



Baltimore
Metropolitan
Council



A Resource for the



The Baltimore Metropolitan Council

The Baltimore Metropolitan Council (BMC) is a nonprofit organization that works with the region's elected executives to identify mutual interests and develop collaborative strategies, plans and programs that will help improve the quality of life and economic vitality.

BMC is a resource for the region, staffing and coordinating the Baltimore Regional Transportation Board, the metropolitan planning organization; the Opportunity Collaborative, a U.S. Department of Housing and Urban Development-funded initiative working to create a plan to bring together housing, workforce and transportation initiatives; and serving as a council of governments organization (COG) for cooperative purchasing, emergency preparedness and reservoir protection.

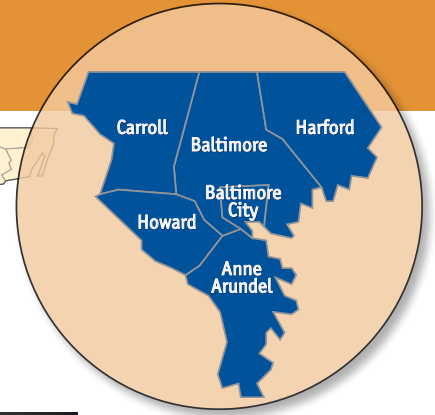
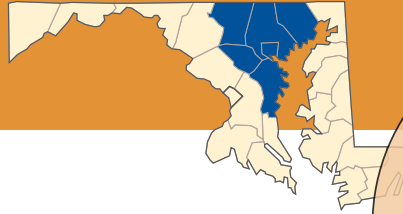
The region's elected executives—the Mayor of Baltimore, the executives of Anne Arundel, Baltimore, Harford and Howard counties, and a member of the Carroll County Board of Commissioners—sit on BMC's board. BMC's staff works closely with the staffs of member jurisdictions.

Regional planning in the Baltimore area started in 1956, when the Maryland Department of Planning created the Baltimore Regional Planning Council. In 1963, the Regional Planning Council emerged as a separate state agency. 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 1989. Finally, in 1992, Governor William Donald Schaefer and the six elected executives proposed to dissolve BRCOG and create BMC as a private nonprofit organization to meet the need for a smaller, more efficient organization.

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



Region



A Message from the 2014 Chairwoman

Meeting the needs of the Baltimore region is a challenge, but it is one that the elected executives that sit on the Baltimore Metropolitan Council's board of directors work tirelessly to accomplish. Collaborative regional efforts are imperative to the successful functioning of a metropolitan area. I am honored to serve as the incoming chairwoman of the Baltimore Metropolitan Council in 2014, to help lead the team that will continue the organization's positive work.

The Baltimore Metropolitan Council continues to serve the region—Anne Arundel, Baltimore, Carroll, Harford and Howard counties, as well as Baltimore City—by providing a forum for the elected executives to share concerns and identify areas of mutual interest face-to-face. We look at issues related to transportation planning, workforce development, housing, cooperative purchasing, reservoir protection and emergency preparedness.

The Baltimore region faces both opportunities and challenges in transportation. One such example is the expansion of the Panama

Canal, which could mean potential job creation and economic growth for the Baltimore region through additional freight, but also requires progressive and data-driven planning. BMC staff members continue to provide expert technical assistance for transportation issues. This assistance enables local and state entities to better plan for projected growth and help prioritize future investments in transportation.

Likewise, the Opportunity Collaborative made great strides last year toward the development of a Regional Plan for Sustainable Development (RPSD), which will bring together transportation, housing and workforce development. The release of a Baltimore Regional Talent Development Pipeline Study in October is an important step in identifying the industries for potential job growth.

Finally, the Baltimore Regional Cooperative Purchasing Committee (BRCPC) continues to save millions of dollars annually through approximately 50 regional contracts for commodities, energy and services. BMC also coordinates a reservoir watershed management and protection program that includes Baltimore City and the surrounding metropolitan counties.

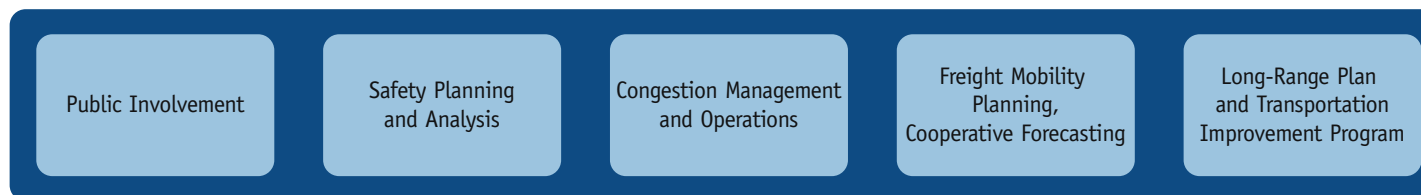
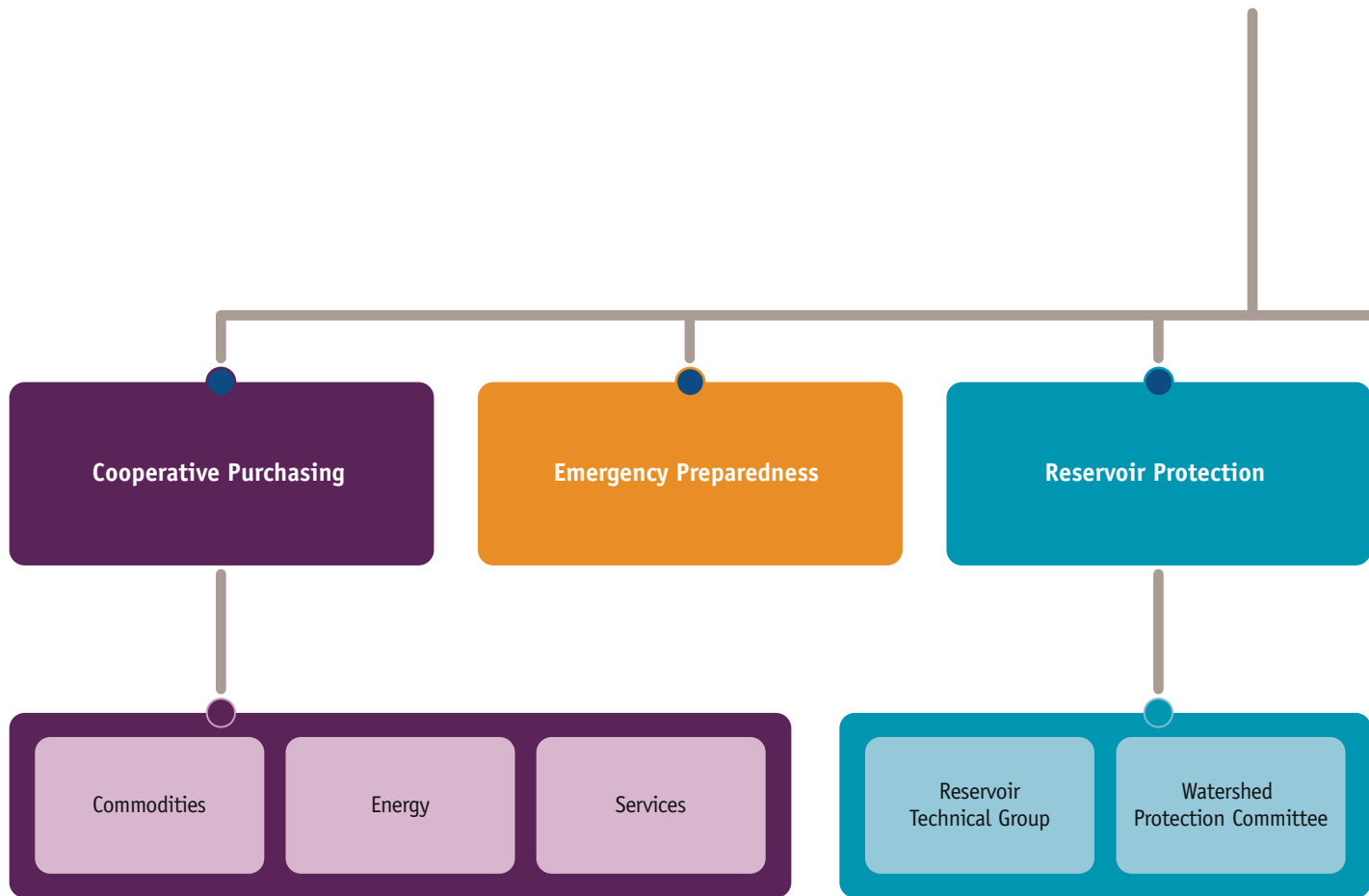


In a time when financial reform in the state and city is needed, the Baltimore Metropolitan Council is a model organization that spends taxpayer funds prudently. BMC, as a nonprofit, maximizes the return on our tax dollars. Return on investment for the BMC jurisdictions come in the form of savings caused by regional projects and initiatives; actual services; and unused funds.

Mayor Stephanie Rawlings-Blake
Baltimore City



Areas of Work



Baltimore Metropolitan Council

Board of Directors

Stephanie Rawlings-Blake, 2014 Chairwoman, Baltimore City Mayor

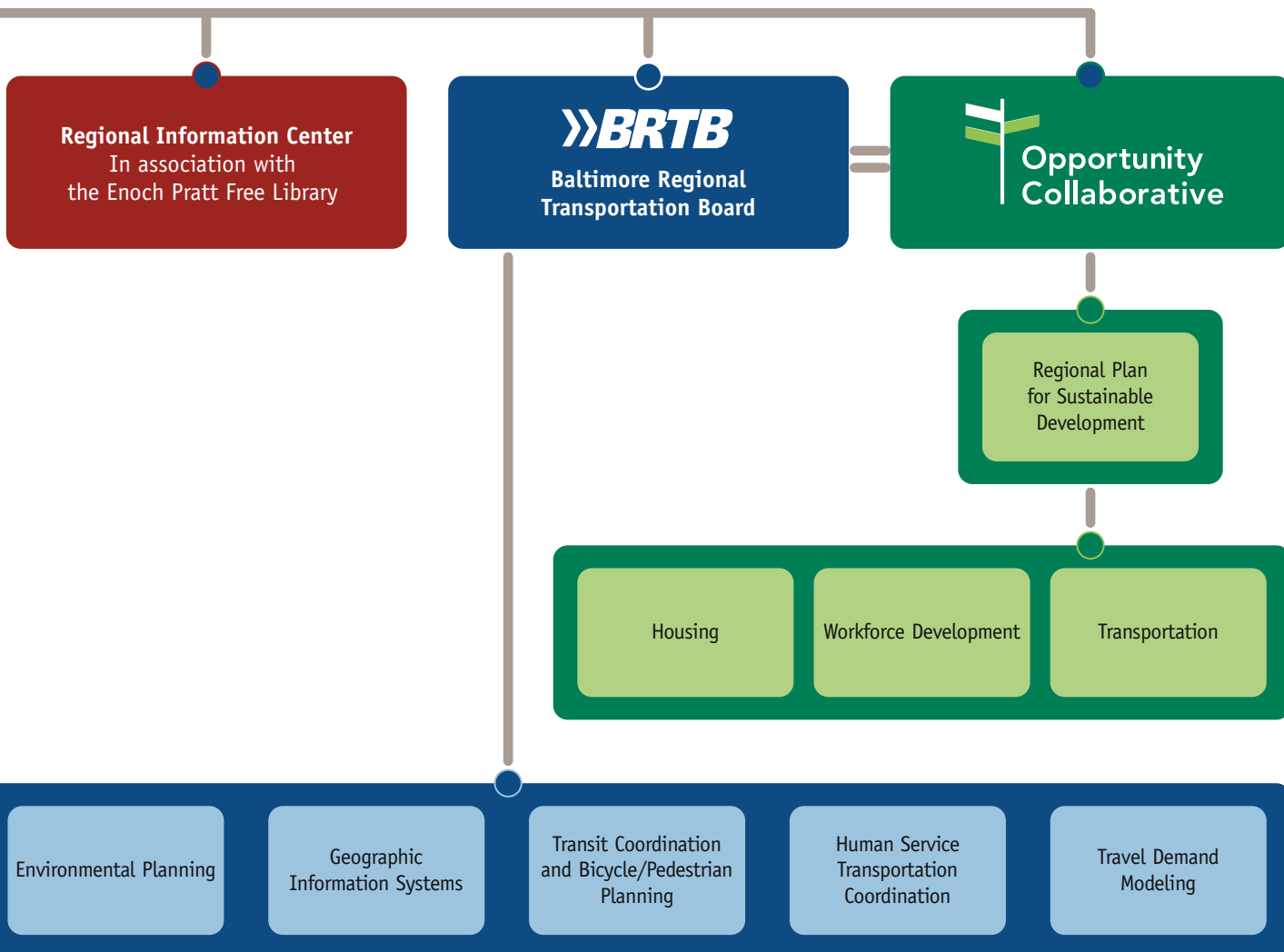
Laura A. Neuman, Anne Arundel County Executive

Kevin Kamenetz, Baltimore County Executive

Haven Shoemaker, Carroll County Board of Commissioners

David R. Craig, Harford County Executive

Ken Ulman, Howard County Executive



Transportation

Helping us get to where we want to go



Transportation Planning

Thoughtful and progressive transportation planning is a necessity in the Baltimore region to keep commuters and goods safely reaching their desired destinations, while increasing opportunities for communities and individuals alike, and proactively preparing for the needs of future generations. The Baltimore Regional Transportation Board (BRTB), the federally designated metropolitan planning organization for the Baltimore area, facilitates such initiatives.

The BRTB coordinates planning and federal funding for significant new transportation improvements. The Baltimore Metropolitan Council (BMC) is the host agency of the BRTB, while the chief elected officials of the region and representatives from state agencies make up the voting members of the board. Several committees and subcommittees also advise the BRTB in specific technical and policy areas.

Moving Ahead for Progress in the 21st Century (MAP-21)

MAP-21 is the comprehensive law that establishes the requirements of, and authorizes the funding for, federal surface transportation programs. MAP-21 provides the framework for Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) regulations and policies. These guide how federal agencies, states, transit providers, local jurisdictions and other project sponsors

plan, fund, and implement projects. The long-range transportation plan is one of the documents developed in accordance with MAP-21 requirements.

Metropolitan Planning Organization

MAP-21 requires every urbanized area in the United States with a population greater than 50,000 to have a metropolitan planning organization (MPO).

Fostering Partnerships with Neighboring Regions

The Baltimore Regional Transportation Board and BMC staff enjoy a positive working relationship with adjacent regional entities, including the Metropolitan Washington Council of Governments (MWCOC); National Capital Region Transportation Planning Board (TPB); the Wilmington Area Planning Council (WILMAPCO); and the York Area Metropolitan Planning Organization (YAMPO). These partnerships with neighboring regional entities allow all parties to better examine issues and potential solutions for transportation, the economy and environment. At times this means attending board and committee meetings, exchanging technical information and/or participating in inter-regional planning studies and work groups.

An MPO ...



Coordinates federal funding for transportation.



Conducts transportation planning in cooperation with federal and state agencies, and the operators of publicly-owned transit services.



Ensures that transportation expenditures are based on a continuing, cooperative, and comprehensive (3-C) planning process.



Provides reasonable opportunity for input from the public and interested parties.



Public Involvement

The Baltimore Metropolitan Council (BMC) employs a variety of outreach and engagement techniques to educate the public on important transportation issues, as well as to ensure that all people have a chance to have their voice heard on decisions that affect their lives.

Staff members work every day to spread awareness and encourage dialogue—from outreach at LatinoFest 2013, small group meetings with people with disabilities, and public meetings at local libraries, to one-on-one meetings to build partnerships with local advocacy groups and organizations. Staff also works with the Baltimore Regional Transportation Board's (BRTB) Citizens Advisory Committee (CAC), a diverse group of 30 community leaders, residents, and nonprofits from each jurisdiction, that bring a wealth of knowledge to provide advice on projects, initiatives and campaigns. The CAC provides essential feedback to staff and the BRTB throughout the planning process.

Staff also recognizes the importance of meeting people where they are. More and more, that “place” is on social media sites. BMC staff engages nearly 10,000 followers

for e-newsletters and on Facebook, Twitter, LinkedIn, and YouTube.

Environmental Justice

As part of BMC's efforts to address new federal requirements for Title VI and Environmental Justice, staff developed a tool that uses census data to identify seven vulnerable populations in the region: people in poverty, Hispanic/Latino, Non-Hispanic, Non-White Minorities, Limited English Proficiency, people with disabilities, the elderly, and car-less households. This data was then added to maps and scaled in such a way to identify where concentrations of vulnerable populations are located in the region. This tool can be used for the evaluation of transportation plans as well as for public outreach and engagement. Staff met with local jurisdictions and nonprofit organizations to validate and share the data, as well as to identify representatives of vulnerable populations at the local level.

In June, approximately 100 people participated in two workshops on Environmental Justice, Title VI and Transportation. An afternoon session brought staff from around the region together to learn about regulations and discuss ways to improve participation. In the evening, residents and community leaders joined together to learn more and share community concerns.

Find us on:



www.baltometro.org/publications/e-newsletters-social-media-2

www.linkedin.com/company/baltimore-metropolitan-council



Transportation is about more than concrete, asphalt, and steel—it is about people, and making sure that no one is left behind.

**—Rodney E. Slater,
former U.S. Secretary
of Transportation**



Planning

Strategies to better serve travelers



Regional Transportation Goals in Plan It 2035

- » Improve transportation system safety
- » Preserve the existing infrastructure
- » Improve accessibility
- » Increase mobility
- » Preserve the environment
- » Improve transportation system security
- » Promote prosperity and economic opportunity
- » Foster participation and cooperation among all stakeholder groups



Long-Range Transportation Planning

The federal Moving Ahead for Progress in the 21st Century Act, or MAP-21, requires each metropolitan planning organization in the United States to develop a long-range transportation plan for its region. The long-range plan identifies the region's transportation-related goals and lists the major projects the region expects to implement over the next 20–25 years. The Baltimore Regional Transportation Board (BRTB), as the region's MPO, selects these projects in consultation with state agencies and local jurisdictions, in accordance with federal requirements and regional goals and policies.

Fiscal Constraint

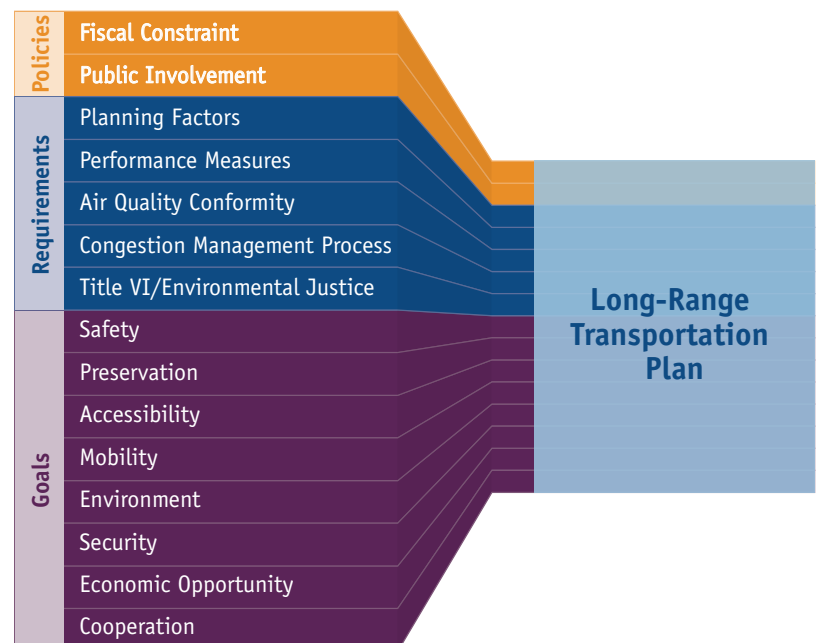
MAP-21 requires transportation plans to be fiscally constrained. This means that the long-range plan is not a “wish list” of projects, but

shows how the region expects to pay for each project and program. This involves forecasting the amount of funding the region reasonably anticipates will be available during the course of the plan and stipulating projects and programs that cannot exceed projected funding levels.

Updates in 2013

Plan It 2035, adopted in 2011 and amended in 2013, is the Baltimore region's most recent long-range transportation plan for 2016 through 2035. The plan, as amended, identifies approximately \$46.4 billion in investments. This total includes \$23.7 billion for system operations, \$10.5 billion for system preservation, and \$12.2 billion for system expansion projects. Updates to the next long-range plan are scheduled for 2015.

Policies, federal requirements and goals for the Baltimore region's long-range plan



The TIP: A short-range process

The Transportation Improvement Program

The Baltimore Regional Transportation Board (BRTB) is responsible for developing the region's Transportation Improvement Program (TIP), an annual short-range process that contains details on projects and funding. The TIP must incorporate any transportation projects in the region requesting the use of federal transportation funds. It is developed in coordination with goals outlined in the long-range plan.

The BRTB coordinates the TIP with the Maryland Department of Transportation, State Highway Administration, Maryland Transit Administration, City of Annapolis, City of Baltimore, and Anne Arundel, Baltimore, Carroll, Harford and Howard counties.

The TIP can be revised, with BRTB approval, on an on-going basis to reflect changing project scope and funding needs or to add projects. However, the TIP must remain fiscally constrained.

Interactive Initiatives

The new Transportation Improvement Program system (brtb.newserver.dtstiptool.com/InteractiveMap) provides an interactive experience to explore transportation projects in the Baltimore region.

Infogr.am (infogr.am) is a web-based infographic forum used in the 2014–2017 TIP to show financial overview.



The TIP must incorporate any transportation projects in our region requesting the use of federal transportation funds.

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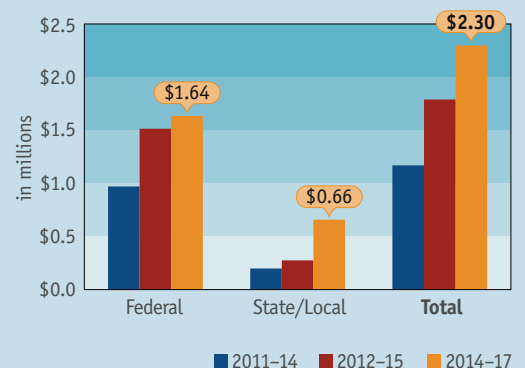
Local and state expansion projects not using federal funds must be included for air quality analysis.



2014–2017 TIP Quick Facts

- » \$2.3 billion in federal and matching state/local funds.
- » Most funding provides for preserving the existing transit and highway systems.
- » Increase in overall funding largely attributable to state transportation revenue increase.

Comparison of Total Costs of Projects in the 2011, 2012 and 2014 TIP



Transportation Safety Planning and Analysis



BMC Executive Director Larry Klimovitz at the press event at Randallstown Elementary School to kickoff the 2013 Street Smart Campaign

The Baltimore region accounts for approximately 40 percent of the total statewide fatalities for those in vehicles, on bicycles or involving pedestrians, and 50 percent of the statewide injuries. Baltimore Metropolitan Council (BMC) staff members work with local jurisdictions and state agencies to analyze the data for trends as well as plan for projects and programs to reduce the staggering number of incidents in the region. The Regional Safety Subcommittee brings together local stakeholders from the 4 E's—engineering, education, enforcement, and emergency medical services—to discuss ways to improve traffic safety for all of us in the region.

and were posted on the Street Smart website.

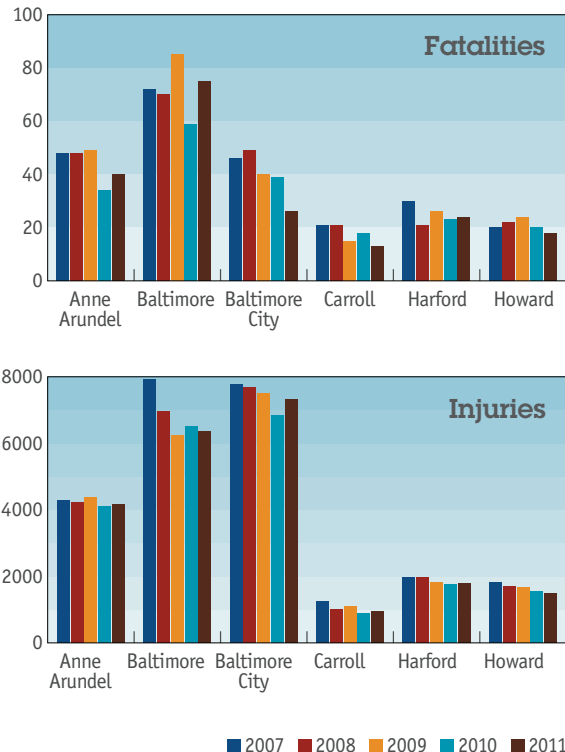
Emergency Preparedness

The Transportation & Public Works Committee pursues projects focused on evacuation and emergency preparedness planning. Some of the issues discussed in 2013 include road closure tracking procedures and coordination with utilities during emergencies.

Funding for the committee evacuation/homeland security projects is primarily from the Urban Area Security Initiative funds to the region. This year, the committee worked on an evacuation traffic management support document. The document includes updating and coordinating potential evacuation routes between jurisdictions, developing strategies for selected emergency scenarios such as evacuations out of Baltimore City, Washington, D.C. into the Baltimore region, from Philadelphia and the eastern shore. It also includes developing detailed traffic control point setups and identifying potential staging areas, and geographic information system applications to document the results and facilitate information sharing.

Baltimore Region Fatalities and Injuries 2007–2011

(Traffic, Bicycle and Pedestrian)



Street Smart Campaign

The 2013 Street Smart bicycle and pedestrian safety campaign included partnerships with state, local and nonprofit partners. A grant from the Maryland Highway Safety Office (MHSO) and additional support from

We are all pedestrians at some point during the day.

the Harford County Health Department fund the Street Smart campaign, which ran during a 4–6 week period. Street teams deployed along 15 high-crash corridors in Baltimore City and Baltimore, Anne Arundel and Harford counties, handing out safety information. Outdoor advertising included transit, gas-pump toppers, online banners, radio and television public service announcements

A subcommittee focusing on disaster debris held a successful Regional Disaster Debris Forum, attended by over 50 local, regional, state and federal stakeholders. The agenda included presentations from the Federal Emergency Management Agency, state and local representatives, as well as from a consultant. Overall, attendees found the event very informative and worthwhile.

Improving transportation system performance and reliability through data analysis // Monitoring travel trends

Congestion Management Process

Congestion management is the application of strategies to improve transportation system performance and reliability by reducing the adverse effects of overcrowding on the movement of people and goods. A congestion management process (CMP) is a systematic and regionally-accepted approach to handling congestion by providing accurate, up-to-date information on transportation system performance. It also assesses alternative strategies for congestion management that meet state and local needs.

BMC staff monitors regional system performance by utilizing a number of tools and resources, such as the vehicle probe data from the University of Maryland's Center for Advanced Transportation Technology (CATT) Lab's Vehicle Probe Project Suite (VPP). This tool helps BMC develop the Quarterly Congestion Analysis Report, which lists the region's top 10 bottleneck locations. An analysis of each location contains an explanation of what is causing the congestion in that area.



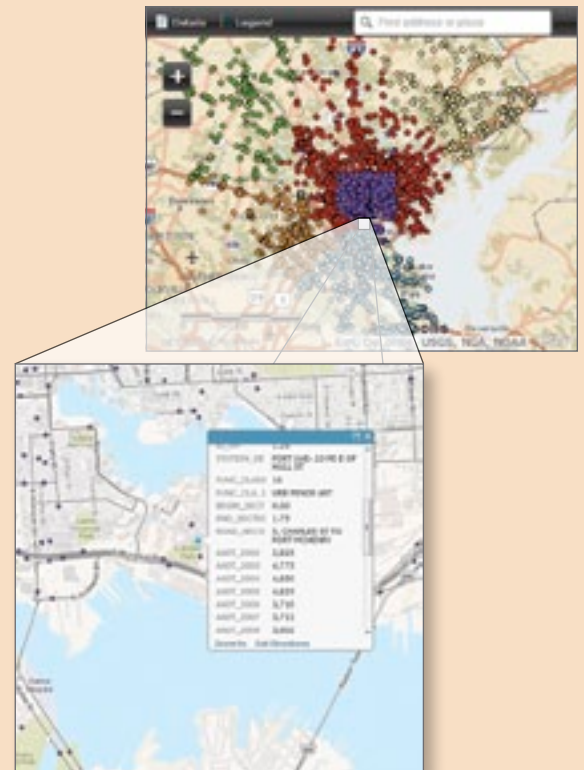
Travel Monitoring Program

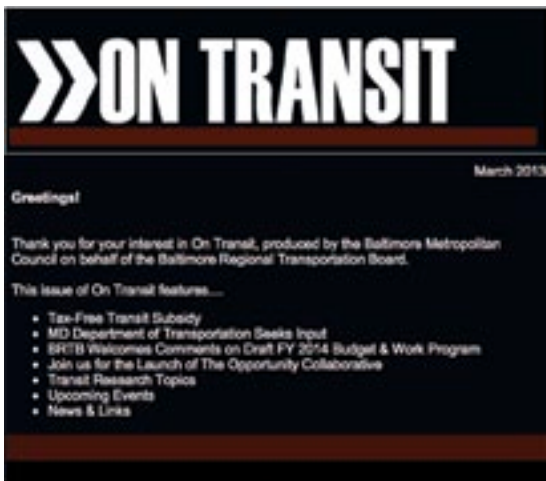
Transportation-related trend monitoring is of particular importance in the regional transportation planning process. Not only does such an activity provide data on travel changes, but it also aids in the validation of regional travel and land use models. The Baltimore Metropolitan Council (BMC), state and local entities tabulate, report and use traffic, bicycle and pedestrian count data from numerous information sources. Data ranges from Highway Performance Monitoring System (HPMS) counts, hourly traffic volumes, vehicle occupancy counts and vehicle mix, to level of service measurement, which are major components of the BMC regional data collection program.

In 2013, BMC initiated a program of direct bicycle and pedestrian counting starting with locations in the cities of Bel Air, Westminster

and the Arundel Preserve Town Center in Hanover, Md. The counts were taken using digital video recording technology with observation data manually recorded from review of the video. The counts included a geographic information systems (GIS) element to allow the data to be shared interactively on the web.

BMC also developed a new interactive online traffic count mapping program in 2013. This map already is highly useful to quickly answer data requests from the public as well as for a large data request from state and local agencies. As part of the BMC Spring Data Collection program for 2013, vehicle occupancy data was collected in Bel Air, Westminster, White Marsh, Woodlawn and around Baltimore-Washington International Thurgood Marshall Airport.





Transit Coordination

Baltimore Metropolitan Council (BMC) staff members work with the Maryland Transit Administration (MTA) to monitor and evaluate the performance of transit systems. Performance measures adopted in Plan It 2035, the long-range transportation plan, involve monitoring the average age of transit vehicles and increasing weekly transit ridership.

BMC staff also coordinates regional transit analyses working with MTA and locally operated transit systems. Short-term efforts focus on transit system riders and needs, system assets, service areas, service gaps, and barriers to coordination. This also considers low-cost strategies to better serve existing transit system riders, make the most efficient use of existing assets, expand service areas, fill service gaps and remove barriers to coordination. Some analysis relies on 2010 population counts, including block group tabulations to identify areas with

transit supportive density and locations of households having variables such as low household vehicle availability. Corridors with proposed transit alignments and stop locations also were analyzed with this data.

Long-term efforts focus on evaluating potential transit corridors and types of transit that would best serve current and future transit system riders along with cost-effective, fiscally constrained strategies to improve and expand service along these corridors. Each approach will cover both data gathering, analysis and implementation phases. BMC staff prepared and distributed the "On Transit" e-newsletter, on average, once every two months. This newsletter informs regional transit stakeholders about transit-related news of regional and national interest, transit-related publications and resources and upcoming transit-related events.

Bicycle and Pedestrian Coordination

A major part of metropolitan planning is to support a multi-modal transportation system that provides a range of options for a diverse population. The focus of bicycle and pedestrian planning is to determine where best to construct routes and trails, and how to maintain and extend the availability of sidewalks.

State and regional entities conduct substantial work to identify the major activity centers as focal points. From there, each jurisdiction works on bicycle and/or pedestrian plans that drill down to

the local level. This process helps to prioritize projects that apply for federal funds.

BMC also provides support to local jurisdictions such as Healthy Harford Day and walking audits. Behind the scenes, staff members explore options to collect better data on how many people walk or ride bicycles in activity centers, as well as collecting information on the network around MARC Train, Metro Subway and Light Rail stations.

From shipping container to the store // Improving safety and efficiency on the road

Freight Movement

The efficient movement of freight, both within and through a region as well as between modes, is a vital element of the region's economy. Many businesses rely on "just-in-time" deliveries of materials and goods. Anything that complicates or slows the movement of freight slows the delivery of materials and goods to consumers and businesses.

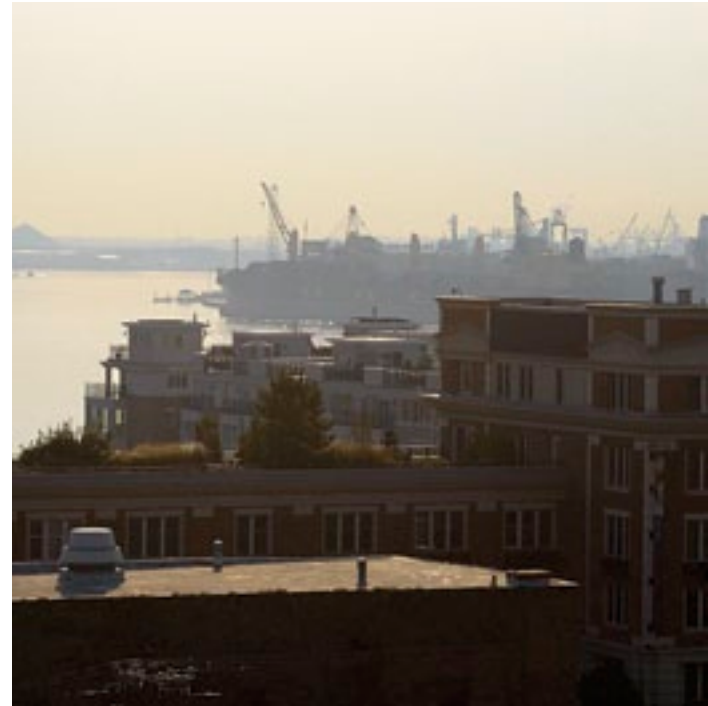
The greater Baltimore region is Maryland's leading goods movement center. Each year, more than 307 million tons of freight valued at nearly \$1 trillion moves over Baltimore's highway, rail, port, and airport facilities, serving domestic and international demand for a wide range of goods.¹

Between now and 2030, freight on the region's transportation system is projected to nearly double², with significant increases across the modes. The growth in

freight demand, combined with the predicted growth in other travel will stress the capacity of the region's transportation system.

Baltimore Metropolitan Council (BMC) staff work with state and local stakeholders to identify critical infrastructure needs to support safe and efficient freight movement in the region.

BMC also staffs the Freight Movement Task Force (FMTF). Members include representatives from organizations with freight concerns from across the modes, including railroad operators; port operators; trucking firms; airport operators; freight shippers and receivers; and staff from state and local agencies. The FMTF's main function is to provide the public and the freight movement community a voice in the regional transportation planning process.



Traffic Incident Management and Operations Planning

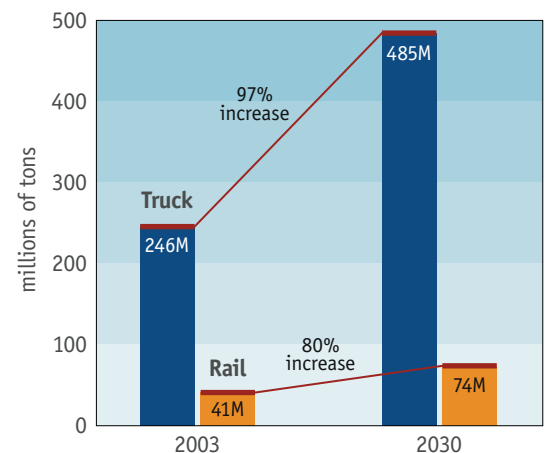
The Baltimore Metropolitan Council's staff works with state and local agencies to improve the safety and efficiency of the region's highway system through the application of traffic control devices and improved measures of incident response.

The Traffic Incident Management for the Baltimore Region (TIMBR) committee was created in 2000 to encourage and enhance traffic incident management (TIM) coordination, communication, and cooperation between emergency

responders, with the ultimate goal of greater safety for responders and the traveling public. In 2013, the committee met bi-monthly to focus on several projects such as:

- » Host training for how response agency personnel should act during an incident.
- » Development and distribution of quarterly updates of funeral procession guidelines.
- » Discussion of how to handle police motorcycle escort requests for large charity rides.

Baltimore Region: Tonnage Growth Rates by Mode 2003 to 2030



¹ Cambridge Systematics. Mid-Atlantic Rail Operations Study.

² Maryland Department of Transportation. 2011 Annual Attainment Report on Transportation System Performance.

Human Services Transportation Coordination

The Baltimore Metropolitan Council (BMC) works closely with the Maryland Transit Administration (MTA) and the jurisdictions in the region to meet the needs of elderly, disabled and/or low-income people. Initiatives include connecting people with grant programs, collaborating with organizations that have similar goals and seeking specific information to improve services.

The Baltimore Regional Transportation Board (BRTB) recommends applicants through the Job Access and Reverse Commute (5316) and New Freedom (5317) grant programs as well as the Elderly Persons and Persons with Disabilities (5310) program. Staff members collaborate with MTA's Office of Local Transit Support to advertise the programs, provide support to applicants, and review applications.

Likewise, BMC continues working with MTA, the Maryland Department of Disabilities, Maryland Developmental Disabilities Council, and human services providers to improve coordinated transportation, land use planning and promote increased transportation opportunities for the health of human services clients, as well as service efficiency.

BMC is undertaking a survey of providers serving elderly and disabled residents in the region. The purpose of the survey is to understand the range of transportation services available, as well as identify gaps in service, including geographic, time of day, and trip purpose. To date, the survey has been sent to 150 organizations. The survey results will be published as an update to BMC's *Out and About Travel Guide*.



Environment

Improving air quality

Mobile Emissions Planning, Transportation Conformity and the Environment

The Baltimore region does not reach the National Ambient Air Quality Standards for ground-level ozone or fine particulate pollution. To address these problems, the Baltimore Metropolitan Council (BMC) conducts what is called “transportation conformity” to make sure that transportation plans and programs do not hinder efforts of the state in reducing emissions of these pollutants. This analysis is necessary in order for the Baltimore Regional Transportation Board (BRTB) to receive federal funding for important transportation projects. This process is coordinated through the Interagency Consultation Group, a subcommittee of the BRTB.

Transportation conformity is demonstrated when the projected emissions do not exceed the region’s motor vehicle emissions budgets in the State Implementation Plan (SIP). BMC conducted two conformity determinations in 2013. Conformity to the 2008 ozone NAAQS was demonstrated for the first time in May and approved by FHWA and FTA on July 10, 2013. The Conformity Determination of FY 2014–2017 TIP and the Amended Plan It 2035 were approved by the BRTB in November 2013 and are under review by federal agencies.

In addition to conducting analyses for meeting air quality requirements, the BRTB works to promote emission reductions in a number of ways. The Clean Air Partners organi-

zation, co-chaired by BMC and the Metropolitan Washington Council of Governments (MwCOG), promotes voluntary actions that help reduce pollution-causing emissions through advertising, educational campaigns, and air alerts warning of unhealthy air quality. Additionally, every spring and summer, BMC undertakes the Clean Commute Initiative, a major outreach effort that educates the public on the relationship between motor vehicles and air quality, and promotes alternatives to single occupant vehicle commuting.

In addition to air pollutants that are federally required to be addressed by the BRTB, there is new attention to climate change and greenhouse gas emissions. The BRTB initiated a study to understand the level of GHGs that result from the region’s transportation system and how much those emissions can be reduced with available measures.

The BRTB also is required to consult with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation during development of the long-range transportation plan. To do this BMC considers available conservation plans and inventories of natural and historic resources. This allows a discussion with our partners on types of potential environmental impact mitigation activities and potential areas to carry out these activities.



Ground-Level Ozone Pollution

The region is a “moderate” nonattainment area for the 2008 ozone standard, the only region in the Eastern U.S. classified at this level.



Fine Particle Pollution (PM2.5)

The region was designated as nonattainment for the 1997 annual PM2.5 standard in December 2004. Since that time, controls such as the Maryland Healthy Air Act, national fuel/engine standards, and national power plant rules have been successful at reducing emissions of PM2.5 and its precursors.





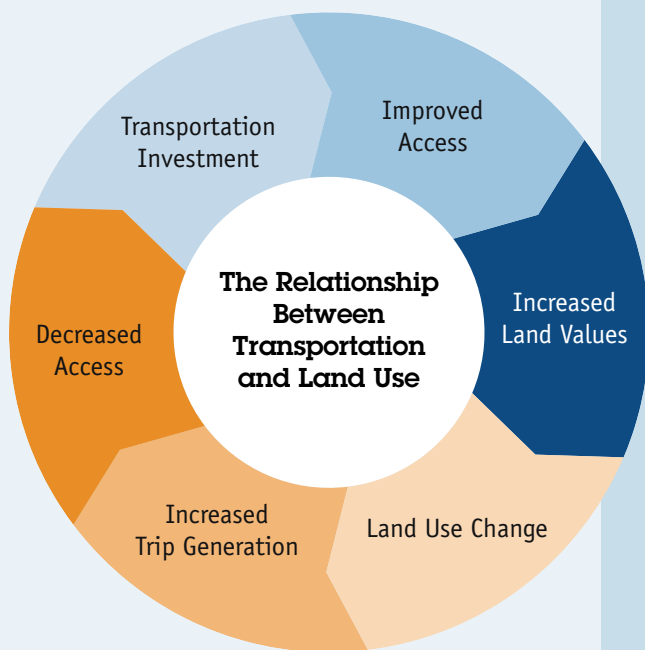
Geographic Information Systems (GIS)

The Baltimore Metropolitan Council (BMC) uses maps and geographic analysis throughout its work for a variety of tasks, including demographic analysis, examining travel behavior, traffic monitoring, policy support and public outreach. BMC maintains a database system that centralizes available geospatial data and ensures consistent data quality.

In 2013, BMC implemented a regional project to merge address points and road data into a single dataset. This data will help to provide reliable address information to emergency management entities across jurisdiction boundaries.

This project is the first of its kind in Maryland and will be the foundation for future regional data sharing initiatives.

The GIS coordination at BMC remains a leader in the state. Staff members sit on the executive team of the Maryland State Geographic Information Committee and attend meetings that oversee the development of statewide GIS capabilities. BMC provides continuing coordination and technical support to the Baltimore Region Geographic Information Systems Committee, a working group for GIS staff in the Baltimore region.



PECAS: An Integrated Regional Model

The Baltimore Metropolitan Council works with the Production, Exchange and Consumption Allocation System, or PECAS, in an effort to support regional planning initiatives. Staff continues to develop this integrated regional model, to explore and understand the relationships between transportation and land use in the region. The approach utilizes a traditional travel demand model with an economic-based land use model to simulate the flow of goods, services, labor and floorspace throughout the region.

Recent applications include a series of scenarios to determine the variation in simulated land development activities given various schemes of land use regulation. Recent development activities include continued evaluation of the net economic benefit indicator for use in support of the Baltimore Regional Transportation Board's (BRTB) Environmental Justice planning activities.

Cooperative Forecasting

Using a solid socioeconomic dataset is a key part of understanding future travel patterns and behavior. That is why the Baltimore Metropolitan Council (BMC) staff—along with economists, demographers and planners at state and local planning offices, and others who specifically are responsible for generating socio-economic forecasts for the region—make up the cooperative forecasting group (CFG) to establish projected population, households and employment.

The forecasts provide decision makers with an estimate of the effects of growth upon travel demand, air quality and future year highway and transit networks. In 2013, the CFG and the Baltimore Regional Transportation Board (BRTB) developed and adopted Round 8 socioeconomic forecasts, which provide regional, jurisdictional and small area estimates up to 2040. The CFG reviews changes in local land use patterns, discusses socioeconomic trends, newly released U.S. Census Bureau figures and other indicators. Then the group makes adjustments to existing forecasts to reflect new developments, changing market conditions and changes in local policy.

Development Monitoring

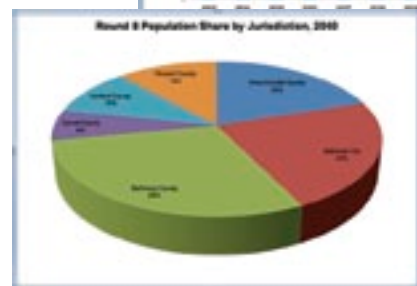
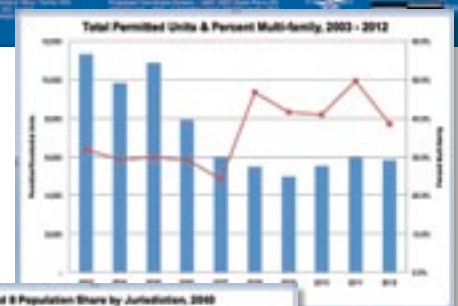
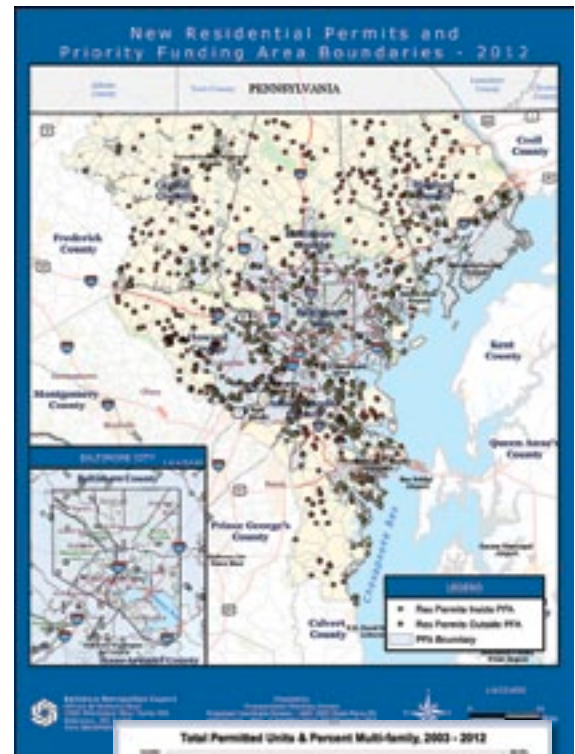
Tracking development activity is important to the transportation planning process as it supports the estimation of both the scale and location of population, household and employment growth. This, in turn, assists the measurement of the growth impacts and demands on the region's transportation network.

Every new construction project and any significant improvement to an existing structure require a building permit. BMC compiles the region's building permit information from each of the six jurisdictions, the City of Annapolis and towns of Aberdeen, Bel Air and Havre de Grace, organizing it into a standardized database. The resulting information provides a continual record of plans for residential and commercial building projects.

Written reports, developed monthly, summarize planned residential, commercial, and mixed-use construction activity across the Baltimore region. The reports include an analysis of regional trends, supported by maps and charts highlighting notable development activity, as well as a comparison with the national trend during the reporting period.

U.S. Census Bureau and American Community Survey

Data provided through the United States Census Bureau and American Community Survey is vital in metropolitan planning. Population counts and characteristics help planners to develop regional and community plans for government services for schools, parks and transportation initiatives such as roads, bridges and public transit. BMC uses graphs, charts and maps to understand trends, spatial location, concentrations of population and household characteristics to analyze travel patterns and plan for additional transportation services demands.



Modeling Simulating transportation choices



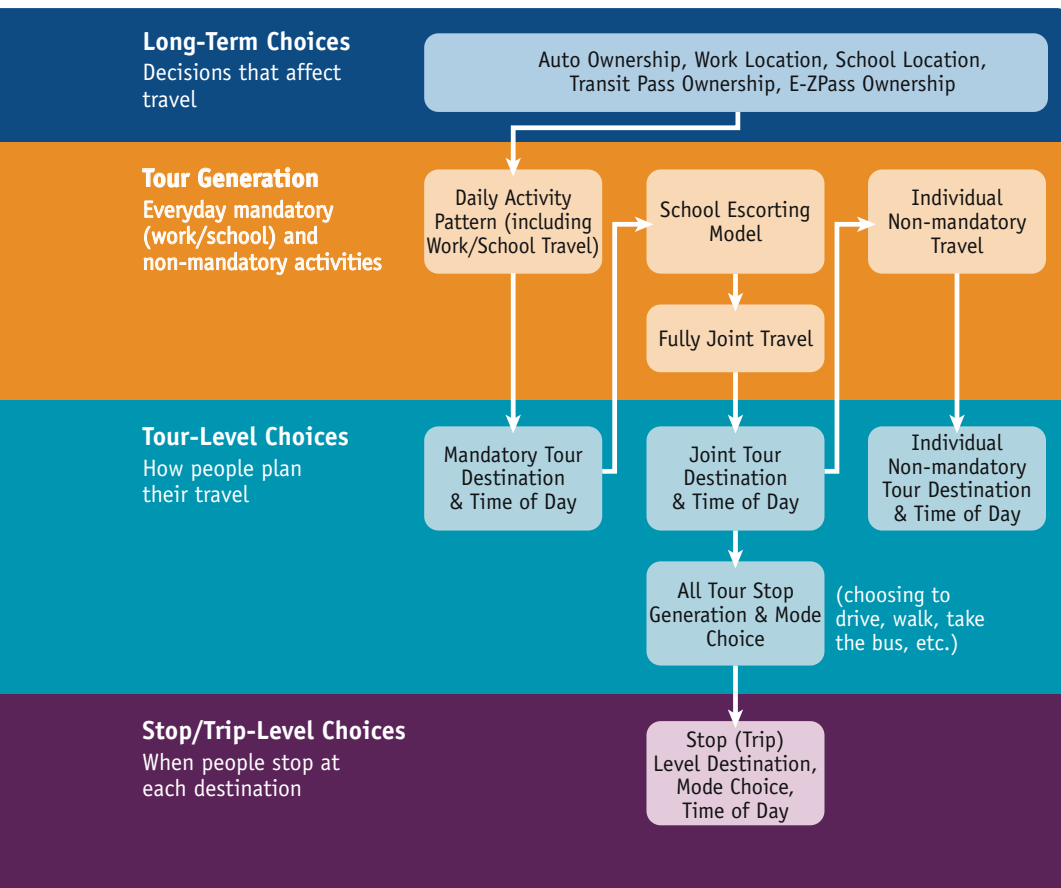
Travel Demand Modeling

Staff members at the Baltimore Metropolitan Council (BMC) maintain technical travel analysis tools that simulate household travel in supporting the development of regional plans. The current travel model simulates how choices are made on where, when and how regional residents travel. Assumptions for horizon years are developed on the amount and concentration of household and employment growth, the availability and operating characteristics of transit modes, the

number of highway lanes, and other vehicle operating policies in measuring household mobility and accessibility to goods/services and employment. The models are important in developing transportation plans and investments based on the number of trips that will be made on the transportation systems alternative for a future horizon year. An example of a travel demand forecast is estimating future ridership numbers on new transit lines.

BMC started the design and estimation of a new modeling system named Initiative to Simulate Individual Travel Events, or InSITE, to further the region's ability to understand household travel and simulate emerging policies designed to manage demand for travel. This model considers various activities an individual performs and focuses on coordinating individual activity sequences over the 24 hours of the day, such as staying at home, working, shopping and running errands. It also allows coordinating travel needs of household members to plan daily travel schedules. Once completed the InSITE model will replace the existing regional travel demand model and will be utilized for transportation planning process, including the development of long-range and short-range transportation plans.

InSITE Activity-Based Model





Opportunity

Connecting all citizens to a prosperous future

Opportunity Collaborative Members

The City of Annapolis
Anne Arundel County
Annie E. Casey Foundation
Associated Black Charities
Baltimore City
Baltimore County
Baltimore Integration Partnership
Baltimore Metropolitan Council
Baltimore Neighborhood Collaborative
Baltimore Regional Transportation Board
Citizens Planning & Housing Association, Inc.
Baltimore Regional Initiative Developing Genuine Equality (BRIDGE)
Central Maryland Transportation Alliance
Enterprise Community Partners, Greater Baltimore Committee
Innovative Housing Institute
Harford County
Howard County
Maryland Department of Housing and Community Development
Maryland Department of Planning
Maryland Department of Transportation
Morgan State University
University of Maryland National Center for Smart Growth
1,000 Friends of Maryland

www.opportunitycollaborative.org

Opportunity Collaborative Initiatives Progressing Nicely

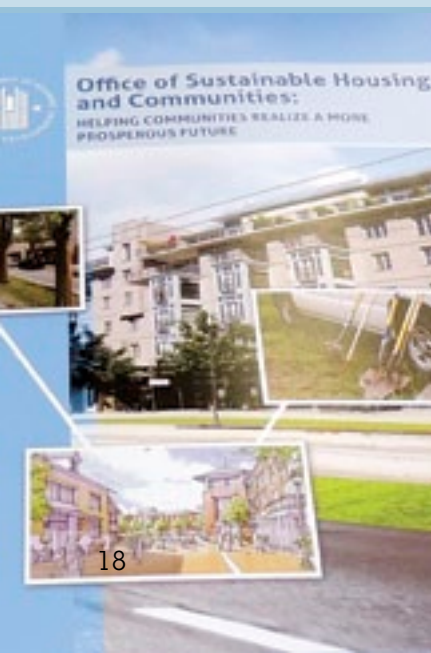
The Opportunity Collaborative is a coalition of local governments, state agencies and nonprofit organizations in the Baltimore region. This unique partnership was formed in 2012 to develop a Regional Plan for Sustainable Development (RPSD). The plan will be published in early 2015 and will help all of the partners coordinate regional investments in housing, transportation and workforce development to connect all citizens to a prosperous future.

The Collaborative's work is guided by seven livability principles:

- » Provide more transportation choices.
- » Promote equitable, affordable housing.

- » Enhance economic competitiveness.
- » Support existing communities.
- » Coordinate policies and leverage investment.
- » Value communities and neighborhoods.
- » Protect the Chesapeake Bay.

The Collaborative is funded by a Sustainable Communities Regional Planning Grant from the U.S. Department of Housing and Urban Development (HUD). The work of the Collaborative is coordinated and staffed by the Baltimore Metropolitan Council (BMC).



2011

November: U.S. Department of Housing and Urban Development announces that the Baltimore Metropolitan Council is the recipient of a \$3.5 million Sustainable Communities Regional Planning Grant.



2012



February: The Opportunity Collaborative officially begins work on the Regional Plan for Sustainable Development (RPSD).

May–August: Housing, workforce development and public engagement form working groups. Development of the RPSD continues.



Strengthening neighborhoods through regional cooperation

Research Shows Regional Growth and Housing Trends



Initial consultant research conducted for the Opportunity Collaborative in 2013 shows a Baltimore metropolitan region that grows more racially and ethnically diverse and with fewer areas of concentrated minority poverty. As these trends become clearer, Collaborative participants will use them in an effort to develop a plan for regional cooperation in housing and neighborhood investment to strengthen the area.

Federal Sustainable Communities grant guidelines require each metro area grantee to develop a Fair Housing Equity Assessment (FHEA) and a Regional Housing Plan. The Baltimore-area FHEA builds on the Regional Analysis of Impediments to Fair Housing Choice (AI), updating the data for the full metropolitan area and exploring new trends more deeply.

The new data shows a region where—as with Maryland as a whole—net population growth has recently been non-white. Asian and Latino population in the

Baltimore area, while still relatively small, roughly doubled during the 2000s, in addition to robust African American growth.

Collaborative members explore this demographic data along with housing market characteristics across the region. Participants look for insights not visible only in Baltimore City or in one county. Those insights should help the metropolitan area capitalize on its strengths, while also helping avoid a passive response to changes that might weaken the region's competitiveness within the country and globally.

Regional Fair Housing Group Advances Action Plan, Wins Recognition

In 2013, five of the Baltimore Metropolitan Council's jurisdictions worked together to advance fair housing in the region. In doing so, they won awards of excellence from two community development organizations and received new financial support from the U.S. Department of Housing and

Community Development (HUD) to continue the work beyond the Opportunity Collaborative grant.

Collaboration between Baltimore City and Anne Arundel, Baltimore, Harford, and Howard counties, known as the Baltimore Regional Fair Housing Group, won its first award of excellence from the Community Development Network of Maryland in November 2012 for the creation of the AI.

Further collaboration won the Fair Housing Group its second accolade in October 2013—an award of excellence in Planning/Policy/Program Management from the National Association for County Community and Economic Development (NACCED).

Late in 2013, BMC and the Fair Housing Group learned that they had won a \$125,000 Fair Housing Initiatives Program grant from HUD that will both bolster its education and outreach work and extend BMC's regional coordination through mid-2015.

November: Baltimore Regional Fair Housing Group receives its first award of excellence from the Community Development Network of Maryland.



November: Opportunity Collaborative awards the first round of Demonstration Grants to eight projects in five of the Baltimore Metropolitan Council's jurisdictions.

December: Author Antero Pietila and a panel of fair housing experts discuss the Baltimore area's historic segregation and current fair housing activities at the Pratt Library's Wheeler Auditorium. More than 150 people attended to hear Pietila, author of the 2010 book *Not in My Neighborhood: How Bigotry Shaped a Great American City*.

2013



March: The Opportunity Collaborative hosts an event at the University of Baltimore featuring Dr. Manuel Pastor, Professor of Sociology and American Studies & Ethnicity at the University of Southern California.





Collaborative Charts New Course for Workforce Development



In October of 2013, the Opportunity Collaborative released the Baltimore Regional Talent Development Pipeline Study—a comprehensive study that establishes workforce supply and demand conditions and projections in the Baltimore region, as well as the training needed for workers of all education and skill levels to obtain jobs in 13 industry sectors. The Federal Reserve Bank of Richmond hosted a luncheon and panelist discussion of the study at its Baltimore branch.

trainers, employers and economic development professionals.

The study highlights 39 occupations in five job sectors that offer the best opportunities for workers without a college degree. The occupations pay an average wage of at least \$23 per hour, enough to support a single parent and child. The five sectors identified by the study are health care, construction, information technology (including cybersecurity), transportation and warehousing, and business services. The study also cites manufacturing as a sixth industry sector where many of these positions, such as IT, are prevalent. In total, these sectors will represent 39,000 job openings for mid skill workers by 2020.

Future studies will include an assessment of the region's major employment barriers and a targeted career pathways study.

The study is the first step in the Opportunity Collaborative's goal of establishing a Regional Workforce Development Plan to help low-income residents in the Baltimore region gain education, skills and other capacities to connect to economic opportunities. The report will help shape the region's labor market for the next decade and will be a critical tool for



May: The Annie E. Casey Foundation hosts 200 community members for a performance of "Clybourne Park," followed by a discussion.

October: The Federal Reserve Bank of Richmond hosts a luncheon and panelist discussion for the release of the Baltimore Regional Talent Development Pipeline Study at its Baltimore branch.

October: The Fair Housing Group receives an award of excellence in Planning/Policy/Program Management from the National Association for County Community and Economic Development (NACCED).

2014

The Opportunity Collaborative is scheduled to award the second round of Demonstration Grants early in the year.



Fostering community development innovations

Demonstration Grants Fund Innovative Community Projects

The Opportunity Collaborative's demonstration grant program, established with the goal to foster community development innovations across the region, funds eight projects in five jurisdictions. The projects are small-scale efforts that others throughout the region could replicate. Grantees include nonprofit organizations, local governments and newly formed partnerships. Examples of demonstration grant recipients in 2013 include:

» The Clean Water Schools and Communities Project involved students in five schools, student caregivers and residents and businesses in the surrounding neighborhoods coming together to create litter-free blocks surrounding schools; litter-free storm drains near schools and on surrounding blocks; and to increase awareness of the connection between neighborhood trash disposal behavior and the cleanliness and health of local waterways. The Baltimore

Community Foundation received the grant.

- » The City of Aberdeen used \$10,500 in funding to support Transit Oriented Development area initiatives. The funds are being used to help the city prepare specific zoning code amendments that will accommodate TOD within the one-half mile radius of the Aberdeen Train Station.
- » The Anne Arundel County Partnership for Children, Youth and Families, the local management board for the county, received a grant to train public housing residents to conduct energy efficient lighting and retrofitting audits to lower utility bills at HACA and increase energy efficiency. Each participant was then placed in permanent employment at the end of the program.

As these projects finish, the Collaborative will fund a second round of projects in early 2014.



Winter: The Opportunity Collaborative is scheduled to release of Workforce Barrier Study and Fair Housing Equity Assessment.



2015

Spring: Housing and workforce plans are scheduled for public release.

The Opportunity Collaborative plans to conduct public engagement for the RPSD throughout the year.

Tentative completion and release of the Regional Plan for Sustainable Development.



Cooperation

Controlling costs // Preparing for the unexpected



**Cooperative Purchasing
Average Administrative Cost Savings**

\$2 million saved region-wide

\$85 million in electricity and natural gas saved since 2007

BRCPC—Value for the Tax Dollar

The Baltimore Regional Cooperative Purchasing Committee (BRCPC) collaborates to gain maximum value for each tax dollar spent through its programs. Through regular consultation, the chief purchasing officers in the region work diligently to secure the correct quality for the most advantageous price.

BRCPC constantly reviews the status of approximately 50 regional contracts, from audiovisual equipment to vehicle tires. The programs

result in region-wide estimated savings in the \$2 million range. The BRCPC energy consultant calculates a regional cost saving of over \$85 million in electricity and natural gas since 2007.

BRCPC also researches new areas of opportunity for expansion. For example, BRCPC expanded to include cooperative contracts through the Mid-Atlantic Purchasing Team (MAPT) to cooperate with Washington, D.C.

Emergency Preparedness— It's Everybody's Business

Emergency preparedness means being ready for any kind of unexpected event, from a power outage lasting for several hours to a major transportation incident, epidemic, catastrophic storm or terrorist attack. When an emergency strikes, it's crucial to have plans already in place.

The Baltimore Metropolitan Council (BMC) partners with the Baltimore Urban Area Work Group (UAWG), a committee of emergency planners, first responders and the Maryland

Emergency Management Agency for the Ready? Set? Good! campaign. Ready? Set? Good! promotes residential responsibility to prepare for an emergency.

In the event of a major storm or other incident, emergency responders may not be able to reach individual homes for two or three days. At a minimum, each household needs to be able to provide light, water and communications with the outside for those crucial first 72 hours.



Reservoir Protection

The Loch Raven, Prettyboy and Liberty reservoirs together provide high-quality water for approximately 1.8 million people in Baltimore City and the five surrounding counties. In addition, more than half the homes and several communities in the 467-square-mile reservoir watershed area depend on wells that draw from the watersheds' groundwater.

The majority of the reservoir watershed area (290 square miles) is in Baltimore County. Another 165 square miles are in Carroll County. Very small portions are in Harford County and southern Pennsylvania.

A 2005 agreement has the goal of ensuring that the three reservoirs and their respective watersheds will continue to serve as sources of high-quality raw water for the Baltimore region. Other goals address future

loadings to the reservoirs of phosphorus, sediment, bacteria, sodium and chlorides; reducing the risk of contamination by hazardous materials; and promoting beneficial patterns of land use in the three watersheds.

The Baltimore Metropolitan Council (BMC) coordinates a reservoir watershed management and protection program that includes Baltimore City and the surrounding metropolitan counties. The Reservoir Technical Group (RTG) provides the technical and scientific focus, while the Watershed Protection Committee (WPC) acts to provide political coordination with the member jurisdictions. Both work together toward a common goal to protect the watersheds.

Sharing Regional Information

The Regional Information Center (RIC) is a library operated as a partnership between the Baltimore Metropolitan Council and the Enoch Pratt Free Library system of Baltimore City. The RIC's collection focuses on the Baltimore region and urban planning materials, with strengths in local demographic information, economic development, transportation planning, land use and environmental issues.

In addition to supporting the work of BMC staff members and serving as a repository of publications, the RIC helps answer questions from colleagues, academic researchers and the public. The RIC librarian also gives presentations on such topics as U.S. Census Bureau data at statewide library staff training events.

Examples of questions the RIC answered in 2013

- » Per capita vehicle ownership in the city compared with the counties.
- » Carroll County building permit data for specific regional planning districts.
- » Historical Census data for Annapolis dating back to the 1970s.
- » Number of military personnel by jurisdiction.
- » Annotated list of research resources of interest to real estate professionals: demographics, crime, school ratings, home sale data, etc.
- » Factors influencing people's choice to use transit.
- » Average rents by jurisdiction, the percentage of renters versus homeowners, vacancy rates in 2000 compared with 2013.
- » A map showing the availability of high speed Internet connectivity in Baltimore City overlaid with a map of Pratt Library branch locations.



BaltoMetro.org Redesign

The RIC leads the maintenance of the BMC's website, which is getting a redesign in 2014. BaltoMetro.org should have a new appearance, features, and updated content by the time of publishing of the 2014 annual report.

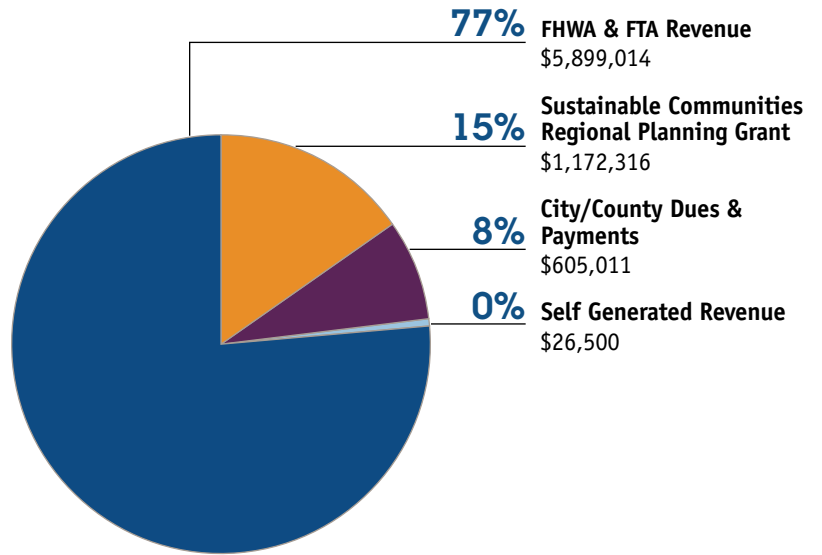


Financials

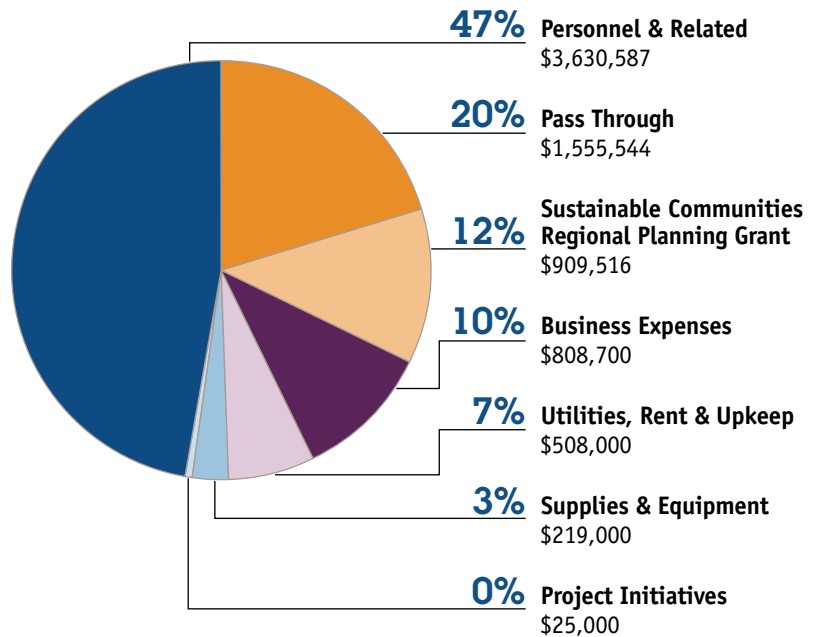


Fiscal Year 2013 Financials

Revenue \$7,702,841



Expenses \$7,656,347



Leadership

BMC Board of Directors 2013



Stephanie Rawlings-Blake,
2014 Chairwoman
Baltimore City Mayor



Haven Shoemaker
Carroll County Board
of Commissioners



Laura A. Neuman
Anne Arundel County Executive



David R. Craig
Harford County Executive



Kevin Kamenetz
Baltimore County Executive



Ken Ulman
Howard County Executive





Baltimore
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Resource for the Region

