regional Transportation Board and its Citizens Advisory Committee, were open to

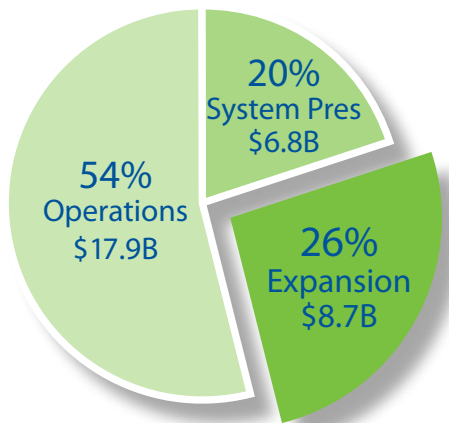
the public. In addition, citizens could sign up for e-newsletters and review the progress of the plan online at [www.baltometro.org](http://www.baltometro.org). Public meetings were held during the summer of 2007, where residents could speak with local transportation and planning officials and comment on the plan.



**In developing** a plan that will handle the region's traffic needs for the next 20 years, planners had to determine how the population might change, and where people are likely to live and work. BMC staff used census data, building permits data, and plans developed by member jurisdictions to project what the region will look like in 2035.



**Transportation Outlook 2035** is fiscally constrained, meaning that system expansion is limited by the level of funding which is expected to be available. The plan also acknowledges that funds will be required for operations (the cost of running buses and trains and routine maintenance on highways) and system preservation (resurfacing roads, repairing bridges, and maintaining buses and transit tracks). System expansion includes all capital improvements, such as building a new transit line, adding lanes on a highway, or adding a new bicycle trail.

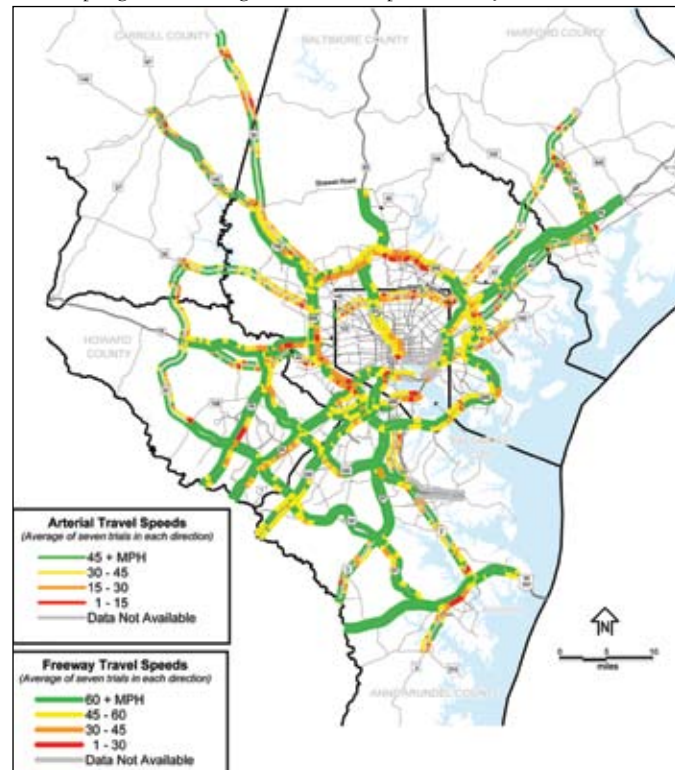


One of the goals of transportation planning is to reduce congestion, which wastes time and money and contributes to air

pollution. To measure congestion, drivers in vehicles equipped with GPS time and distance tracking capabilities traveled on major highway corridors during morning and evening rush hours. The data they

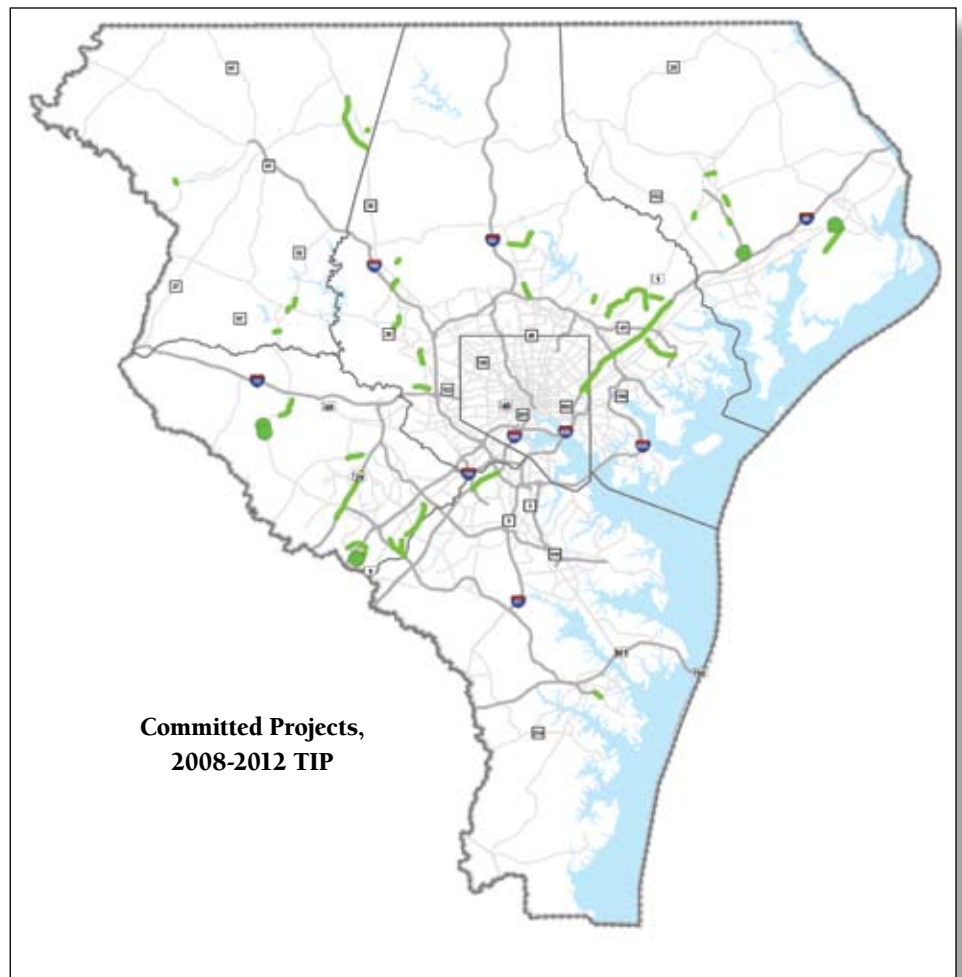
collected helped planners determine how to relieve congestion, perhaps by widening a roadway or improving an interchange, or developing a traffic management solution to the bottleneck.

Baltimore Region GPS Travel Speeds  
Spring 2006, evening Peak 4:30-6:30 p.m.; Freeways and Arteries



**Projects were chosen** for inclusion in Transportation Outlook 2035 through a scoring process known as prioritization. Projects were evaluated based on their policy and technical merits. The policy evaluation, which accounts for 60 percent of the project score, strongly follows the priorities of the BRTB member jurisdictions and federal planning factors. The policy evaluation also considers the project's consistency with Smart Growth. The technical analysis, which accounts for 40 percent of the score, considers quantitative measures such as how congested a particular road is, the number of crashes on the road, or the number of potential users for a bus or train.

**Unlike Transportation Outlook 2035**, which includes transportation projects to be implemented over the next 20 years, the 2008 – 2012 Transportation Improvement Program (TIP) is a list of transportation priorities and projects for which federal funding will be requested over the next 5 years. Project descriptions and funding requests were posted on the BMC web site for public review.



## A Strategic Plan for MARC

**As part of their efforts** to prepare for BRAC-related growth to occur in the Baltimore region, the BMC Board agreed to collectively advocate for increased commuter rail service. MARC is the only existing mass transit facility that serves both military installations, as well as major activity centers throughout the greater Baltimore-Washington corridor. The executives believe that MARC can play an important role in managing growth-related congestion. They also believe that it's crucial to understand how BRAC will affect Maryland's commuter rail service.

**In early June**, the BMC Board signed a letter calling for a comprehensive corridor investigation of the MARC Camden and Penn lines from Delaware to the District of Columbia. They felt that with BRAC on the horizon, now was the time for the state to develop an updated strategic plan for MARC. This September the state released a growth and investment plan for MARC and is sharing it with local governments.





**The Baltimore region** is designated by the Environmental Protection Agency as a non-attainment area for ground-level ozone and fine particulate matter. Both of these pollutants are linked to vehicle emissions, and are known to contribute to health problems. Vehicle emissions are also a source of carbon dioxide, so reducing vehicle emissions has the added benefit of helping reduce the region's carbon footprint. An Air Quality Conformity Analysis was required to determine that neither Transportation Outlook 2035 nor the 2008-2012 TIP will worsen the region's air quality.



**May is that month** when the days keep getting longer and the rising temperatures bring thoughts of summer – and when levels of ground-level ozone can begin to reach unhealthful levels. Emissions from vehicles contribute roughly one-third of the two pollutants that combine to form ozone in

hot, stagnant air. That's why BMC promotes May as Clean Commute Month, and encourages residents to try a different way to get to work.



**Clean Commute Month 2007** actually kicked off on April 22, Earth Day, with a Clean Cars for Clean Air event at Towson University. Not everyone can share a ride, take transit, or bike or walk to work, but anyone who drives can improve fuel efficiency and save money by keeping their car in tip-top conditions. The April 22 event was one of several Clean Car Clinics held around the region, where certified technicians offered free inspections to vehicle owners. The technicians went under

the hood to check fluid levels and belts and hoses, and also checked tire condition and air pressure. Owners were given a written report to take to the facility of their choice for any suggested repairs.

**Riding a bike is** one of the cheapest ways to commute to work, and has the added benefit of providing a healthy workout along the way. This year's Bike to Work Day featured events in Annapolis, Baltimore, Bel Air and Towson. Baltimore Mayor Sheila Dixon not only rode her bike to City Hall, but challenged her cabinet members to ride with her, and to continue biking to work during the summer.



**In the fall of 1994**, BMC partnered with the Metropolitan Washington Council of Governments (COG) to develop a unified bi-regional campaign to encourage residents to take voluntary actions to reduce ozone pollution. In July of 1995, ENDZONE – Partners to End Ground-Level Ozone was launched. Two years later, in July of 1997, the BMC and COG boards met jointly and signed a resolution officially chartering ENDZONE Partners as a nonprofit public-private consortium. The organization later changed its name to Clean Air Partners and added messages about pollution from fine particulate matter, which has been implicated in heart disease. In June 2007 representatives of BMC and COG met jointly once again, and reaffirmed their commitment to supporting Clean Air Partners in its mission.

# Reservoir Protection

## History

Since 1984, BMC has managed a cooperative program to protect one of the region's most valuable assets—our water supply. The Loch Raven, Prettyboy and Liberty Reservoirs together provide high-quality water for approximately 1.8 million people in the region. In 1984, Baltimore City, Baltimore and Carroll counties, Baltimore County Soil Conservation District, Carroll Soil Conservation District, the Maryland Departments of Agriculture and the Environment and BMC signed the landmark Reservoir Watershed Management Agreement. The signatories reaffirmed the agreement in 1990, 2003 and 2005. The Reservoir Watershed Management Program:

- Monitors water quality trends in the three metropolitan water-supply reservoirs;
- Promotes regulatory policies and actions which will protect the reservoirs;
- Addresses emerging technical issues involving the reservoirs; and
- evaluates and comments on land-use trends, local government policies, utility plans, and proposed land-use decisions in the watersheds that could affect one or more of the lakes.

## New Strategies

The 2005 agreement included new action strategies to address issues facing the watersheds. Each signatory contributed to the commitments, and work has steadily progressed since the signing. In early 2008, the Reservoir Technical Group and the Reservoir Watershed Protection Committee expect to release a comprehensive Progress Report detailing those efforts, which include:

- Beginning a detailed technical study that evaluates the existing reservoir/watershed monitoring datasets, and makes recommendations for improved monitoring in the future

- Completing the development of in-lake and watershed models which estimate the annual sediment and nutrient loadings to Loch Raven and Prettyboy reservoirs
- Agreeing to new loading-goals for sediment and/or phosphorus
- Increasing staff support for a County Soil Conservation district
- Implementing new capital and operations programs for sewerage systems in the watersheds
- Conducting a cooperative field study of the water-quality benefits of regular street-sweeping and storm drain-inlet cleaning.
- Establishing a comprehensive forest resource management program in the watersheds to help protect water quality.





## Emergency Preparedness

### The Baltimore Urban Area Work Group

(UAWG) is a committee of emergency planners and first responders from BMC's member jurisdictions plus the City of Annapolis. The UAWG met regularly to assess what the region needs to be prepared for any kind of emergency, from a major weather event to a terror attack. After reaching consensus on the region's needs, the group applied for federal FY07 Homeland Security funds.

The region's application for federal FY07 funds received the maximum score of 100 points for anticipated effectiveness, as compared with the national average score of 83 points. The Baltimore area received perfect scores in 7 of the 12 investment categories, including communications interoperability; mass casualty incident health and medical preparedness; all-hazards response and incident management; maritime security and response; investigation and intelligence fusion; continuity of operations/government; and citizen preparedness and participation. The region also received bonus points for coordination and cooperation with neighboring regions.

In FY2007 the UAWG continued its successful Community-Based Critical Infrastructure Protection Grant Program, awarding a total of nearly \$650,000 to 34 community organizations in the Baltimore region. The grants, ranging from \$800 to \$35,000, will be used to enhance security at facilities judged to be at risk for terrorist attacks. Recipients included synagogues, mosques, interfaith centers, religious schools and community centers. Projects included upgrades to access controls and security systems, surveillance cameras, shatter-proof



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PER PERSON PER DAY



**READY? SET? GOOD.**

A MESSAGE FROM THE BALTIMORE METROPOLITAN COUNCIL AND YOUR LOCAL EMERGENCY RESPONDERS

glass, and improved lighting. This was the second round of awards made through the Community-Based Critical Infrastructure Protection Grant Program. In 2005, approximately \$1 million was awarded to 29 organizations for security enhancements.

In May 2007, the Department of Homeland Security (DHS) launched its own Nonprofit Security Grant Program. The UAWG held a grant-writing seminar, and reviewed applications that were forwarded to DHS for final determination.

When disaster strikes, emergency responders may not be able to reach every affected household immediately. The Public Information Subcommittee of the UAWG continued working to educate residents about household preparedness, emphasizing the need for a radio, flashlight, and at least one gallon of water per person per day for a minimum of three days. Local radio stations ran messages in late winter, and again in May, to emphasize hurricane preparedness. In addition, MTA buses carried the Ready? Set? Good message around the region, encouraging residents to visit [www.readyssetgood.org](http://www.readyssetgood.org) for more information.

## Cooperative Purchasing

### Saving Local Governments \$12 Million in Energy Costs

**In FY2007**, the innovative strategy of purchasing electricity directly from the regional grid and multiple wholesale suppliers resulted in savings of more than \$12.1 million for local governments and participating agencies, when compared with the retail cost of electricity. The Baltimore Regional Cooperative Purchasing Committee (BRCPC), a BMC standing committee of the region's procurement officers, developed the wholesale portfolio approach to purchasing electricity, in conjunction with its independent energy advisor, South River Consulting.

The portfolio includes 3,000 BGE commercial electric accounts. Participants include the Baltimore City and Anne Arundel, Baltimore, Carroll, Harford and Howard county governments; the Baltimore County Public Libraries and Revenue Authority; Baltimore City, Baltimore County and Harford County public schools; the cities of Aberdeen, Annapolis and Bowie; and the Baltimore Museum of Art and Walters Art Gallery.

### Cooperative Purchasing

In addition to savings in electricity purchasing, BRCPC collaborates on bid requirements and contract administration for local governments for needed goods and services. BMC provides staff support to the committee. The cooperative purchasing program consistently provides annual cost reductions and administrative savings in the million dollar range to local governments in the region. BRCPC has established subcommittees of experts for energy, public schools and public works. The cooperative purchasing program began in 1971.



## Regional Information Center

### **The Regional Information Center**

(RIC) at BMC, a branch of Baltimore City's Enoch Pratt Free Library system, is a repository for regional and urban planning materials with a focus on local demographic information, economic development, transportation planning, land use and environmental issues. RIC also continues to provide staff support to BMC's Building Permits Data System subscribers and BMC's web site content management needs.

Frequent users of the RIC include small and large businesses; non-profit organizations and community groups; government agencies; students; and the media. In Fiscal Year 2007, the Regional Information Center responded to more than 2,200 requests for information from walk-in visitors, e-mail and telephone.

Contact the Regional Information Center at 410-732-9570 to request information or make an appointment. The Center is open to the public by appointment between 8:30 a.m. and 4:30 p.m. on weekdays.

### **Data and Mapping Services**

All kinds of organizations can benefit from strategic planning based on solid data. BMC provides both private and public clients with services such as demographic and economic forecasting, technical support for strategic planning, custom mapping, geo-coding, and statistical analysis.

Contact BMC's Business Development Coordinator at 410-732-9561 if your organization is interested in learning more about these services.

### **Building Permit Data**

BMC has been compiling the region's building permit information and organizing it into a standardized database for many years. The resulting information provides a continual record of plans for new and renovated residential, commercial/industrial and institutional building projects. The BMC staff itself makes use of this information as a leading indicator of new regional development patterns.

Specialty contractors, real estate analysts, economic development professionals and others may subscribe to this information, through either printed monthly, quarterly and annual reports or the searchable online database, which is updated weekly.



## FY 2007 Publications

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### **Baltimore Region FY 2008 Unified Planning Work Program for Transportation Planning.** March 2007.

Annual report detailing work to be accomplished. Online at [www.baltometro.org/UPWP/UPWP2008.pdf](http://www.baltometro.org/UPWP/UPWP2008.pdf)

### **Baltimore Region Hybrid Bus Tour Final Report.** 2006.

Following an October 2003 workshop on hybrid-electric bus technologies for local bus fleet operators, interested fleets were given the opportunity to test drive two different models in 2005. The report also includes a comparative review of relevant technologies. Online at [www.baltometro.org/reports/HybridBus.pdf](http://www.baltometro.org/reports/HybridBus.pdf).

### **Baltimore Region Transportation Improvement Program 2007-2011.** August 2006.

Report issued annually by the Baltimore Regional Transportation Board, listing timing, cost and rationale for transportation improvements to be made in the region over the 5 year period. Online at [www.baltometro.org/content/view/688/470/](http://www.baltometro.org/content/view/688/470/).

### **Baltimore Region Travel Demand Model Version 3.3; 2000 Validation. Task report 07-8.** January 2007.

Documents the latest version of BMC's computerized transportation model, which is used to simulate expected person travel and traffic conditions as part of the transportation planning process. Online at [www.baltometro.org/reports/ValidationV3point3.pdf](http://www.baltometro.org/reports/ValidationV3point3.pdf).

### **Baltimore Region Travel-Related Disability Study. Task Report 06-7.** June 2006.

Documents the geographic distribution and intensity of persons with a travel-related disability in the Baltimore region. Online at [www.baltometro.org/reports/DisabilityTravelStudy.pdf](http://www.baltometro.org/reports/DisabilityTravelStudy.pdf).

### **BRCPC 2006 Annual Report.** Spring 2007.

Annual report of the Baltimore Regional Cooperative Purchasing Committee. Online at [www.baltometro.org/brcpc/Report2006.pdf](http://www.baltometro.org/brcpc/Report2006.pdf)

### **Compendium of Transportation, Air Quality, and Community Development-Related Legislation...1993-2007. Task Report 07-10.** June 2007.

Multi-year compendium of bills and resolutions introduced to the Maryland General Assembly, with a brief summary of each, its sponsor(s) and its final disposition. Online at [www.baltometro.org/legis/legis93\\_07.pdf](http://www.baltometro.org/legis/legis93_07.pdf).

### **Conformity Determination of the 2004 Baltimore Regional Transportation Plan; and the FY 2007-2011 Transportation Improvement Program.** August 2006.

Annual update of analyses showing that planned transportation improvements in the region conform with air quality goals. Online at [www.baltometro.org/reports/Conformity2007\\_11.pdf](http://www.baltometro.org/reports/Conformity2007_11.pdf). Appendices at [www.baltometro.org/reports/Conformity2007\\_11a.pdf](http://www.baltometro.org/reports/Conformity2007_11a.pdf).

### **Out and About Travel Guide. Task Report 07-2.** October 2006.

List of specialized transportation services for the elderly and individuals with disabilities in the greater Baltimore region. Online at [www.baltometro.org/OutAbout/OutAbout2006.pdf](http://www.baltometro.org/OutAbout/OutAbout2006.pdf)

### **Round 7 Cooperative Forecasts.** February 2007.

Population, household and employment estimates and projections in five-year intervals, 2000-2035. Jurisdiction totals online at [www.baltometro.org/CP/Round7\\_jur.pdf](http://www.baltometro.org/CP/Round7_jur.pdf). Order form for data at the Regional Planning District or the Transportation Analysis Zone level at [www.baltometro.org/CFG/CoopForecastsOrderForm.pdf](http://www.baltometro.org/CFG/CoopForecastsOrderForm.pdf).

### **Traffic Quality in the Metropolitan Baltimore Planning Region (Spring 2005).** 2006.

Provides maps and comments on congestion during morning and evening rush hours for over 35 highway segments in the region, and provides baseline of data for evaluating future transportation investment alternatives. Can be seen as interactive slide show at [www.baltometro.org/reports/SkyComp/start.htm](http://www.baltometro.org/reports/SkyComp/start.htm)

### **Truck Parking Partnership Study.** October 2006.

Truck traffic in the region is expected to continue to increase, raising issues of safety and problems with inappropriate truck parking. This consultant study recommends some approaches for addressing truck parking issues. Online at [www.baltometro.org/freight/TruckParking.pdf](http://www.baltometro.org/freight/TruckParking.pdf).

Contact the Regional Information Center (410-732-9570 or [ric@baltometro.org](mailto:ric@baltometro.org)) for ordering information. Or complete order form (available online at [www.baltometro.org/pdfs/orderform.pdf](http://www.baltometro.org/pdfs/orderform.pdf)) and mail to Baltimore Metropolitan Council, Regional Information Center, 2700 Lighthouse Point East, Suite 310, Baltimore, MD 21224-4774, or fax to 410-732-9488.



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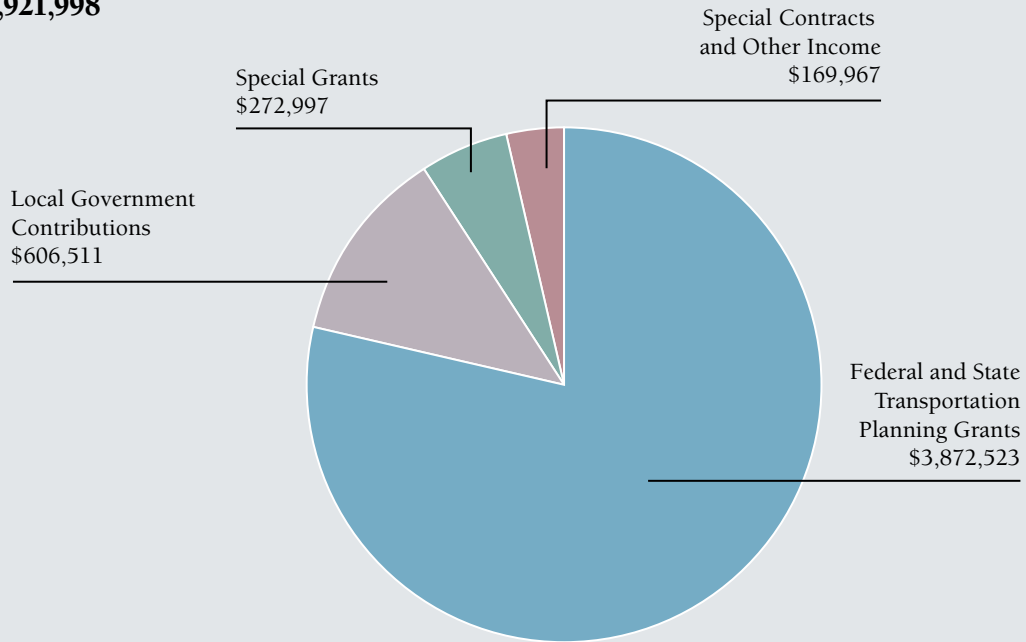
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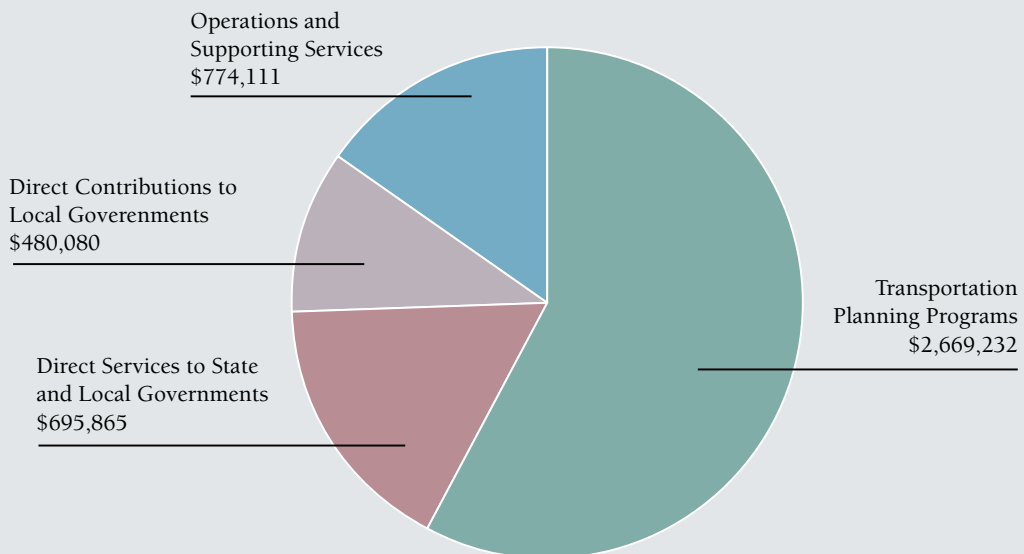
# Fiscal Year 2007 Budget Highlights

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## Revenue: \$4,921,998



## Expenditures: \$4,619,288



**BALTIMORE METROPOLITAN COUNCIL**

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-  Support for Strategic Planning
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