



**BALTIMORE
METROPOLITAN
COUNCIL**

Annual Report 2021





A Message from the 2021 Chairman

It is my distinct honor to serve as the 2021 chair of the Baltimore Metropolitan Council's board of directors. During my time on BMC's board I have always appreciated the willingness of my fellow elected officials to work across jurisdictional lines. As we are all beginning to understand the short and long-term impacts of the pandemic, this sense of regional cooperation and shared destiny is more important than ever.

As we move forward, it is critical that we leverage our collective strength for the good of the entire Baltimore region. To that end, I am excited about the possibilities in front of us.

This year, the Baltimore Regional Transportation Board (BRTB) will undertake planning projects that explore every aspect of our transportation system. The work of the BRTB will range from analyzing corridors for transit investment, to studies of aging town centers, to the planning of the Patapsco Greenway which will take cyclists from Baltimore's Inner Harbor to Sykesville, in my home of Carroll County.

As a retired firefighter, I am particularly optimistic about the growth of BMC's emergency planning team. BMC is helping our jurisdictions develop local and regional strategies for food distribution and sheltering in the event of a catastrophe. During the early stages of the pandemic, BMC's emergency

planning team played a key role in organizing regional food distribution and ensuring that struggling families would not have to worry about their next meal during uncertain times.

Finally, it is my pleasure to lead this year's Chesapeake Connect trip to the great city of Philadelphia. Every year, BMC brings a team of cross sector leaders to a peer city for a three day learning experience. Not only does this trip educate us on best practices from across the country, but it helps us form new connections with our neighbors here in Central Maryland. Last year we were unable to make the trip due to the pandemic, and I am excited to see that this Baltimore tradition is on the calendar again this fall.

On behalf of our vice-chair, Harford County Executive Barry Glassman, and the rest of the BMC Board I wish everyone in the region health and happiness and I look forward to the shared work of our regional recovery.

Sincerely,

Steve Wantz
Carroll County Commissioner





A Letter from the Executive Director

As the world begins to open up and life begins to feel normal again, it will be important to recognize both the adversity we faced and how much we all accomplished over the last year and a half.

I could not be more proud of the way BMC responded to the professional challenges posed by the pandemic. In the past year, our programming pivoted to meet the needs of the moment and expanded, despite the challenges presented by remote work.

I also need to thank our board of directors for their support and continued willingness to work together during uncertain times. Regional cooperation is a constant challenge and we are lucky to have leadership that understands the importance of supporting each other during difficult times.

As the council of governments for the Baltimore region, BMC focused on our dual roles of long range planning and operational support. As the pandemic evolved, we did our best to track developments in economic and transportation activity to help our members and the general public better understand the broad impacts of what we were living through.

Our purchasing team worked with jurisdictions across the state to identify suppliers of critical PPE for our first responders and front line workers. BMC's growing team of emergency planners

worked in real time to develop food distribution plans to help our partners meet a demand for meals that was double that of a normal year.

At the same time we were shifting programming to meet the immediate needs of our residents, we continued to support the long range planning of the BRTB to ensure a strong future for our region.

This year's transportation planning touched on a wide range of projects. The BRTB undertook a detailed study of how transit is governed and operated in our region, with an eye towards solidifying the future of one of the largest transit systems in the country. We worked with state and local partners to move forward a range of plans focused on strategic highway safety plans. BMC promoted not one, but two, bike to work events and made significant progress in designing a true regional cycling network. Finally, we began work on Resilience 2050: Adapting to the Challenges of Tomorrow, the long-range plan that will take us to the middle of the 21st Century.


Sincerely,

Mike Kelly
Executive Director





»BRTB



**Baltimore Regional
Transportation Board**



**Baltimore Regional
Cooperative
Purchasing Committee**



Commodities Energy Services



Building Permit
Tracking

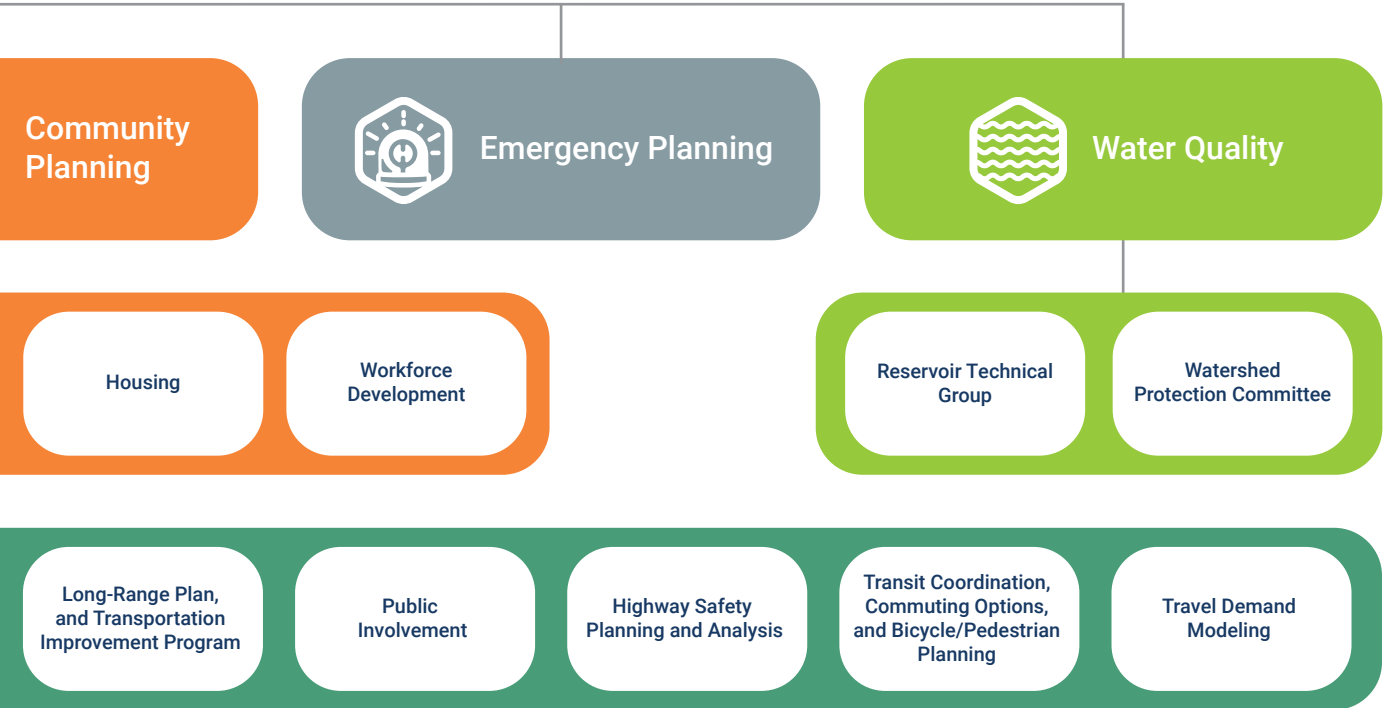


Congestion
Management
and Operations Environmental
Planning Freight Mobility
Planning, and
Cooperative Forecasting Geographic
Information Systems Human Service
Transportation
Coordination



Senior Staff
Michael B. Kelly, Executive Director
Todd Lang, Director of Transportation Planning
Regina Aris, Assistant Director of Transportation Planning
Kathy Renzi, Office Manager

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 adopt the Fiscal Year 2022–2023 UPWP in April 2021. 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 2022–2023 UPWP is a full new two-year program and identifies several new tasks. Highlights include: project planning for a third segment of the Patapsco Regional Greenway, an online regional crash data mapping program and a review of transportation issues in historic town centers.

Long-Range Transportation Plan (Maximize2045)

The Baltimore region's plan is known as *Maximize2045: A Performance-Based Transportation Plan* was adopted July 23, 2019. Over this past year the main activity has been updating a number of the 25 performance measures per the federal requirements. These have

included five highway safety measures and targets, one measure to assess on-road mobile source emissions, and four transit safety measures (reported by mode).

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.

Last, steps are underway to initiate the next long-range transportation plan. This new plan will be called, *Resilience 2050: Adapting to the Challenges of Tomorrow*.



UPWP Budget FY 2022

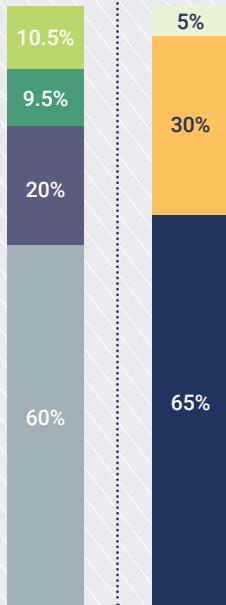
\$9,003,393

SOURCES

- Jurisdictions
- MDOT
- FTA
- FHWA

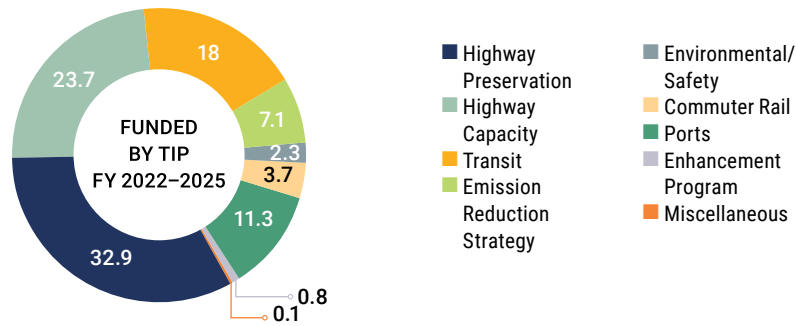
USAGE

- Jurisdictions
- Consultants
- BMC Staff



WHAT DOES THE TIP FUND IN FY 2022-2025?

All figures shown as percentages



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

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

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

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

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

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

Transportation Improvement Program (TIP)

The TIP is the list of regional transportation projects requesting federal funding in the near term. The *FY 2022-2025 TIP* was in development from January through June of 2021. It includes more than \$4.04 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 *FY 2022-2025 TIP* in July 2021.

Air Quality/Conformity

As a part of planning for the *2022-2025 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

The most recent certification review was completed in July 2020. The review found that the metropolitan planning process conducted in the Baltimore urbanized area met Federal planning requirements. The certification commended the region for several items including: updating agreements, fiscal forecasting and interactive online project mapping. The review also made several recommendations including: updating website information, coordinating with regional partners on emission reduction strategies and continuing to expand regional performance based planning and programming.



Transportation Work

The Baltimore Region Transit Governance and Funding Study

The Baltimore Region Transit Governance & Funding Study is a research effort of the Baltimore Regional Transportation Board (BRTB) that will develop a range of potential alternatives for the structure, organization, and funding of public transit in the Baltimore region, including scenarios to enhance and balance local jurisdiction engagement and potential contributions to achieve regional and local public transit performance goals.

Currently, the Maryland Department of Transportation, Maryland Transit Administration (MDOT MTA) is one of the few state run transit systems in the country, and like most others, is facing funding challenges. This study was initiated and funded by the BRTB in response to State legislative interest and at the request of the Central Maryland Regional Transit Plan Commission and the MDOT MTA with planning funds identified in the Fiscal Year 2021 Unified Planning Work Program (UPWP).

Patapsco Regional Greenway 30% Design Tasks

The Patapsco Regional Greenway (PRG) is envisioned as a 40-mile shared-use trail running from Baltimore's Inner Harbor to Sykesville in Carroll County. Several segments have already been constructed totaling

nearly 12.5 miles. The Elkridge to Guinness section just completed 30% design and is preparing for next steps. The PRG will be a 10-12' wide trail depending on the segment, and consist of any number of design elements including hard surface trails, on-road segments, boardwalks, and natural surface trails. Completed sections include Freedom Park Trail (Carroll Co. 1.6 miles), Grist Mill Trail (Balt. Co. 5.3 miles), Gwynns Falls at the Middle Branch (Balt. City 1.6 miles), Gwynns Fall at Ridgley Cove (Balt. City 1.0 miles), Jones Falls Trail at the Inner Harbor (Balt. City 0.4 miles), Waterfront Promenade (Balt. City 1.3 miles) and Port Covington Waterfront Parks (Balt. City 1.2 miles).

The Sykesville to McKeldin section of the PRG is currently in design. Preliminary design up to 30% is expected to be complete by the end of December 2021. The Sykesville to McKeldin section will consist of two separate trail segments. The two segments combined would add approximately 8.5 additional miles to the Patapsco Regional Greenway.

Regional Traffic Impact Study (TIS) Guidelines

BMC initiated "Traffic Impact Study (TIS) Guidelines" for potential use by its member jurisdictions. These "guidelines" would support the analysis of the impacts that may be attributable

to a proposed land use development on the surrounding transportation network.

The following parameters were considered in this evaluation:

TIS Threshold Requirement(s); Study Area Definition; Study Horizon/Design Year; Existing Traffic Conditions; Background Traffic Considerations; Site Trip Generation; Site Trip Distribution and Traffic Assignment; Network Evaluation/Analysis Methodology; Safety Evaluation; Site Access and Mitigation; and TIS Scoping Process.

The study process included interviewing key staff from each of the jurisdictions and MDOT SHA to determine current practices and future needs.

The final report also included a COVID-19 addendum to existing guidelines to address short-term needs (in effect until State of Emergency is lifted and schools reopen on a normal schedule) before reverting to previous guidelines. These include:

- Maximum age for acceptable traffic counts
- Procedure for adapting older traffic counts to approximate "non-COVID-19" existing conditions

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 Baltimore-Washington Region.

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. The Maryland Travel Survey also included results for BMC partner organizations in Western Maryland and The Eastern Shore.

In addition, BMC staff has used the Survey data to conduct and report on a series of studies that seek to understand the relationships between demographics and travel activity in the Baltimore Region. Study topics have included "Online Shopping Trends and Household Travel" and "Long Distance Commuting and the Geography of Consumer Spending."

Other studies are ongoing.





Transportation Safety



Safety Campaign

The Baltimore region accounts for at least 50% of the state-wide pedestrian fatalities and injuries. In 2019, the Baltimore region had 62 pedestrian fatalities (125 statewide).

The FY 2020 *LOOK ALIVE* campaign ran from October 1, 2019 to September 30, 2020 with a \$350,000 grant from the Maryland Highway Safety Office and includes sustained awareness efforts throughout the year with two main periods of heightened activity in the fall and spring. The campaign is designed to saturate audiences with messaging at times when pedestrian safety is most relevant. A series of law enforcement activations took place in November 2019 and March 2020. A *LOOK ALIVE* Virtual Reality Challenge featuring updated software took place on March 7, 2020 at the B'more Healthy Expo at the Convention Center. The following week, the state and nation went into a total shutdown as a result of the COVID-19 pandemic.

While traffic volumes dropped drastically during the months following the shutdown, it did not reduce the number of crashes, fatalities and serious injuries. BMC, working with state and local partners, modified the FY 2021 *LOOK ALIVE* campaign using more social media and online tools to spread the word about safe driving behaviors for all roadway users.

Local Strategic Highway Safety Plan Development

During FY 2021, significant progress in developing and implementing local Strategic Highway Safety Plans (SHSP) was made throughout the Baltimore region. During that time, Baltimore and Howard Counties completed plans and began implementation. As we close out this year, Harford County has approved a plan for the next five years and each of the other jurisdictions is in some stage of planning. As jurisdictions work to implement local SHSPs, coordination and collaboration across the region will strengthen everyone's efforts and improve safety in the Baltimore metropolitan area.

Transportation Tools

Adoption of InSITE as Regional Travel Demand Model

The Baltimore Regional Transportation Board at their February 2021 meeting endorsed Initiative to Simulate Individual Travel Events (InSITE) as the region's official travel demand model used in short and long range planning. InSITE, a state of the art micro travel demand simulator, estimates all persons sequence of work and non-work travel activities. Mobile source emissions associated with implementation of the 2022-2025 TIP relied on InSITE travel demand estimates.

Building Permit Database System

The Building Permit Data System is over 20 years of regional building permit data that BMC collects on a

weekly basis from our member jurisdictions. We classify and analyze data for Residential and Non Residential, New and Alteration permits. Advancements we made in the building permit program this year:

- Upgraded to monthly building activity report (now chart/graph visually based making it easier to read/interpret)
- Added building permit data to the publicly available Tableau based Regional Recovery Dashboard
- Added Queen Anne's County to the Building Permit Data System

AMPO Annual Conference

BMC staff members Zach Kaufman and Shawn Kimberly spoke at the virtual Association of Metropolitan Planning Organizations (AMPO) 2020 Annual Conference on Thursday, October 29th.

Their presentation explained the development, purpose and effectiveness of the Baltimore Regional Recovery Dashboard, launched on Wednesday, June 17, to aid local and state partners as they work to assess the impacts of the COVID-19 pandemic.

The presentation focused on the data and methodology utilized to construct the data visualizations, information on how our partners in the region are using it, and next steps for expanding the dashboard.



Public Involvement

Expanding our Reach: Our new partnership with publicinput.com

Your voice matters and now, more than ever, we realized we need to meet interested residents and stakeholders where they are, on-the-go. That is why the Baltimore Metropolitan Council and the Baltimore Regional Transportation Board have partnered with the public engagement platform, publicinput.com.

Our partnership with Publicinput.com allows us to feature new ways for the public to engage with us including:

- Sharing comments or answering survey questions via SMS text message
- Leaving voicemail comments
- Participating in live streamed virtual meetings
- Engaging in interactive project websites and more

We recently launched the platform with an important regional project. The Baltimore Region Transit Governance Study hosted a virtual public forum on May 4. Visit publicinput.com/E1101 to view a recording or share your thoughts.

Visit baltometro.org to find out more.

Public Involvement

BMC continued to provide opportunities for the public to participate in the region's transportation planning process. This year, comment periods were held on the Transportation Improvement Program (TIP) and Air Quality Conformity; the Patapsco Regional Greenway: Elkridge to Guinness Segment to the FY 2022–2023 UPWP; the Baltimore Region Transit and Governance Study; and the Patapsco Regional Greenway: Sykesville to McKeldin segment.

Equity Workgroup

Staff continue to work to increase our knowledge and understanding of Title VI, Environmental justice, and Equity.

In December, staff launched an internal equity working group to share information, discuss emerging issues, and collaborate on ways in which we can apply an equity lens to the work of the BMC and BRTB.

The first recommendation of this group was to secure training. In March, we hosted a 4 hour workshop by the Maryland Commission on Civil Rights for approximately 40 staff and committee members on the history of race in America and systemic and institutional racism. There will be additional trainings scheduled for 2021.





Active Transportation

Bike to Work Week

The Baltimore Metropolitan Council, and its members, organize an annual Bike to Work celebration in the region.

Due to COVID-19 related postponements in FY 2020, BMC was fortunate to host two Bike to Work events this fiscal year.

The 23rd Annual Bike to Work Week was held September 21–27, 2020, followed by the 24th Annual Bike to Work Celebration May 17–23, 2021.

Bike to Work Week 2021 continued to operate as a socially-distanced biking challenge, observing COVID-19 safety protocols that began in 2020, with a focus on encouraging commuting by bike and getting more people biking everywhere. The event also continued the expansion to a week of celebrating biking and the partnership with the Love to Ride Bike Month challenge.

More than 1,200 community members participated in May's event with over 20 bike shops serving as pick-up locations for event t-shirts and bike safety materials provided by event sponsors.

Love to Ride

The Baltimore region celebrated Bike Month in May by encouraging community members to participate in the Love to Ride program and ride for

ten minutes anytime, anywhere. During Bike Month 2021, over 40 workplaces and 350 participants rode 48,000 miles and took 3,100 trips. This is the equivalent of 3,000 pounds of CO₂ being saved by people biking instead of driving.

Love to Ride is a biking encouragement website and app free to anyone who lives or works in the Central MD region. The program works to encourage people to increase the number of bike trips they take and encourages those who have not ridden in a while to get back on a bike. The Love to Ride program operates year round with special challenges during Bike Month in May and Cycle September.

Both Bike to Work Week and Love to Ride are supported by donations from generous sponsors. BMC member jurisdictions: Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's counties, along with Baltimore City serve as local organizers. Funding is provided in part by Clean Air Partners, Downtown Columbia Partnership, Harford Transit LINK, Commuter Crew, Regional Transportation Agency of Central Maryland, Harford Commute Smart, Race Pace Bicycles, the Maryland Department of Transportation, RK&K, Harford County Public Library, and Joe's Bike Shop.



Housing

Local Governments Promote Inclusive Communities of Opportunity

Following the region's new 2020 fair housing analysis, Baltimore-area governments and housing authorities have set priorities for action to facilitate communities around the region with opportunity for everyone, including those historically shut out:

1. Market and monitor new homes in communities of opportunity: These are generally safe communities close to job growth where parents can send their children to high-performing public schools. Our 2020 fair housing analysis revealed the extent to which African Americans in the Baltimore region still, and uniquely among racial groups in our area, tend not to live in those areas. BMC and local governments will work with the Maryland Department of Housing and Community Development (DHCD) to have new affordable homes in opportunity areas marketed to African Americans and others historically restricted from these parts of the region.
2. Tackle racial homeownership gaps: BMC and our local government partners will be examining the obstacles to homeownership for Black people and other people of color and working to reduce or surmount them.
3. Smooth the way for voucher holders to move to the community of their choice, first using a survey to see what obstacles, if any, they face in moving across jurisdictional lines.

Regional Project-Based Voucher (PBV) Program Leases First Homes

Five years after its launch, the Baltimore Regional Project-Based Voucher (PBV) Program that BMC coordinates with seven local housing agency partners has helped its first families lease affordable rental homes in communities of opportunity in the region.

The Baltimore Regional Housing Partnership, which is administering the vouchers for our collaboration, is inviting families at the top of various local housing authority voucher waiting lists around the region to receive housing and financial coaching and then have the chance to live in one of these new, affordable apartments. Fifteen families will be able to live in one of the 56 homes now available at the new Riverwatch II townhome apartments in Elkridge, which received a voucher award from our program in 2017.

Twelve other developments in five jurisdictions around the region are also moving forward with financial assistance from this program, eventually giving 132 families a similar opportunity. Looking to the longer-term, this fiscal year for the first time local housing authorities made contributions to sustain BMC's coordination of the program past a 2015 seed grant from the U.S. Department of Housing and Urban Development.





Emergency Preparedness

Baltimore Urban Area Security Initiative (BUASI)

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.

This year, the BUASI worked on new and existing emergency preparedness initiatives such as:

UAWG Position

In October 2019, the Baltimore Urban Area Security Initiative (BUASI) regional coordinator position formalized plans to enhance regional efforts.

BMC's Regional Coordinator is re-engaging various committees to enhance collaboration and information sharing to strengthen regional capabilities. The coordinator also supports the FEMA grant application and grant management process for the BUASI. The BUASI grant provides the region with necessary funding for planning, organization (personnel), equipment, training, and exercises. The coordinator also executes FEMA's Threat and Hazard Identification and Risk Assessment (THIRA)/ Stakeholder Preparedness Review (SPR). This annual report reviews the region's shifting capabilities that impact preparedness and response efforts.

Regional Catastrophic Preparedness Grant Program (RCPGP)

The Federal Emergency Management Agency (FEMA) awarded \$843,988 to the Baltimore region to conduct emergency housing and shelter planning through the FY 2020 Regional Catastrophic Preparedness Grant Program (RCPGP) on August 19, 2020. Through a partnership between the City of Baltimore and the Baltimore Metropolitan Council (BMC), the grant will fund regional housing and shelter planning at BMC in collaboration with a committee of local emergency management agencies in the Baltimore region known as the Baltimore Urban Area Security Initiative (BUASI). The project will produce individually tailored plans for each jurisdiction as well as one regional plan; and will support training and exercises for emergency management personnel.

Regional Catastrophic Food & Water Resilience Map Tool

The Regional Food Distribution Map tool uses the FEMA Indicators, Vulnerability Indices and unique data points associated with Food & Water Supply

Chain Resiliency. Our Regional Food Distribution visualization tool contains overlays on a dynamic platform to assist policy maker's spot gaps in food distribution strategy. We have established a process to standardize, share, publish, and maintain food distribution related data.

Regional Map Framework Goals:

- Provide a tool to spot gaps in food distribution service to assist policy makers
- Share best practices to visualize food distribution sites on mobile and desktop platforms (e.g. map or dashboard)
- Establish a process to standardize, share, publish, and maintain food distribution related data

As COVID-19 response decreases across the region, BMC continues to provide support and gather COVID-19 insight to enhance the BUASI committees, relationships and the RCPGP deliverables for food and water as well as sheltering.





Cooperative Purchasing

Cooperative Contracting is the key deliverable for BRCPC with many widely recognized contracts that have proven their value.

- **Energy:** The Energy Board manages a large portfolio of energy services that includes consulting, electric, natural gas and ancillary services. The portfolio includes twenty-four entities that have joined the Energy Board and three groups that participate with the contracting on an individual basis. This includes 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 with a portfolio value of over \$14M. The Energy Board issued a Power Purchase Agreement in the Spring of 2021 to support the development of renewable energy sources that will allow us to meet the Maryland's renewable energy mandate for 2030.
- **Office Supplies:** The office supply contract utilizes a unique volume discounting structure that allows for greater discounting when the aggregated volume increases. This contract aggregated volume has increased from \$10M to \$12.7M during FY 2021.

- **Furniture:** The furniture contract is valued over \$10M annually and is the most broadly used contract across our nation from coast to coast.

Market Data and Collaboration

Supporting procurement professionals in the region with market data and enhanced communication opportunities proved critical during the pandemic and will continue going forward. Four initiatives are in place to provide this data:

- **CompareCoOps:** Provides national exposure for our regional cooperative contracts that will build out economies of scale that will lower our prices
- **GovSpend:** Provides reports on government spending by category, contractor, and region allowing us to quickly locate other sources, spending analytics, and references
- **Procurement IQ:** Provides market analytics by category including providing information about trends in that market, suppliers and their market share, and price volatility.
- **Regional Contract Database:** Provides a database of regional and general Maryland area supply and service contracts that

can be used to locate sources and opportunities to collaborate on upcoming solicitations

Meet the Primes

On Wednesday, October 28, 2020, The Baltimore Metropolitan Council's (BMC) Baltimore Regional Cooperative Purchasing Committee (BRCPC) co-hosted the 12th Annual Meet the Primes event. This virtual procurement outreach event connects small and minority owned businesses (MBE/SBE) to prime contract bidders.

The event welcomed over 500 small and minority business participants.

Meet the Primes utilized virtual training and presentation sessions to provide information to attendees. Participants reviewed updates in the financial systems for solicitations, submitting bids and obtaining purchase orders for new and existing vendors, as well as hosted discussions for potential vendors to learn about the various business resources including the BRCPC.

Small business representatives also met with select government agencies and prime companies during pre-scheduled one-to-one introduction meetings. These meetings presented opportunities for attendees to present their products and services directly to the procurement officials, buyers and decision makers who may be interested in their offerings.

Chesapeake Connect



Every fall, the Baltimore Metropolitan Council leads Chesapeake Connect, an immersive program that brings Baltimore’s leaders to explore the ins and outs of a peer region during a three day learning experience.

Because of the pandemic, the 2020 trip was put on hold.

For this year only, Chesapeake Connect was repurposed to a podcast on the Baltimore region.

The Chesapeake Connect Podcast paired members of BMC’s board with program alumni to explore issues and stories that shape life here in Baltimore. Produced by WYPR and hosted by “Midday’s” Tom Hall, this bi-weekly series provided a platform to think about our own region in the same way that we’ve looked at Cleveland, New Orleans and Nashville.

THE CHESAPEAKE CONNECT PODCAST



REFLECTIONS ON OUR REGION

Podcast Episode Guide

- Episode 1:** What is Chesapeake Connect?
- Episode 2:** Leading in a Pandemic
- Episode 3:** Answering the Call: Modernizing Policing After the Death of George Floyd
- Episode 4:** Reimagining the Suburbs
- Episode 5:** Making Regionalism Work
- Episode 6:** Keeping Pace in an Evolving Economy
- Episode 7:** Supporting Communities In Need
- Episode 8:** The Coalition That Kept The Preakness In Baltimore
- Episode 9:** The Vaccine Hunt and Our Regional Economy
- Episode 10:** Charmed by Baltimore: Exploring the City Beyond the Inner Harbor

Listen to the podcast at baltometro.org/cconnect



COVID-19 Response

BMC Facilitates Effective COVID-19 Rent Relief

BMC and BMC's Housing Committee facilitated important information sharing among local governments, housing authorities, advocates, and practitioners on the ground throughout 2020. Local governments soon learned it would be a delicate balance to administer their programs in a way that would provide protections for tenants while also attracting landlord participation.

During this past year, BMC organized periodic conference calls of local housing agency officials, helping a number of jurisdictions secure an agreement from landlords to participate and also not to evict a tenant for "holding over" for at least 90 days after receiving assistance.

Emergency Preparedness Actions

The Emergency Preparedness Team provided regional coordination by conducting weekly UAWG meetings and developing informational reports. These meetings allowed for the emergency management leaders to share best practices, offer strategic opera-

tional suggestions, and coordinate the region's need. The informational reports consolidated the region's COVID response efforts as well as provided up to date information on state and federal partners. Our planners also provided resources to streamline assessment of food distribution locations, analyzed data to track food distribution efforts, and developed The Baltimore UASI Regional Catastrophic Food & Water Resilience Map Tool.

Regional Recovery Dashboard

The Baltimore Regional Recovery Dashboard officially launched on July 21, 2020, to help policymakers understand and track the impacts of COVID-19 on the seven county metropolitan area.

Hosted on BMC's website, the dashboard features data on unemployment claims, impacted industries and transportation ridership from across the organization's areas of focus, including housing, transportation, and workforce development. The dashboard utilizes Tableau, a data visualization tool, to provide information in an interactive format.

It compares the most exposed sectors across jobs, gross regional product, payrolled business locations, and median hourly wages.

The dashboard also displays transportation data, including regional transit ridership.

Spotlight on Personal Protective Equipment

Over the last year, BMC's Debbie Groat helped organizations in the region locate sources to procure much needed personal protection equipment (PPE), including masks, gloves, cleaning supplies and more. Through several of our cooperative purchasing agreements offered by BMC, BRCPC members and local groups have gained access to affordable PPE when they needed it most.

Utilizing CARES Act Coronavirus Relief Funds from Anne Arundel County, Arundel Community Development Services (ACDS) was able to order supplies accessed through BMC's cooperative purchasing program to fulfill the needs of 20 nonprofit service providers in the county. Orders ranged from cleaning products, sanitizers, and masks to gloves and disposable thermometer covers.



Designed by Aria Creative, LLC. Printed by Indigo Ink. Photo credits: pg. 1-2 Beau Considine; pg. 3-4 Emiliano Fabri; pg. 8 Dorret; pg. 14 (top) Aaron Doucett; and pg. 14 (bottom) Joel Muniz.



Board of Directors 2021



Stephen Wantz
2021 Chair
Carroll County
Commissioner



Barry Glassman
2021 Vice Chair
Harford County Executive



Johnny Olszewski
Baltimore County
Executive



Calvin Ball, III
Howard County Executive



James Moran
Queen Anne's County
Commissioner



Stuart Pittman
Anne Arundel County
Executive



Brandon Scott
Baltimore City Mayor



William C. Ferguson
President, State Senate

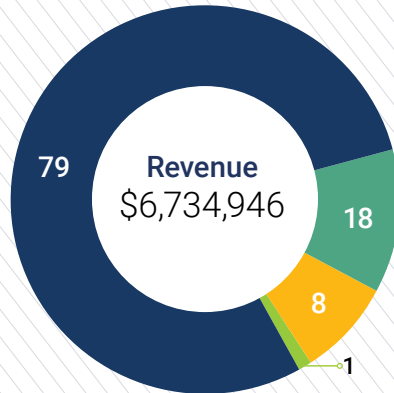


Tony Bridges
State Delegate

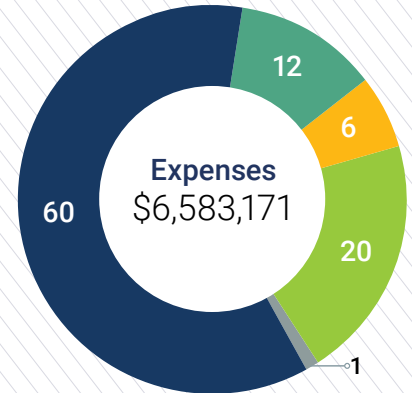


J. Thomas Sadowski
Gubernatorial Appointee

Fiscal Year 2021 Financials*



- Federal grants (\$5,327,092)
- Local dues (\$819,799)
- Other grants (\$519,271)
- Other (\$68,784)



- Salaries and benefits (\$3,932,316)
- General expenses (\$820,686)
- Transfers (\$404,109)
- Consultants (\$1,344,376)
- Depreciation (\$81,684)

*Pre-audit numbers



**BALTIMORE
METROPOLITAN
COUNCIL**

1500 Whetstone Way, Suite 300
Baltimore, MD 21230
410-732-0500
www.baltometro.org

