



BALTIMORE METROPOLITAN COUNCIL

Annual Report 2020





A Message from the 2020 Chairman

As the 2020 chair of the Baltimore Metropolitan Council's board of directors, it is an honor to work alongside my colleagues in local government to support our region's strength and stability.

We could not memorialize this last year without first recognizing the devastating impact of the COVID-19 pandemic. This public health crisis has upended our world as we know it. The loss of hundreds of lives in our region and countless more across our state and country is a tragedy unparalleled in modern memory.

Businesses of all sizes have shuttered or scaled back operations, leaving downtowns and office parks deserted. Nearly one in five workers are unemployed and millions of others are still wrestling with the adjustment to telework and distance learning. Without the pressures of daily commutes, volumes on roadways and transit lines have been reduced to a fraction of their capacity, while demand for sidewalk space and bikeways have surged. The effects of social distancing and job loss have just begun to ripple through State and local budgets as revenues from sales of everything from fuel and vehicles to hotel rooms and retail items retract.

Parents of school-aged children have become part-time teachers as they strive to keep learning on track. Healthcare staff and first responders put their safety on the line daily to help those in need. We all have a newfound appreciation for the sacrifices of those who risk their lives to stock grocery shelves, drive busses and pick up waste—many of whom are some of our lowest wage earners.

This crisis has laid bare deep inequities in our society. Housing itself has become more fragile as thousands struggle to pay rent and mortgages. Many of our most vulnerable residents are being forced to make the inconceivable choice between buying food or essential medicine.

As governments lift public health restrictions, we cannot hope to resume our lives as if the events of this year had not transpired.

We pause to grieve the loss of loved ones, the plans derailed, and the milestones missed during this tragedy. We take stock of what remains and what we value most.

Then, we must challenge ourselves to envision a future where we emerge a stronger, more resilient, and more competitive region in the years to come.

I want to thank my colleagues on the board for their partnership throughout this year and this crisis. I am extremely proud of BMC for leading thoughtful discussions around the future of our region, whether it is in transportation planning, emergency preparedness, workforce analysis, affordable housing, cooperative purchasing or environmental preservation. BMC's role as a convener and forum for local governments has strengthened our response to the current crisis.

In the coming months, I expect BMC to play a central role in our regional recovery, providing—among other things—the data and analysis necessary to define our new trajectory.

Historians will write the story of how COVID-19 changed our world. Together, we can shape a brighter future for greater Baltimore worthy of our students' textbooks.

Sincerely,

John "Johnny O" Olszewski, Jr.
Baltimore County Executive





A Letter from the Executive Director

As we bring to a close our 27th year of regional planning here at the Baltimore Metropolitan Council (BMC), we take a moment to reflect on our work, our successes and our challenges. I want to thank our 2020 board chair, Baltimore County Executive Olszewski, for his leadership and vision this year, especially in light of the circumstances presented.

Not since September 11, 2001 has one event so redefined our lives. There was a world we knew before COVID-19 and a new world we are just beginning to understand as we enter the early stages of recovery today.

As an organization, we responded to the emergency by focusing on our core competencies—convening, communicating and collaborating. By bringing our partners in local government together, sharing information and encouraging cooperation, we have helped greater Baltimore to react to the day-to-day challenges presented by this emergency and begin to plan for a post-pandemic future.

This year marked the launch of a formal relationship between BMC and our region's local emergency managers. In October, BMC became host to a full-time emergency coordinator and two emergency food and water disaster planners. This expansion of BMC's role put us in a unique position to provide direct support to local emergency agencies during the crisis—including information exchange and data analysis.

In addition, our team coordinated personal protective equipment (PPE) purchases for first responders and healthcare professionals, working with local governments from around central Maryland and the Capital Region to build the single-largest mask order in the Mid-Atlantic.

Our housing staff brought together partners to advocate for rental assistance for our region's most vulnerable residents during the emergency.

But perhaps most importantly, we have already begun gathering data and analysis about the impacts of this crisis on our transportation system, workforce, environment and economy, which will help our region's leaders prepare for recovery.

Despite the challenges presented by COVID-19, we also advanced transportation planning for greater Baltimore through the Baltimore Regional Transportation Board (BRTB). We launched a new pedestrian safety campaign and worked with local law enforcement to slow down motorists. We supported transit development by analyzing transfer points between MDOT MTA and local transit. We also developed a \$9 million work program for the coming year, completed a comprehensive federal recertification review process and released a Transportation Improvement Program (TIP) totaling \$4.25 billion in critical infrastructure investments between FY21 and FY24.

I am particularly proud of the many varied events and discussions we hosted this year. Our third Chesapeake Connect delegation trip took 70 regional leaders to Nashville, Tennessee, where we learned about the Music City's rapid population growth and booming tourism industry. In October, we hosted over 300 transportation professionals from around the country when the Association of Metropolitan Planning Organization's annual conference visited Baltimore. Between the fall and spring, we also convened several conversations with housing stakeholders around the development of the Analysis of Impediments to Fair Housing Choice, a document that will help guide affordable housing policy for the region. We also drew a crowd of over 75 local workforce development experts for the release of our Barriers to Employment Opportunity research and a discussion of scaling local workforce programs in December.

Planners tend to set their sights forward with hope for tomorrow. At BMC, it is our honor to be a resource as the Baltimore region defines its post-pandemic future.

Sincerely,

Mike Kelly
Executive Director



»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



Senior Staff

Michael B. Kelly, Executive Director

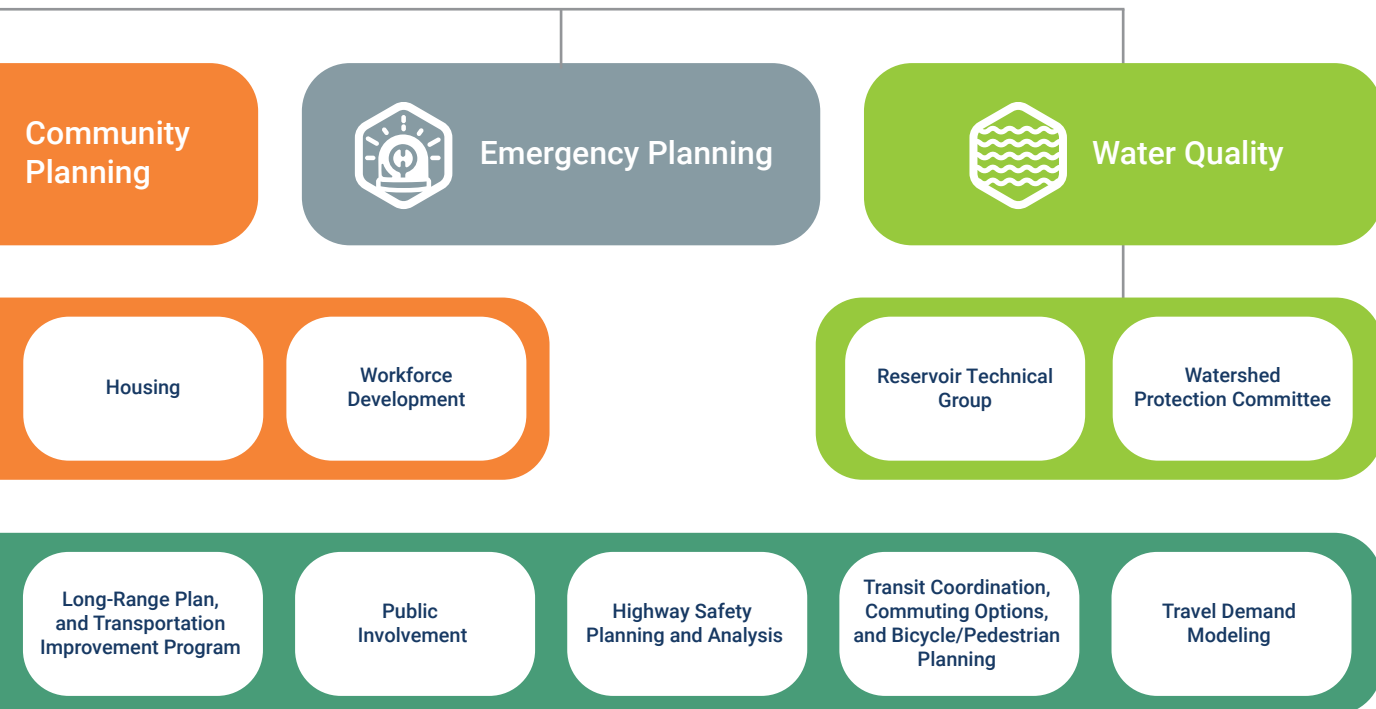
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BALTIMORE METROPOLITAN COUNCIL





Transportation Planning

The Baltimore Regional Transportation Board is the Metropolitan Planning Organization (MPO) for the Baltimore region. The BRTB is responsible for making sure that any money spent on existing and future transportation projects and programs is based on a continuing, cooperative and comprehensive (3-C) planning process. All transportation projects and programs that receive federal funding in our region go through this planning process.

Transportation Planning Process

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

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 2020 UPWP in April 2019. The UPWP includes both local and region-wide activities. The BRTB develops this list of regional transportation planning activities every two fiscal years, updating the budget during the alternate years.

The FY 2020 UPWP is a full new two-year program and identifies several new tasks. Highlights include: project planning for a segment of the Patapsco Regional Greenway, review of traffic impact studies in the region, and a deep dive into development review practices related to the ability to accommodate new mobility solutions.

Long-Range Transportation Plan (*Maximize2045*)

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 *Maximize2045: A Performance-Based Transportation Plan*. The long-range plan is updated every four years. *Maximize2045* was adopted July 23, 2019 and:

- Establishes the region's transportation goals and performance measures, which will guide the region in planning and completing projects;
- Considers funding levels through 2045, and future trends and demographics;
- Includes \$65 billion in planned investment overall, with \$53 billion allocated for operations and preservation of transportation systems in the region.

The Baltimore Metropolitan Council invited public involvement through 8 open comment sessions in greater

Baltimore, across 4 active social media accounts, an online comment form, and an option to mail in responses, all in an effort to gain input from the region, and to incorporate the feedback for the finalization of the plan.

As a result of these measures, BMC received comments from the public, reviewed and responded to each and adjusted the plan as necessary. On July 23, 2019, the BRTB board voted to approve *Maximize2045*.

On January 28, 2020, the BRTB approved updates to the regional highway safety targets in compliance with the federal due date for updates. In addition, over the past year the state modal agencies and other stakeholders have continued to present information to the BRTB and its advisory committees on issues and trends that could affect the future performance of the regional transportation system. These include emerging technologies such as automated and connected vehicles, evacuation planning, and planning for the effects of climate change.

Transportation Improvement Program (TIP)

The TIP is the list of regional transportation projects requesting federal funding in the near term. The 2021–2024 TIP was in development from January through June of 2020. It includes more than \$4.25 billion in proposed federal, state and local money for maintaining, operating, and expanding highway, transit, bicycle and pedestrian networks during the next four years. The TIP is fiscally constrained. The BRTB is scheduled to vote on the approval of the 2021–2024 TIP in August 2020.

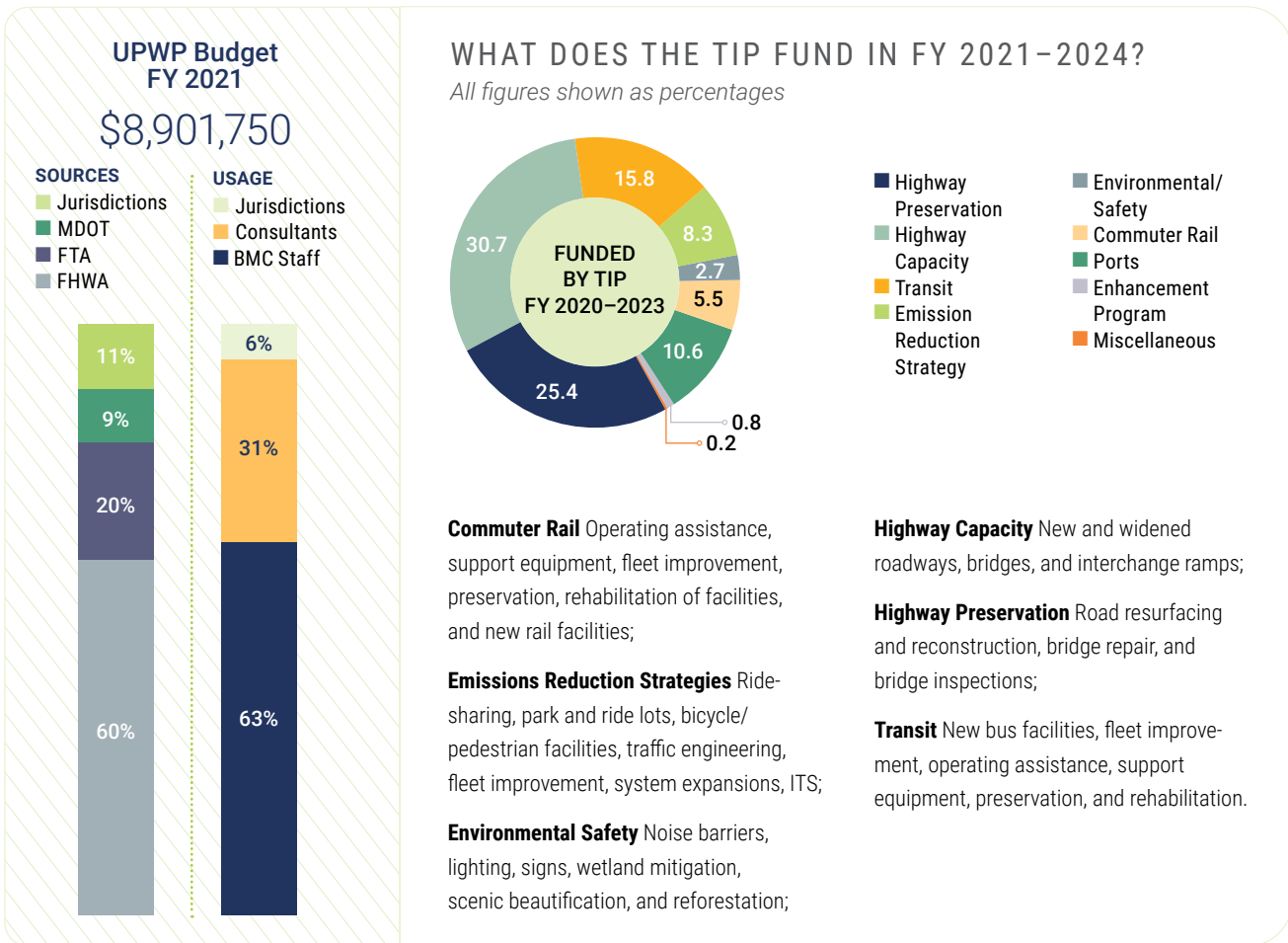
Air Quality/Conformity

As a part of planning for the 2021–2024 TIP and *Maximize2045: A Performance-Based Transportation Plan*, staff undertakes a detailed air quality analysis of our planned projects to ensure conformity with the state plan to meet air quality standards, known as the *State Implementation Plan (SIP)*. The conformity results show that implementation of these projects will not worsen the region's air quality or delay the timely attainment of national air quality standards.

Federal Recertification

Every four years the U.S. Department of Transportation requires FHWA and FTA to conduct a review of the regional transportation planning process. The purpose of the certification review is to:

- provide an objective evaluation of the regional transportation planning process;
- ensure that federal planning requirements are being satisfactorily implemented by the BRTB;
- provide advice and guidance to the BRTB for ways it can enhance the effectiveness and efficiency of the planning process and improve the quality of transportation investment decisions; and
- help ensure that the major transportation planning issues facing a metropolitan area are being addressed.





Transportation Work

Central Maryland Regional Transit Plan

Passed in 2018 by the Maryland General Assembly, the “Maryland Metro/Transit Funding Act,” called for the creation of a Central Maryland Regional Transit Plan (CMRTP). This plan will define public transportation goals for the Central Maryland region over the next 25 years. A draft version of the CMRTP was released in April of 2020 by the Maryland Department of Transportation Maryland Transit Administration (MDOT MTA), with input from the Central Maryland Regional Transit Commission and BMC.

The draft CMRTP plan focuses on seven topic areas that together outline what transit resources exist and what opportunities exist to improve mobility in the region. The draft CMRTP contains a broad array of methods and tools intended to move the region forward in a way that serves everyone—from specific, targeted local actions to long-term and larger-scale projects that, if implemented, will meet

ever changing needs. The MDOT MTA is required to complete the Plan by October 1, 2020. This Plan is intended to be a living document that will be updated every five years.

BMC has been asked by the CMRTP Commission to undertake a Regional Transit Governance and Funding study that is currently scheduled to begin in the upcoming fiscal year, beginning in July of 2020. This study will (among other things) analyze alternative governance and funding models for the Baltimore area transit system and identify an approach that would enhance the connectivity between funding and governing responsibilities and the economic and land use policy makers within the region, leading to improved coordination on funding priorities and optimized performance and increased mobility and accessibility on the system.

5310 Grants

The FTA Section 5310 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. MDOT MTA administers the 5310 program in most of Maryland and consults with the BRTB on program implementation and project selection in this region.

In 2019, 17 Baltimore region organizations submitted applications for the FY 2020–2021 Section 5310 program, including 15 applications in the Baltimore Urbanized Area (UZA) and two applications in the Bel Air–Aberdeen UZA. BMC staff provided their recommendations for grant recipients to the BRTB. Important considerations included whether the submitted projects advanced the goals set forth in the Baltimore Region Coordinated Public Transit-Human Services Transportation Plan and whether the organization was able to secure local matching funds for the Federal grant.

Key strategies in the Coordinated Plan include: (1) maintaining a basic capital infrastructure (vehicles) to support the



foundation of service already in place, and (2) expanding the availability of accessible transportation services for individuals who may need greater assistance to travel. The BRTB approved 14 applications for FY 2020–2021, with \$3,753,012 designated for organizations in the Baltimore UZA and \$289,031 designated for Bel Air–Aberdeen UZA organizations. MDOT MTA will ultimately award a total of \$4,042,043 to support nonprofits serving older adults and people with disabilities in the Baltimore region.

MTA/LOTS Study

The MDOT Maryland Transit Administration (MDOT MTA) and five Locally Operated Transit Systems (LOTS) that serve riders in the Baltimore region secured Unified Planning Work Program funds for a Transfer Points Study.

The Transfer Points Study identified 97 transfer points in the six jurisdictions studied, with an opportunity for transfers between MDOT MTA and the LOTS. Eleven of these locations are at designated transfer facilities; leaving the majority of transfer possibilities at

basic level bus stops, many of which lack rudimentary pedestrian improvements. Furthermore, a number of transfer stops are close to each other but lack transfer information, leaving less informed customers unaware of possible transfers.

The Transfer Points Study has developed a tool to assess potential transfer points within the region. Staff can use the tool to document ADA compliance, availability of transfer information, and pedestrian connections between stops at each transfer point. Thorough documentation of existing transfer conditions enhances asset management efforts and better informs discussions about shared amenities and maintenance at transfer stops.

Household Travel Survey

BMC, in conjunction with MDOT, conducted a 2018-2019 Maryland Statewide Household Travel Survey (Maryland Travel Survey) to understand the travel behavior of residents. The survey asked 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.

After data collection ended in June 2019, the reported data was checked and cleaned to identify any obvious mistakes. Weights were also developed for each survey household to ensure that the survey results were representative of the general population.

The Maryland Travel Survey was scheduled to coincide with the Regional Travel Survey being conducted by the Metropolitan Washington Council of Governments (MWCOC). BMC and MWCOC then combined their respective surveys to create a single, uniform dataset for the State of Maryland.

The survey provides a comprehensive look at travel patterns, and will contribute to updating BMC’s travel demand model. 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, the Maryland Travel Survey will include results for BMC partner organizations in Western Maryland and The Eastern Shore.



Transportation Safety

Safety Campaign

In 2018, 43.2 percent of Maryland's 512 vehicle crash fatalities occurred in the Baltimore region. On October 1, 2019, Maryland adopted a Vision Zero program through House Bill 885, Chapter 377 of 2019. The upcoming Strategic Highway Safety Plan (SHSP) for 2021-2025 will incorporate the new goal of zero vehicle-related fatalities by 2030. The 2016–2020 SHSP follows the Toward Zero Deaths (TZD) vision to reduce fatalities and injuries to half of the 2008 baseline by 2030.

In Fall 2018, through funding from the Maryland Highway Safety Office (MHSO), BMC hired a full-time safety planner to assist the Baltimore region's seven jurisdictions in developing, implementing and evaluating local strategic safety plans. These plans will feed into and support the development of the next statewide Strategic Highway Safety Plan (SHSP), which will provide direction to reduce traffic crashes, injuries and fatalities. At this time all seven BRTB jurisdictions are in the process of developing an SHSP for 2021.

On June 3, 2019 BMC and its state and local partners announced the launch of its new, regional pedestrian and bicycle safety campaign for the Baltimore region: *LOOK ALIVE*, featuring Signal Woman.

LOOK ALIVE, is a campaign to raise awareness and educate drivers, pedestrians and bicyclists on how to be safe on our roads. The campaign is a collaboration between BMC, the Maryland Department of Transportation Motor Vehicle Administration's (MDOT MVA), Highway Safety Office and State Highway Administration (MDOT SHA), Maryland Institute for Emergency Medical Services Systems and regional transportation and law enforcement officials from Baltimore City, and Baltimore, Anne Arundel, Howard, Harford, Carroll, and Queen Anne's counties.

LOOK ALIVE integrates several components, including television, outdoor, digital engagement, community outreach, and media relations to convey a message of safety and awareness. Education is coupled with high visibility enforcement waves, in which police put an added emphasis on enforcing traffic safety laws to protect people walking and biking in the greater Baltimore region.





Transportation Events

Traffic Signal Forum

The Baltimore Regional Transportation Board (BRTB) along with the Intelligent Transportation Society of Maryland (ITSMD) held its joint Annual Meeting and BRTB Traffic Signal Forum on Wednesday, October 16th at the Maritime Conference Center in Linthicum. The two events are held jointly every two years.

The forum welcomed a record breaking 250 attendees and examined the conference theme of Smart Mobility: Moving Safely, Moving Ahead. Guests included staff from local and state departments of transportation and public works, traffic engineers, signal engineers, planners, transportation system operators; private sector companies involved in consulting, providing/installing/maintaining/designing traffic signal equipment and ITS equipment, Metropolitan Planning Organizations (MPOs), Federal Highway Administration (FHWA) and academia. The event also included 26 exhibitors from public and private sectors.

AMPO Annual Conference

The week of October 21-25, the Baltimore Metropolitan Council (BMC) along with the Baltimore Regional Transportation Board (BRTB), hosted the 2019 AMPO Annual Conference at the Hyatt Regency Inner Harbor. The Association of Metropolitan Planning Organizations (AMPO) is a nonprofit, membership organization established in 1994 to serve the needs and interests of metropolitan planning organizations (MPOs) nationwide.

Over 320 representatives of MPOs from across the country attended the Annual Conference, along with Policy Board Members, Federal and State employees, and consultants who shared information on MPO issues.

The conference included workshops and sessions to share best practices of regional efforts to advance sustainable, multi-modal transportation planning. These sessions and workshops included topics such as environmental justice, the future of transportation, transportation planning capacity building, MPO roles and relevancy, accessibility, public involvement, funding and financing, and data.



Public Involvement

Public Involvement

BMC continued to provide opportunities for the public to participate in the region's transportation planning process. Comment periods were held on the FY2021 Unified Planning Work Program and the 2020 Federal Certification of the BRTB.

Evaluation of BRTB Public Involvement Practices

A major initiative in FY 2020 is a project to evaluate the effectiveness of current public involvement activities of the BRTB and to develop recommendations for improving the BRTB's public involvement program. The consultant team from WSP and PRR is conducting an extensive review of key documents, current practices for engaging traditionally underserved communities, the website and social media tools, and overall outreach efforts. The evaluation also includes interviews with members of the BRTB, Technical Committee, and the Public Advisory Committee (PAC) in an effort to assess opportunities for strengthening the public engagement process. A final report is expected in July.

Environmental Justice

Following an advanced training on environmental justice analysis, BMC staff updated the environmental justice (EJ) analysis for *Maximize2045: A Performance Based Transportation Plan*. All agencies receiving federal assistance must conduct an EJ analysis to identify potential impacts to people with limited incomes and minority communities that require mitigation.

The USDOT defines low-income individuals as having an income that is at or below the federal poverty level which varies by household size. For example, in the Baltimore region, the poverty level is approximately \$24,000 per year for a family of four. Minorities are defined at the federal level as a person belonging to the following racial/ethnic groups: Black; Hispanic or Latino; Asian; American Indian and Alaskan Native; or Native Hawaiian and Other Pacific Islander.

Updates to better measure accessibility, mobility, and proximity to important destinations and services include:

- Average number of jobs and shopping opportunities accessible by auto (within 30 minutes) and transit (within 60 minutes);

- Average time by auto and transit for commute, shopping, and to the closest hospital and;
- Percent of the population, by auto and transit, close to a college or university, a hospital, and to a supermarket/public market.

Once staff identified populations and travel times, an analysis was done to look at a baseline E+C scenario (existing infrastructure in place and no new capacity adding projects between now and 2045 beyond what is programmed as of FY 2023) and compare this to the projects listed in *Maximize2045*, which includes all projects in the E+C scenario as well as all projects in the preferred alternative of *Maximize2045*.

The results of the analysis include:

- On average, EJ TAZs have access to a larger number of jobs and shopping opportunities as compared to non-EJ TAZs. This is partially because EJ TAZs tend to be located in denser areas.
- Implementation of the preferred alternative does not have much of an impact on travel times. Average travel times change by 2.5% or less in either direction from the E+C to the *Maximize2045* scenario.
- Auto access is quite good throughout the Baltimore region across all TAZs with >90% of the population lives within a 30-minute auto trip of all of important destinations such as hospitals, supermarkets, and higher education institutions. While the data show that auto access in the region is quite good for both EJ and non-EJ TAZs, it's also important to point out that this isn't helpful if you don't have access to a car. Transit access is significantly less than that for auto.
- Implementation of the *Maximize2045* preferred alternative yields only small changes in the percentage of the population close to these destinations.

The next long-range transportation plan is expected to utilize the InSITE model and will likely allow for household level analysis in place of TAZ level analysis.



Housing

Fiscal year 2020 featured two main housing accomplishments at BMC: the completion of a new 2020 Regional Analysis of Impediments to Fair Housing Choice (AI) for several local jurisdictions and public housing authorities (PHAs) and the first steps toward sustaining the Regional Project-Based Voucher (PBV) Program begun through a seed grant from the U.S. Department of Housing and Urban Development (HUD) in 2016.

The AI has been a federal Fair Housing Act requirement for local governments for more than 50 years, although creating it regionally is voluntary. The law requires the U.S. Department of Housing and Urban Development (HUD) to administer its programs in a way that affirmatively furthers the policies of the law, in addition to prohibiting discrimination based on race, color, religion, national origin, sex, disability, and family status. HUD then passes that requirement on to each jurisdiction that receives its federal funding.

A consultant team led by Root Policy Research helped BMC and the local agencies with the data analysis, outreach, and writing of the report. The process began in late 2018 and wrapped up in June 2020. BMC and its partners have held multiple public meetings to gain insights from stakeholders, including eleven meetings of a Regional AI Stakeholder Work Group chaired by Cleveland Horton of the Maryland Commission on Civil Rights and vice chaired by Charles Martin of M&T Bank. Local governments and PHAs have incorporated action steps from the AI into their five-year plans for using federal housing funds that start July 1, 2020.

One of those action steps is sustaining the Regional Project-Based Voucher (PBV) Program, begun through a \$550,000 seed grant from HUD in late 2015. After awarding a total of 64 vouchers to seven developments through four annual RFPs from 2016 to 2019, participating public housing authorities (PHAs) agreed to add another 50 vouchers to the original pool of 100 and to begin supporting central coordination of the program at BMC themselves. The program's 2020 RFP resulted in an additional 81 vouchers awarded to eight proposed developments in high opportunity communities around the metropolitan area.





Emergency Preparedness

UAWG adds new position

Baltimore is the core city of the federally designated Baltimore Urban Area Security Initiative (BUASI). It comprises representatives from Baltimore City, City of Annapolis, and Anne Arundel, Baltimore, Carroll, Harford, and Howard Counties.

In October, the Baltimore Urban Area Security Initiative (BUASI) regional coordinator position began to formalize the BUASI to enhance regional efforts.

The Regional Coordinator has been supporting the UASI during the COVID-19 response by supporting emergency operations center needs,

sharing best practices and lessons learned, and developing regional data points to support planning efforts.

Baltimore Urban Area Security Initiative (BUASI)

The BUASI won the FEMA Regional Catastrophic Preparedness Grant Program (RCPGP) and hired two planners at BMC to conduct food and water disaster supply chain planning, training, and exercises activities.

The RCPGP Planners have been actively engaged in the COVID-19 response by providing subject matter expertise to the region's emergency food distribution planning operations.





Cooperative Purchasing

Energy Savings

The Baltimore Regional Cooperative Purchasing Committee (BRPC) is the communication hub for the region's procurement agents. They gather to collaborate on cooperative procurement opportunities that save money in administrative burden, product and service costs, and to share best practices. This provides value to all while ensuring the best value for appropriated funds.

The variety of products and services acquired through BRPC business activities sweeps a diverse list of requirements from lighting, guardrails, and ice cream, to Next Generation 911 and Interpreter Services. One of the most prominent BRPC activities falls under the Energy Board.

The Energy Board is responsible for acquiring the electric and natural gas for our region accounting for 24 participating member entities. Other entities that participate in our contracts through cooperative arrangements, include the Eastern Shore of Maryland Educational Energy Consortium, Frederick Area Energy Consortium, and Montgomery County Public Schools making the Energy Board the largest BGE customer. The hedging strategy used by the Energy Board has provided a successful track record of cost avoidance that manages the region's energy needs within tight budget constraints. BMC had an estimated cost avoidance of \$10 million in FY2020. Furthermore, the size of the energy portfolio and strong collaboration among participants positions us well to address the rising demands for renewable energy.

Meet the Primes

BMC and Baltimore County co-hosted the 11th Annual Meet the Primes event Wednesday, October 16, 2019 at the Maryland State Fairgrounds. This procurement outreach event connects small and minority owned businesses (MBE/ SBE) to prime contract bidders.

Over 120 prime contractors, bidders and government buyers attended.

This free event was open to all to showcase their businesses to prime bidders seeking MBE/SBE sub-contractors in the areas of Professional Services, Construction Trades, Architecture, Engineering and Other Business Services.

BMC's Baltimore Regional Cooperative Purchasing Committee (BRPC) shared information about contracting opportunities, the interconnected nature of our region, and services offered to BMC members and the public.

IT Forum

The BRPC hosted a free IT Forum at the Baltimore Metropolitan Council's offices on December 2, 2019 welcoming approximately 40 attendees.

The one-day IT event started with a look into trending technology, including artificial intelligence, block chain and apps. Participants then dove into the State of Maryland's new eMaryland Marketplace Advantage product, cyber insurance, and network penetration testing models.

This event was attended by all levels of government in a variety of divisions including staff from procurement, IT, executive and diversity offices.

The forum provided both the training needed to develop solid procurements that reduce risk to the entity and improve the product or service procured, as well as important industry insight into the constantly changing technology and cyber security markets.





Chesapeake Connect

On October 23, 2019, BMC led its third annual Chesapeake Connect regional delegation trip to Nashville.

From tourism to rapid population growth, business attraction to affordable housing initiatives, and models of regional collaboration tying so many pieces together, Nashville offered a number of opportunities for learning to participants of the 2019 Chesapeake Connect program.

Now in its third year, Chesapeake Connect's goals are two-fold. First, the program highlights the strengths, challenges and lessons of a peer metropolitan region. Second, the experience builds and strengthens relationships between a select group of civic-minded leaders from Baltimore City and its surrounding counties.

This year's cohort included 70 participants from the greater Baltimore region, the largest group yet. Guests ranged from CEOs of private companies to non-profit and local government executives. Industries represented included finance, healthcare, law, construction, real estate development, insurance, higher education, philanthropy and government.





COVID-19 Response

N95 Masks

The Baltimore regional Cooperative Purchasing Committee (BRCPC) was particularly active during COVID-19 as information on product availability, safety protocols, and reopening procedures were exchanged regularly resulting in a well-informed region with expanded resources, cooperative purchasing initiatives that elevated our volume and delivery expectations, and forged new best practices in a global pandemic that overwhelmed the personal protective equipment supply chain.

The BRCPC coordinated with the Metropolitan Washington Council of Governments (MWCOCG) to participate in the largest cooperative purchase of N95 masks in the Mid-Atlantic region. N95 masks are those recommended for use by medical and emergency professionals to prevent the transmission of infectious disease. These masks have come into increasingly high demand during the current COVID-19 pandemic. Led by MWCOCG, this bulk purchase of 7.1 million masks covers the requirements for 30 governmental entities across Maryland, Virginia and the District of Columbia.

Rental Assistance

The Baltimore Metropolitan Council's Housing Committee—local governments, housing agencies, and other stakeholders—submitted a letter to the Maryland Department of Housing and Community Development (DHCD) on April 8, 2020, offering strong support for a robust statewide rental assistance response to the COVID-19 crisis.

The letter was signed by the Chair of the Housing Committee and of the

Baltimore Regional Fair Housing Group, Erin Karpewicz from Anne Arundel County, and by the Chair of the Fair Housing Group's Public Housing Authorities (PHAs), Peter Engel from the Howard County Housing Commission.

The economic impact of COVID-19 threatens a cascade of housing-related economic hardships. Expiration of the current eviction moratorium could result in a surge of evictions even if workers return to work after a furlough but receive no back pay and therefore no ability to pay their back rent balances. Property owners missing substantial rental income risk defaulting on their loans and going out of business. Lenders left holding those bad mortgage loans and foreclosed properties could clamp down on credit, crippling the rental housing industry just as it is trying to recover from record tenant unemployment.

The submitted letter expresses strong support for a State rental assistance program to help renters, property owners, and financial institutions to bridge this public health and economic emergency. Such a program would preserve our rental housing system, helping to smooth our economic recovery from our current dramatic public health measures.

Emergency Preparedness action

In response to COVID-19, our emergency Preparedness team sprang into action to support local jurisdictions during the crisis.

Our planners provided resources to streamline assessment of food distribution locations and analyzed data to support identification and selection of sites. BMC also worked

with the Metropolitan Washington Council of Governments (MWCOCG) to share food distribution efforts and strategies that were useful in the Baltimore UASI region.

We also collaborated with each jurisdiction's Office of Emergency Management (OEM) within the Baltimore UASI region to work with their designated Food and Water Disaster Supply Chain point of contact to collect plans, templates, checklists, and knowledge sharing resources. We then disseminated these tools to local jurisdictions to aide in their food site selection processes.

Telework Resources

BMC has gathered resources designed to help offices quickly develop and implement an effective telework program. These tools are available immediately for usage related to the current pandemic. They may also aid businesses in taking advantage of the long-term benefits associated with offering more permanent telework options.

Considering ongoing teleworking options beyond the pandemic offers benefits to both employers and employees. After implementing a telework program, organizations often report improved employee retention, reduced recruiting and training costs, improved productivity, reduced need for office space and reduced overhead as results. In addition, the reduction of cars on the road due to a decrease in daily commutes improves air quality for our region and beyond. There is value in considering long-term telework program offerings as temporary emergency options are established.





Campaigns and Events

Regional 2020 Census Radio Campaign

BMC worked with participating counties to coordinate a campaign aimed at encouraging residents of greater Baltimore to get counted in the upcoming Census. The campaign targets populations that the U.S. Census Bureau defines as “hard-to-count,” including renters, seniors, low-income, parents of young children, and limited-English speakers.

Campaign ads describe why the Census is important, including its impact on federal funding for education, transportation, economic development, healthcare and other essential programs.

The following six jurisdictions participated in the campaign: Baltimore County, Baltimore City, Harford County, Howard County, Anne Arundel County and Carroll County.

The campaign is financed in part with State funds from Maryland’s 2020 Census Grant Program.

BMC’s GIS team developed an app that tracks 2020 Census self-response rates by county and Census tract, useful for government agencies, planners, and community activists to track the progress of their jurisdictions.

Office Renovation

BMC completed an office renovation in October 2019. The project included adjustments to the layout, capacity and design of the space. Upgrades increase functionality and encourage collaboration.

Among the updates made were the refashioning of our conference room, where large meetings can be comfortably accommodated, a new layout for the library area that now doubles as a lounge and overflow meeting space, and a transfigured kitchen that now supports both our staff, as well as our needs to efficiently host our guests. Other updates include cubicle upgrades and office design such as fresh paint and wall coverings that reemphasize the work and brand of BMC.

The renovation was supported in part by a state grant secured in 2017.

Workforce Development Event

Stakeholders gathered to discuss the *Barriers to Employment Opportunity in the Baltimore Region* and *Scaling Workforce Programming in Baltimore* report at the workforce policy briefing on Monday, December 16, 2019.

The briefing announced the results of the two critical research projects impacting workforce development in the Baltimore region. Stuart Pittman, Anne Arundel County Executive and BMC board member, kicked off the morning with welcome remarks to a room of approximately 75 guests.

BMC’s *Barriers to Employment Opportunity* report tracks self-identified barriers to employment from job seekers in our local workforce area (Baltimore City and Anne Arundel, Baltimore, Carroll, Cecil, Harford, and Howard Counties), including current data and an analysis of how challenges have shifted over the last five years.



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Board of Directors 2020



Johnny Olszewski
2020 Chairman
Baltimore County Executive



Stephen Wantz
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Carroll County Commissioner



Barry Glassman
Harford County Executive



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Howard County Executive



James Moran
Queen Anne's County Commissioner



Stuart Pittman
Anne Arundel County Executive



Bernard C. "Jack" Young
Baltimore City Mayor



William C. Ferguson
President, State Senate

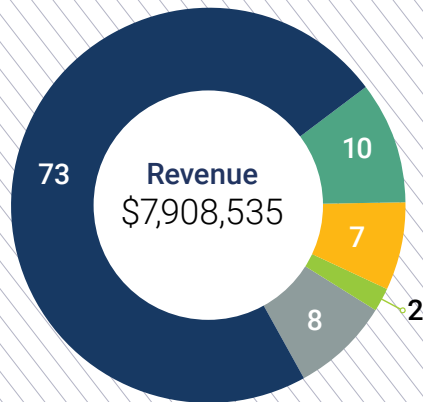


Tony Bridges
State Delegate

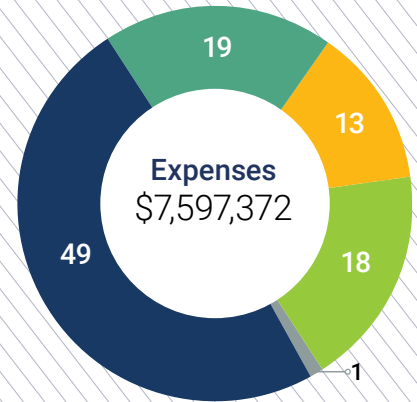


J. Thomas Sadowski
Gubernatorial Appointee

Fiscal Year 2020 Financials*



- Federal grants (\$5,794,591)
- Local dues (\$829,761)
- Other grants (\$544,166)
- Other (\$145,992)
- Construction income (\$594,025)



- Salaries and benefits (\$3,736,683)
- General expenses (\$1,429,140)
- Transfers (\$952,569)
- Consultants (\$1,383,584)
- Depreciation (\$95,395)

*Pre-audit numbers



BALTIMORE METROPOLITAN COUNCIL

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