



Photo courtesy of Howard County

RESPONDING AS A REGION

Emergencies happen every day, and when they do, they often make headlines. What gets left out of the narrative is the coordination it takes to manage a disaster and minimize damage. The Baltimore Metropolitan Council is working with the Baltimore Urban Area Homeland Security Work Group (UAWG)/ Baltimore Urban Area Security Initiative (UASI) and local jurisdictions to better coordinate emergency management throughout the Baltimore region. Plans, training and exercises are proactive measures the Baltimore region puts into place to quickly respond to unforeseen events.

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SAFETY FIRST!



We sat down with Chrissy Nizer, administrator of the Maryland Department of Transportation Motor Vehicle Administration (MDOT MVA), to learn more about the organization's safety campaigns, customer service initiatives and how Maryland is preparing for autonomous vehicles becoming the norm.

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CHESAPEAKE CONNECT

A group of more than 40 of the Baltimore region's leaders joined the Baltimore Metropolitan Council (BMC) for Chesapeake Connect, a 3-day regional delegation trip to Cleveland, in early November.

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B'MORE INVOLVED



Transportation affects each of us, each day, but not in the same way. Find out how you can B'more Involved with the Baltimore Regional Transportation Board (BRTB).

28

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Photo by BMC staff

“We’re at an exciting time in transportation,” said Maryland Department of Transportation Secretary Pete Rahn, keynote speaker at the BRTB Traffic Signal Forum and Intelligent Transportation Society of Maryland’s annual meeting on Wednesday, November 8.

CLICK TO YOUR HEART’S CONTENT!

COG Quarterly is an interactive digital magazine of the Baltimore Metropolitan Council. Bold text and icons contain hyperlinks to more information, so click away!

WE WANT TO HEAR FROM YOU!

Please email staff at COGquarterly@baltometro.org with any questions, comments or story ideas. For more information about BMC, visit www.baltometro.org.

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INTRODUCTION

To respond well, we must first plan together as a region

Spending time with friends and family during the holidays tends to make us appreciate the blessings in our lives. We give thanks for our homes, the food on our table, health, job, loved ones, and other good fortune.

Sadly, a disaster can alter the things we hold dear in an instant.

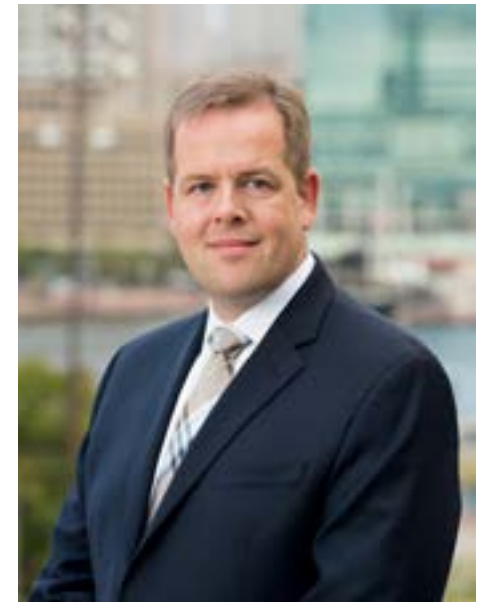
In fall 2017, we’ve seen hurricanes Harvey, Irma and Maria decimate Texas, Florida and Puerto Rico; opioid addiction reach epidemic levels; and lone gunmen injure and kill innocent people in Las Vegas, Sutherland Springs, Texas, and the Baltimore region’s own community of Edgewood, in Harford County.

Our state, region and local jurisdictions work together tirelessly to prepare for and respond to emergencies of all shapes and sizes. The fall 2017 issue of *COG Quarterly* provides several examples of multijurisdictional collaboration to create emergency management plans,

and training and exercise programs to minimize injury and damage during a disaster situation.

Our cover story, “Responding as a Region” (Page 20), looks at the success of Howard County’s recovery plan after the 2016 Ellicott City flood; BMC’s coordination regarding debris management and evacuation on our roadways; as well as Baltimore City’s annual emergency exercise at M&T Bank Stadium with the Baltimore Ravens and National Football League.

Let’s also not forget about the vigilance needed, especially during the holiday season, when more motorists are traveling. We spoke with Chrissy Nizer, administrator of the Maryland Department of Transportation’s Motor Vehicle Administration (MDOT MVA), for “Ask an Expert” (Page 14). Nizer’s background and leadership puts safety initiatives at the forefront for Maryland motorists.



In addition, *COG Quarterly* highlights Chesapeake Connect, BMC’s first delegation trip to a peer region focused on learning about projects and programs that might be replicated here in greater Baltimore (Page 16). We spent three days touring Cleveland, Ohio, with 40 of the Baltimore region’s leaders to learn about the challenges and successes they have experienced in transportation, workforce, economic and community development.

Once again, thank you for your interest in BMC and our work. We wish you and your families a happy, healthy and safe holiday season.

Sincerely,

Michael B. Kelly



Michael B. Kelly addresses the Chesapeake Connect delegation during dinner on Sunday, November 5.

Photo courtesy of Gregory Wilson Photo



Meet the Primes networking event connects hundreds of small, minority businesses to contract opportunities



More than 500 people attended BRCPC's Meet the Primes networking event on Wednesday, October 18, at the Maryland State Fairgrounds. Photo by BMC staff

The Baltimore Metropolitan Council (BMC) and [Baltimore County](#) hosted the ninth annual Meet the Primes networking event, which connects small- and minority-owned businesses with prime contract bidders, on Wednesday, October 18, at the Maryland State Fairgrounds.

“Local governments have significant buying power in our region,” said Michael B. Kelly, executive director of BMC. “It’s important that we facilitate opportunities for small- and minority-owned businesses to compete for public dollars.”

Meet the Primes is a great stepping stone for small- and minority-owned businesses to make connections, find work and grow. The prime bidders who attend the event represent millions of dollars in annual contracts for many industries in the Baltimore region. This event is a great

resource for BMC’s [Baltimore Regional Cooperative Purchasing Committee \(BRCPC\)](#) to share information about contracting opportunities.

“For almost a decade, we’ve been able to host a great event where small businesses and minority businesses can make personal contact with numerous companies who are looking for their skills, and who are there with the intention of meeting new business partners,” said Robert Ball, of [Baltimore County Public Schools](#). “It is a way to maximize their business prospecting efforts.”

More than 520 people from small- and minority-owned businesses attended the event, filling the exhibition hall to capacity. Likewise, more than 130 exhibitors from government, public education, private companies and other entities attended.

“It’s a very personable, low-pressure networking event. It’s a chance to talk to people, learn what they are working on and present credentials, to see if there is a business fit,” Ball said.

The event also includes one-on-one meetings between small business owners and government agencies and/or a prime company. The intent of the 5-minute one-on-one meetings is to provide small business owners with exclusive time to discuss products and services with procurement officials, buyers or decision makers.

“I had a great networking experience at Meet the Primes,” said Kelli Warner, of the [Veritiv Corporation](#). “I found a lot of value in meeting the purchasers in so many different counties, putting a face with a name and expanding my network.”

Meet the Primes is made possible through the partnership between the BRCPC, Baltimore County, Baltimore County Public Schools, [Baltimore County Public Library](#), the [Community College of Baltimore County](#), [Baltimore City](#), the [City of Annapolis](#), the [Metropolitan Washington Council of Governments](#), and [Anne Arundel](#), [Carroll](#), [Harford](#), [Howard](#), [Montgomery](#), [Prince George’s](#) and [Wicomico](#) counties.

“This is an excellent opportunity for us to share our upcoming procurements with new contractors and answer questions about our business,” said Ed Condon, of Anne Arundel County. “It’s a win when we’re able to make new connections and meet our needs.” ■



Analysis of HUD data will shape regional fair housing assessment

Six local jurisdictions and five public housing authorities (PHAs) in the Baltimore area, supported by the Baltimore Metropolitan Council (BMC), are poised to begin the process of developing a Regional Assessment of Fair Housing (AFH).

A 2015 rule from the [U.S. Department of Housing and Urban Development \(HUD\)](#) requires this assessment under the federal Fair Housing Act.

[The Fair Housing Act](#), first passed in 1968, prohibits discrimination based on a number of factors, such as race, religion, national origin, and disability. It also requires any jurisdiction or PHA receiving funding from HUD to administer its programs in a way that “affirmatively furthers” the policies of the law.

According to the 2015 rule, that requirement “means taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics.”



Photo by BMC staff

In addition to clarifying the legal responsibility, the new rule requires the submission of an Assessment of Fair Housing (AFH) to HUD before grantees develop their next 5-year plans for using HUD funds. HUD provides substantial data on demographic trends and patterns, federally funded housing resources, and geographic disparities in opportunities. Through the assessment, jurisdictions and PHAs must analyze that data, incorporating feedback from stakeholders and the public. Ultimately, that analysis must help prioritize goals and actions to overcome patterns of segregation and resulting disparities in opportunity.

Building on recent similar collaborative efforts, jurisdictions and PHAs in the Baltimore region are voluntarily cooperating and working with BMC to submit one regional AFH in October 2019. Then each jurisdiction and PHA will include the relevant action steps in its individual five-year plan for using HUD funds that will start July 1, 2020.

Those collaborating on the Regional AFH include Anne Arundel County, Baltimore City, Baltimore County, City of Annapolis, Harford County, the Havre de Grace Housing Authority, the Housing Authority of Baltimore City, Housing Authority of the City of Annapolis, Housing Commission of Anne Arundel County, Howard County, and the Howard County Housing Commission.

In the coming months, the participants will publicize the available HUD data, assemble an advisory group of stakeholders, seek consultant assistance, and begin outreach regarding this new assessment. Anyone with questions can contact BMC’s housing policy coordinator Dan Pontious at dpontious@baltometro.org or (410) 732-0500 x1055. ■



BMC offers Mongolian delegation insight into air pollution reduction



Photo by BMC staff

Air pollution in Ulan Bator, the capital of Mongolia, causes hundreds of **premature deaths** each year, leaving its officials looking for solutions.

A team of environmental specialists from Mongolia visited the U.S. for a three-week trip through the **U.S. Department of State's International Visitor Leadership Program** to learn more about how to improve the country's air quality. BMC staff members briefed the delegation on the metropolitan planning process, as well as conformity and public outreach initiatives on Wednesday, October 18.

"The Baltimore region has had great success in reducing air pollution, which is why we felt we could learn a lot from the work being done in Maryland," said Erdenetsogt Jamiyansuren, CEO of the **National Committee of Green Development and Clean Technology**.

Cooperation among the jurisdictions and neighboring metropolitan regions is important in addressing regional issues,

such as combating air pollution, said Brian Shepter, director of external relations at BMC. BMC works closely with the **Metropolitan Washington Council of Government**, the **Maryland Department of Transportation (MDOT)**, **Maryland Department of the Environment (MDE)** and **Clean Air Partners** on air quality regulation and outreach initiatives, including the seasonal Clean Commute Initiatives campaign to educate the public.

"We spend a lot of time at community events throughout the region, reminding people that their personal transportation choices affect the air that all of us breathe," said Russ Ulrich, air quality outreach coordinator at BMC.

In addition, air quality has improved steadily during the last 20 years as a result of the monitoring done by MDE, said Sara Tomlinson, an environmental specialist at BMC.

The delegation also spoke about life in Ulan Bator. The city has experienced

tremendous growth during the last 20 years. Hundreds of thousands of people have moved there with the promise of better education and jobs, Jamiyansuren said. However, such a population boom takes a toll on air quality through transportation and housing. The high traffic volume and heating of traditional Mongolian homes, known as gers or yurts, generates pollution.

Ulan Bator is the world's coldest capital city, with winter temperatures often dropping to -40 degrees, according to statistics compiled by the United Nations. Coal is a cheap and abundant resource in Mongolia, so gers are usually heated by coal stoves, Jamiyansuren said. The **World Health Organization** estimates that particles and chemicals emitted from burning coal may shorten more than 1 million lives annually around the world.

The delegation's trip, which the **Meridian International Center** arranged, started in Washington, D.C. on Saturday, October 14. In addition to BMC, the group visited both the **Maryland Environmental Health Network** and MDE. ■



Travel at off-peak hours to keep traffic from gobbling up your Thanksgiving

With the Thanksgiving holiday fast approaching, many Marylanders will be traveling far and near to be with their families.

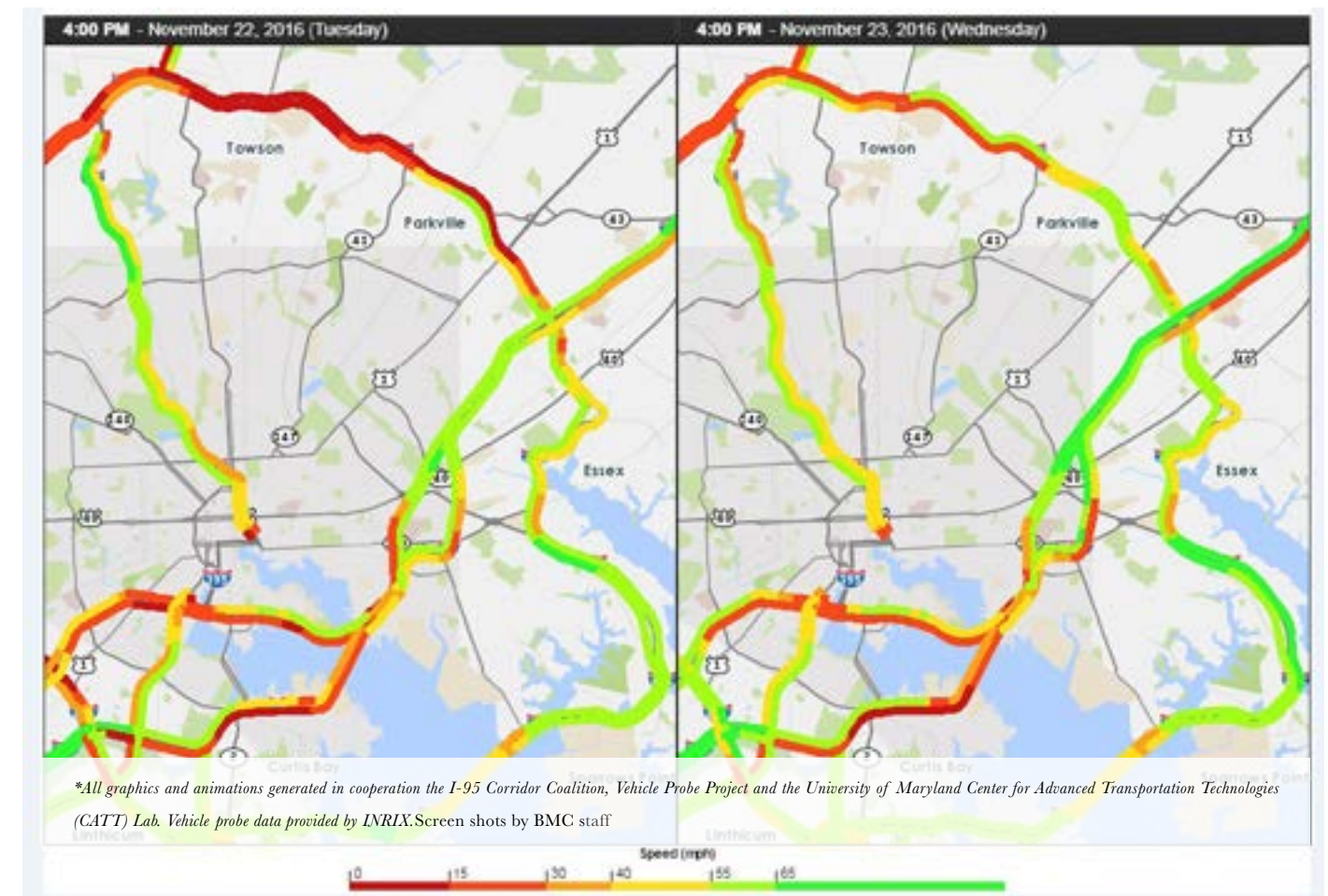
The Wednesday before Thanksgiving is typically considered the busiest travel day of the year. However, in recent years the Tuesday before Thanksgiving has become very busy as well with families trying to beat the rush. So when are the best and worst times to depart for our destinations to avoid traffic congestion and delays? Using crowd sourced vehicle probe data we can determine that peak travel occurs in the 4 p.m. hour on both Tuesday and Wednesday.

Looking at the maps below, those thinking of leaving a day early on Tuesday to get a jump on traffic may have been surprised last year as traffic was equally if not more congested that day throughout the region. Although I-95 north appears significantly slower on Wednesday north of the beltway approaching Harford County.

As for the best times to travel, the **Maryland Transportation Authority (MDTA)** encourages motorists to travel during off-peak hours to avoid significant delay. The best times to travel the I-95 corridor during the week of Thanksgiving include:

- Tuesday and Wednesday, before 6 a.m. and after 11 p.m.
- Thursday through Saturday, before 9 a.m. and after 9 p.m.

BMC's congestion management process analyzes where and when traffic in the Baltimore region tends to pile up and for how long it will stay congested by looking at data from various crowd sourced probe data sources. According to the MDTA, who manage the regions toll facilities travelers should consider departing during off peak hours to avoid significant delays along the I-95 corridor. ■





BMC to conduct midskill jobs analysis by using labor market data software

The workforce in the Baltimore region largely splits into two drastically different groups - highly educated and well-paid workers, who generally have career options; and less educated, low-paid workers, who have limited employment options.

This divide weakens the economy in the Baltimore region, and leaves many residents struggling.

BMC is in the midst of updating its analysis of midskill jobs in the Baltimore region in an effort to provide local partners in workforce development with a better understanding of where they should channel their efforts.

Midskill jobs are those that require an associate's degree or less, and pay a median wage of \$22 per hour or greater. The analysis, which is scheduled for completion in spring 2018, builds on the midskill jobs assessment that BMC conducted as part of the [Opportunity Collaborative's 2015 Regional Plan for Sustainable Development](#).

This analysis will look at midskill jobs in the Baltimore region and 20 other comparable regions around the U.S. from 2016 through 2026.

The midskill jobs analysis is made possible through the acquisition of a subscription to an online labor market data product that provides a series of employment and economic analysis web tools and

custom reports. The provider, [Economic Modeling Specialists International \(EMSI\)](#), has more than 15 years of experience supplying labor market data and economic advisory data services around the U.S. to leaders in government, higher education, economic development, and workforce development, as well as the business community.

While the data set is different from that used to develop the previous midskill jobs analysis, the EMSI data is more recent and draws from both industry and occupation data sources, utilizing the [Quarterly Census of Employment and Wages, and Occupational Employment Statistics data sets from the Bureau of Labor Statistics](#) as the base for their estimates and projections. EMSI updates the data on a quarterly basis and provide 25 years of data - 15 years of historical data and 10-year projections.

The level of detail provided and the potential for data customization make the EMSI software particularly useful for researchers interested in job growth - planners, economists, educators and workforce developers in the public and private sectors.

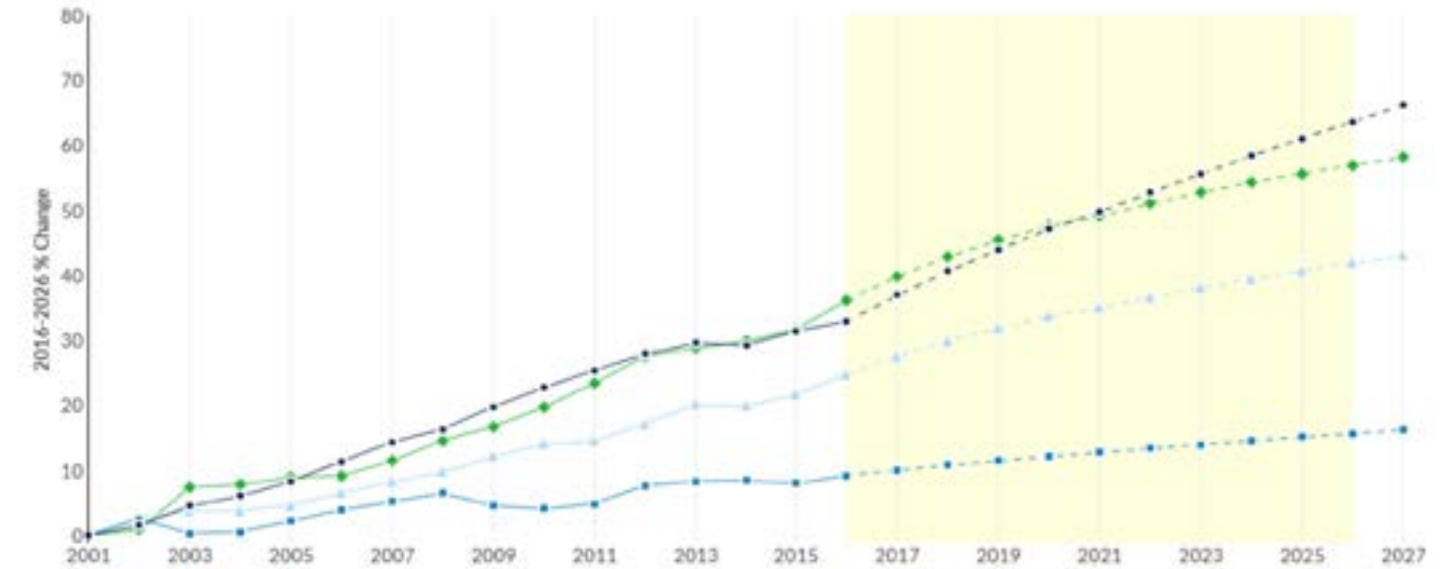


Photo by BMC staff



REGISTERED NURSES: HISTORIC & PROJECTED JOB GROWTH IN BALTIMORE, PEER REGIONS

Data courtesy of EMSI previously appeared in BMC's "Compare Occupations Across Regions"



Region	2016 Jobs	2026 Jobs	Change	% Change	Median Hourly Earnings
Baltimore-Columbia-Towson, MD	32,343	39,827	7,484	23%	\$35.64
Pittsburgh, PA	30,507	32,315	1,808	6%	\$29.82
Cleveland-Elyria, OH	29,278	33,297	4,019	14%	\$32.45
Kansas City, MO-KS	22,461	25,887	3,426	15%	\$30.72

The software provides estimates and projections for roughly a thousand industry sectors and more than 800 occupations, and allows the user to define their own industry and occupation groupings based upon these detailed listings. In addition, it can customize to fit the needs of the user at the national, state, metropolitan statistical area, jurisdiction, and ZIP code levels. Users can compare industry and occupational data both within and between these geographies.

This data set will serve as an additional tool to augment BMC's transportation, workforce development and housing work. Furthermore, BMC is exploring the many opportunities this

product presents to complement the work of our membership and partners, including the local Workforce Development Boards (previously called Workforce Investment Boards) in our region.

For example, the EMSI software also includes an education analysis component in the suite of tools that provides information on educational programs offered at different institutions in the region, the number of graduates by institution, and the occupations most suited to each educational program. This component could be particularly useful for the region's Workforce Development Boards as they develop career pathways. ■



Household Travel Survey to help understand movement, behavior of residents



Photo by BMC staff

BMC, in conjunction with the [Maryland Department of Transportation \(MDOT\)](#), is conducting the 2017 Maryland Statewide Household Travel Survey to understand the travel behavior of residents. The data collected will help planners determine future transportation improvements across all modes.

BMC awarded a contract to coordinate data collection to [Westat](#), a firm in Rockville, Maryland, which will conduct the survey through February 2019. Westat will collect survey responses from approximately 7,500 households. The survey will ask those 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.

Westat will mail out invitations to recruit households. Those who participate will have the option to provide their survey responses via a specially designed web-based or smartphone application, or by telephone.

The Household Travel Survey will provide a comprehensive look at travel patterns, and will contribute to updating the [Baltimore Regional Transportation Board \(BRTB\)](#)'s travel demand model. Understanding travel patterns - how, when, where, and why people travel - helps inform decisions about transportation investment, especially when resources are limited. Planners are also interested

in the prevalence of “trip substitution,” the use of instruments such as Internet banking and online shopping in place of traditional errands behind the wheel.

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

BMC conducts periodic household surveys to gather this information, with the new 2017 Maryland Statewide Household Travel Survey adding to surveys from 2007, 2001, 1993 and 1977. Westat recently completed the [2016 National Household Travel Survey \(NHTS\)](#), with a total of 129,000 surveys, and conducted the two previous NHTSs in 2001 and 2008.

A preliminary report is expected by June 2019, with more in-depth results following as they become available. ■



BMC hosted its Board of Directors meeting on Thursday, October 26. The meeting included presentations by EnerNOC, the energy purchasing consultant for 23 of our region's jurisdictions, and the Ford Motor Company, which is working to create city solutions to mobility challenges. Photo by BMC staff



Delegates, including Brian Shepter, director of external relations and general counsel for BMC, tour PNC Bank during a peer trip to Pittsburgh, Pennsylvania, through the Economic Alliance of Greater Baltimore on Monday, October 16. Photo by BMC staff



COMMUTING

Travel choices maps introduce drivers to alternative transportation options

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

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

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

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

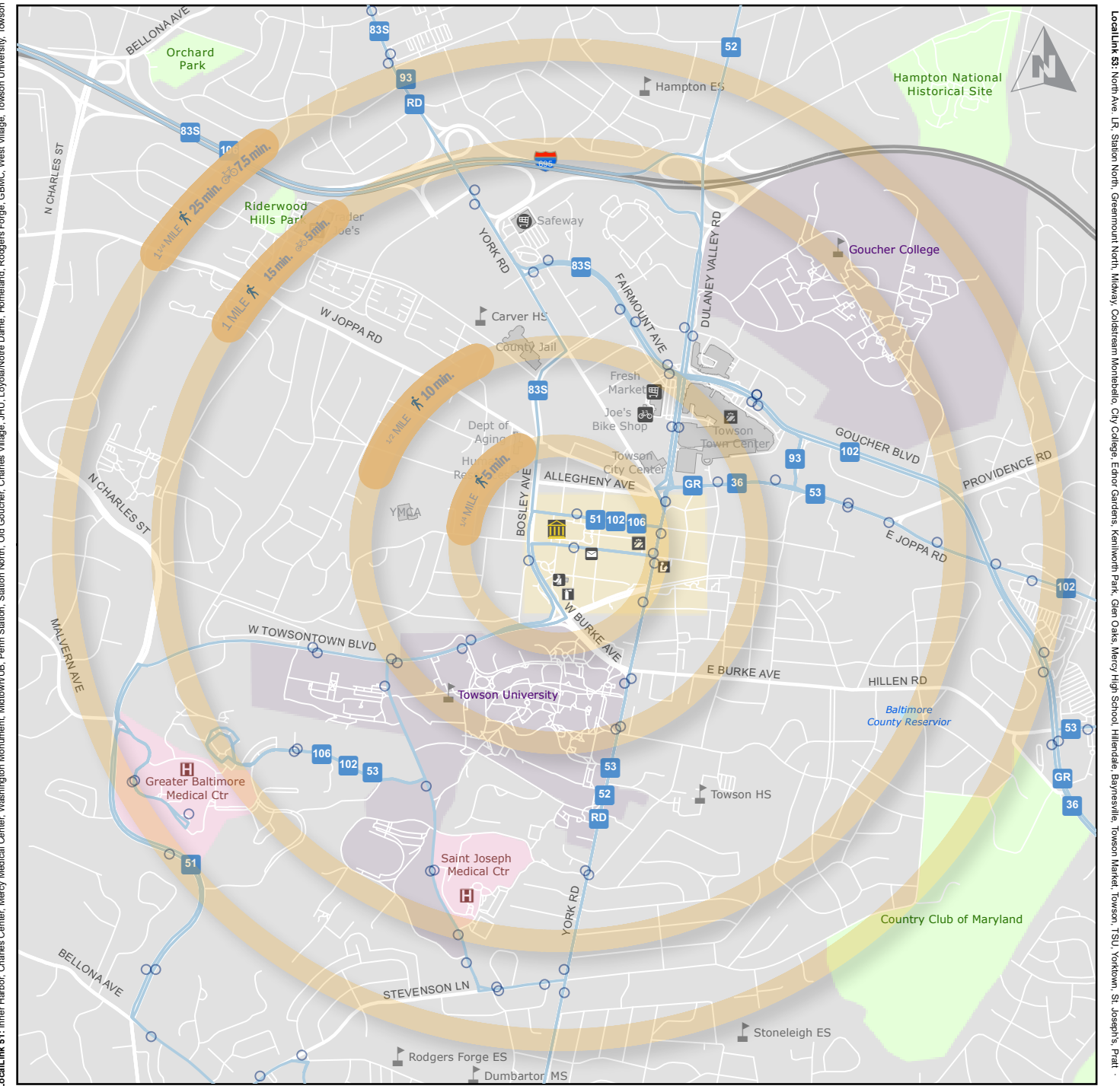
Originally conceived to overcome the public's lack of familiarity with available transit, the map has been surprising some users with the walkability of their commutes. Seeing the average walk time for a one- or two-mile commute is often a revelation to viewers. After figuring in time for parking and traffic delays, they discover walking or biking is often the quickest, easiest way to get to nearby destinations.

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



COMMUTING

Rabbit Transit Route 93S: Emigsville, Shrewsbury, Hunt Valley, Black & Decker, Towson Commons - ExpressBus 106: Shepard Pratt Hospital, West Village, Towson University, Towson, Pikesville, Garrison - ExpressBus 102: Sheppard Pratt Hospital, West Village, TSU, Towson, Towson Marketplace, Baynesville, North Plaza, Putty Hill, White Marsh Town Center, White Marsh Park & Ride



LocalLink 52: Greenmount North, Barclay, Harwood, Wavy, Kerewood / Wilson Park, Belvedere Square, Yorktown, Towson University, Towson, Stella Maris - LocalLink 36: Towson, Towson Mktplace, Calvert Hall, Hillendale, Wellesley, Hamilton, Overlea, Fullerton, Rosedale, Golden Ring, Rossville, Franklin Square, Kenwood, Stemmers Run, Riverwood Park, Essex

National Science Foundation awards 4 area universities grant to enhance West Baltimore through smart technology

The [National Science Foundation](#) recently awarded a combined planning grant to a unique partnership of four of Maryland’s leading universities to [develop a plan](#) that applies cutting-edge technologies—such as free public Internet, smart streetlights and innovative transportation hubs—to improve the lives of residents in West Baltimore.

This partnership is led by the University of Maryland, College Park, and includes the [Center for Government Excellence \(GovEx\)](#) at Johns Hopkins University, [Morgan State University](#) and [the University of Baltimore](#). Advised by staff from the City of Baltimore and the Baltimore Metropolitan Council (BMC), the partnership will pair “smart” technology with the latest research in equity, health and urban planning to outline a roadmap for city policymakers as they work to increase quality of life in Baltimore.

Don Halligan, senior transportation planner at BMC, found the grant and worked with the universities to create the grant application.

“Smart technology is the present and future in enhancing quality of life in cities and regions,” Halligan said. “This grant will enable our universities to work together to identify what technology will make that happen for the residents of West Baltimore.”

The University of Maryland issued a press release detailing the partnership, which BMC shares with UMD’s permission:

Baltimore is poised to integrate “smart cities” technology, with infrastructure components such as fiber backhaul already in place, and 5G wireless technology a future initiative. The university team will evaluate how to couple these existing resources with new innovations to create a pilot smart community. In addition to bringing Wi-Fi to residents and businesses, the team will look at how to enhance school technologies, improve health service delivery, ease traffic congestion, elevate public safety initiatives and increase public transportation access. Technical and social scientists from the four university partners will work with smart city technology providers to guide recommendations.

Central to this effort will be engaging community residents in the design, use and evolution of technology resources. The university team will engage with West Baltimore residents to understand which technologies would improve their quality of life and have the potential to become a sustained part of their community. Coupled with comprehensive research on the impact of smart city investments, the residents’ insight will help to inform the city’s strategic plan.

While the plan will focus on the area of West Baltimore, the university team expects their findings to have city-wide and national implications. In particular, their approach will address the “digital divide” that often accompanies the adoption of smart technology, in which disadvantaged populations often have less access or ability to utilize the technological resources. Their plan will ensure that the implementation

of smart city technology increases access to opportunity and shapes social mobility, particularly for young people in low-income areas.

“By leveraging existing technologies and mobile applications, we will be able to gather rich behavioral data, revealing hurdles that residents experience on a daily basis with the urban infrastructure,” says Dr. Vanessa Frias-Martinez, assistant professor at the UMD College of Information Studies and co-lead on the project team. “We will share these findings with decision makers and the residents to raise awareness, empower residents and shape the smart city plan in a way that will truly be accessible and beneficial to the community.”

“Partnering with other leading institutions, GovEx will bring our expertise in data management to the discussion around creating community-based solutions in West Baltimore that will be meaningful and sustainable,” said Katherine Klosek, Director of Applied Research at GovEx.

The team will work closely with a number of stakeholders on this effort, including the mayor’s office, Baltimore city planning, Baltimore Department of Transportation, Maryland Transit Administration, Mt. Royal Community Development Corporation, and Upton Planning Committee. ■



BMC’s Freight Movement Task Force (FMTF) toured the UPS small package operation center and driver training facility on Thursday, November 2. This was a great opportunity for the Baltimore region’s freight community to learn about how UPS operates, and what transportation planning can do to help companies like UPS prepare for the future. Photo by BMC staff



Regina Aris, BMC assistant director of transportation and technical committee chair for the Association of Metropolitan Planning Organizations (AMPO), speaks during the #AMPO2017 conference in Savannah, Georgia. Photo by BMC staff

ASK AN EXPERT SHOWCASES AN INNOVATOR IN THE BALTIMORE REGION WHO IS AT THE PULSE OF HIS OR HER INDUSTRY THROUGH A Q&A. WE SAT DOWN WITH **CHRISSE NIZER**, ADMINISTRATOR OF THE MARYLAND DEPARTMENT OF TRANSPORTATION MOTOR VEHICLE ADMINISTRATION (MDOT MVA), TO LEARN MORE ABOUT THE ORGANIZATION'S SAFETY CAMPAIGNS, CUSTOMER SERVICE INITIATIVES AND HOW MARYLAND IS PREPARING FOR AUTONOMOUS VEHICLES BECOMING THE NORM.

Chrissy Nizer, MDOT MVA Administrator



Photo courtesy of MDOT MVA

1. Safety is a major part of your career and experience. You're a member of the [American Association of Motor Vehicle Administrators International Board of Directors](#), Gov. Larry Hogan's highway safety representative, and previously worked as MDOT MVA's deputy administrator for Central Operations and Safety Programs. How does your experience shape the MVA's safety initiatives?

Safety is a top priority for MDOT MVA. As the governor's highway safety representative, I am fully committed to the safety of all individuals traveling on Maryland roadways. MDOT MVA's safety programs touch all demographics and tackle critical public safety issues that matter most to Marylanders, such as pedestrian and bike safety, and impaired and distracted driving. I work with other jurisdictions through leadership roles at the national level, and it helps me to bring some of the best ideas in service, security, and safety to Maryland.

Gov. Hogan and [Maryland Department of Transportation Secretary Pete Rahn](#), encourage MDOT MVA to look for ways to bring technological and innovative advancements to the state. Examples of this include: delivering the most secure driver's license in the country; piloting our [Digital Driver's License Program](#); issuing new ["Maryland Proud" license plates](#); or serving as a model for other states in the implementation of our [Strategic Highway Safety Plan](#). We are proud to be the only state awarded the [National Highway Traffic](#)

[Safety Administration \(NHTSA\)](#)'s grant to notify customers about safety recall information on their vehicles through their vehicle registration renewal notice.

These are just a few of the exciting service, security and safety enhancements that I've helped to implement with MDOT MVA during the last few years. I will continue to look for innovative ways to enhance how MDOT MVA provides services to all Maryland residents.

2. MDOT MVA promotes several safety campaigns aimed to educate motorists, bicyclists and pedestrians, particularly when it comes to distracted driving, seat belt usage, driving under the influence and other behavior. What positive affect do these campaigns have in the Baltimore region?

There is no greater impact on the residents in the Baltimore region and beyond than safety. We leverage strong safety messaging and partnerships with state and local partners to implement educational campaigns and enforcement initiatives - all in an effort to change driver behavior behind the wheel.

LET'S GET SOCIAL!
STAY UP-TO-DATE WITH THE MVA
ON SOCIAL MEDIA:



Most notably, [Noah's Law](#), which Gov. Hogan signed in 2016, significantly increases the suspension periods for drunk driving violations and allows more drivers to enroll in the Ignition Interlock program. Maryland already had one of the strongest Ignition Interlock programs in the country, but now enrollment is mandatory for all convicted DUI offenders.

We are proud that since the passage of Noah's Law, Ignition Interlock enrollment increased by 10 percent, and the number of first-time participants increased by more than 25 percent. This legislation truly saves lives on our roadways by making sure individuals convicted of drunk driving cannot operate a vehicle if they have alcohol in their system.

In addition, we are committed to educating drivers, pedestrians, bicyclists, and motorcyclists about safety on our roadways, as driver behavior causes 94 percent of vehicle crashes. The three most frequent causes of fatalities are speeding, failure to wear a seatbelt, and impaired driving.

We also focused on pedestrian fatalities, which are unfortunately 20 percent of the fatalities in Maryland every year. Our emphasis is working with local jurisdictions to develop their own Strategic Highway Safety Plan to address issues specific to their area. BMC is a great partner to coordinate efforts between jurisdictions as we work with local jurisdictions on traffic safety education and planning.

3. Customer service obviously is a huge focus of MDOT MVA. How are you working to meet customers' needs?

Gov. Hogan established a customer service promise for all Maryland agencies, creating a culture within the state government that puts the needs of Maryland residents first. In fact, our employees generated many new enhancements to deliver better customer service.

MDOT MVA completes more than 11 million transactions every year. We take seriously our role as the face of state government for most residents, and strive daily to deliver premier customer service. We are constantly looking for ways to save our customers valuable time.

For example, numerous services that customers typically come into a branch to complete are conveniently available online through the launch of our "New Way to MVA" campaign. As a result, more than 60 percent of MDOT MVA customers may complete transactions through alternative methods as opposed to the traditional experience at an [MDOT MVA branch office](#).

We also made improvements to enhance the in-person customer service experience at our branch offices, and in 2018, our goal is to reduce the average customer wait time to less

than 15 minutes. First, we encourage those who need to visit one of our branch offices to make an appointment beforehand. Once there, an employee greets them with a handheld tablet to determine what services they need and to direct them to the appropriate place.

In addition, MDOT MVA branch offices now offer other services such as [Transportation Security Administration \(TSA\) Pre-Check](#) and [Transportation Worker Identification Credential cards](#), as well as [Department of Natural Resources](#) service. [E-ZPass](#) and boat registration transactions are now available through the MDOT MVA website.

4. Autonomous vehicles are a hot topic. How is MDOT MVA preparing for driverless vehicles?

[Connected and autonomous vehicles](#) have great potential to increase safety on our roadways and change the nature of transportation in the future. MDOT formed the Connected and Autonomous Vehicle Working Group under the leadership of Sec. Rahn, which is comprised of transportation stakeholders - elected officials, and representatives from state and local agencies, highway safety organizations, the private sector, and the automotive industry.

“There is no greater impact on the residents in the Baltimore region and beyond than safety,” Nizer said. We leverage strong safety messaging and partnerships with state and local authorities to implement educational campaigns and enforcement initiatives - all in an effort to change driver behavior behind the wheel.”

BMC is an active participant in the working group - which evaluates the latest research; tracks federal and state laws, policies and programs; and coordinates with other agencies, organizations, and businesses - to set the course for the future of automated and connected vehicles in Maryland.

MDOT MVA's top priority always remains the safety of the traveling public on our roadways as we look at this new and emerging technology, so we established a process for companies interested in testing vehicles on Maryland roadways. First, they submit a formal application stating their intentions, to allow us a better understanding of their technology and facilitate a dialogue regarding their testing plan. We then conduct a thorough review, and if all goes well, we issue a permit for testing on public roadways.

5. How does MDOT MVA's work complement that of a regional planning organization such as BMC?

MDOT MVA has a strong partnership with BMC through our safety mission. BMC works to identify collaborative strategies, plans and programs that improve the quality of life for residents in the region. We recognize that MDOT MVA cannot accomplish our goal of zero fatalities on our roadways without our law enforcement, transportation, and safety partners. Collaboration is critical, and all of us must work together to coordinate educational messaging and target strategic investments to save lives.

As we strive towards zero fatalities, it is important to remember that these crashes are not accidents, and the 522 people killed on our roadways in 2016 are not numbers - they are mothers, fathers, brothers, sisters and friends. Each one of these lost lives leaves behind a hole in the hearts of the people who love them. It is up to each of us to work together to ensure everyone returns home safely. ■

Inaugural Chesapeake Connect trip to Cleveland provides delegates with fresh perspective on regional cooperation

A group of more than 40 of the Baltimore region's leaders joined the Baltimore Metropolitan Council (BMC) for Chesapeake Connect, a 3-day regional delegation trip to Cleveland, in early November.

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

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

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

"We hope that this is the first of an annual program that will strengthen our region by offering new perspectives and encouraging cooperation across sectors

and jurisdictional lines," said [Howard County Executive Allan Kittleman](#), who serves as the chair of the BMC Board of Directors.

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

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

The delegation spent Sunday, November 5, through Tuesday, November 7, touring greater Cleveland - from the

recently redeveloped [Public Square](#) downtown and the [Van Aken District](#) in Shaker Heights, to the up-and-coming neighborhood of [Ohio City](#) on the west side of the city. The delegation traveled throughout the region with the guidance of the [Greater Cleveland Regional Transit Association \(RTA\)](#).

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

For Will Anderson, director of the [Baltimore County Department of Economic and Workforce Development](#), Chesapeake Connect showed him how the partnerships in greater Cleveland brought workforce and economic opportunities to the region. Baltimore County has similar opportunities, with powerhouse names such as McCormick & Company, Stanley Black & Decker, Paypal, headquarters for the Social Security Administration and Centers for Medicare and Medicaid Services, five regional medical centers, and innovative educational institutions

such as the University of Maryland Baltimore County (UMBC) and Towson University. Major redevelopment projects in downtown Towson and Sparrows Point are generating billion in private investment.

"It takes a great deal of creativity for a region to attract and retain anchor institutions and businesses, as well as redevelop older commercial and industrial properties," Anderson said. "Chesapeake Connect has been an opportunity for us to see how a region similar to Baltimore worked together for decades to make the most of its assets. The redevelopment surrounding Cleveland Clinic and the Healthline corridor was particularly inspiring."

BMC worked with local partners in Cleveland, such as: [the Cleveland Foundation](#); [Cuyahoga Community College \(Tri-C\)](#); [Cuyahoga County Land Bank](#); [Edwins Leadership & Restaurant Institute](#); [First Suburbs Consortium](#); [Fund for Our Economic Future \(FOEF\)](#); Greater Cleveland Regional Transit Association (RTA); [Group Plan Commission](#); [Healthline](#); [Magnet \(Manufacturing Advocacy Growth Network\)](#); [the Museum of Contemporary Art Cleveland \(MOCA\)](#); [NewBridge Cleveland](#); [Northeast Ohio Areawide Coordinating Agency \(NOACA\)](#); Ohio

City, Incorporated (OCI); [Public Square](#); [Team NEO](#); and [University Circle, Inc. \(UCI\)](#).

"I was particularly struck by the partnerships developed between higher education, philanthropy, government, nonprofits and businesses in Cleveland," said Dawn Kirstaetter, vice president for strategic partnerships at Baltimore City Community College. "This trip was a welcome reminder of our shared stake in the greater Baltimore region's success."

Local Chesapeake Connect sponsors included: the [Greater Baltimore Committee](#), [Howard Hughes Corporation](#), [Cross Street Partners](#), [Tradepoint Atlantic](#), [Hartman Executive Advisors](#), and with support from the [Annie E. Casey Foundation](#).

Moving forward, BMC will continue the dialogue with the delegation, Kelly said.

"In order to build upon the insights gained, BMC will convene the delegation for focused follow-up conversations on how we might implement models seen in Cleveland," Kelly said. "We gauge the success of this trip on bringing these leaders together to witness Cleveland's regional cooperation, but also on our actions moving forward." ■



WHY CLEVELAND?

In 1950, Baltimore City and Cleveland were, respectively, the sixth and seventh largest cities in the United States. Steel production was driving the economy in both cities and new suburbs and highways were expanding our infrastructure well beyond the city lines.

What followed, in both regions, were decades of urban population loss, economic shifts away from manufacturing and the near complete decline of the American steel industry. While suburban communities grew and thrived, both cities struggled with the economic and social realities of the times. Baltimore City lost nearly 400,000 residents, while in Cleveland, without the economic anchor of the federal government, that number is nearly 600,000 people.

Today, both Cleveland and Baltimore see similar signs of an urban renaissance built largely on redevelopment projects and world class healthcare institutions. Meanwhile, our inner ring suburban communities are beginning to face, for the first time, both aging infrastructure and an aging population.

Many of the challenges Cleveland faces today mirror those we are attempting to address at home. Our hope is that Chesapeake Connect will provide leaders from the Baltimore region with insight into both successes and challenges Northeast Ohio has experienced in their attempt to build a post-industrial economy. ■



More than 40 leaders from the Baltimore region joined BMC's Chesapeake Connect 2017 delegation, which took place in Cleveland, Ohio. Photo courtesy of Gregory Wilson Photo



PEER COMPARISON

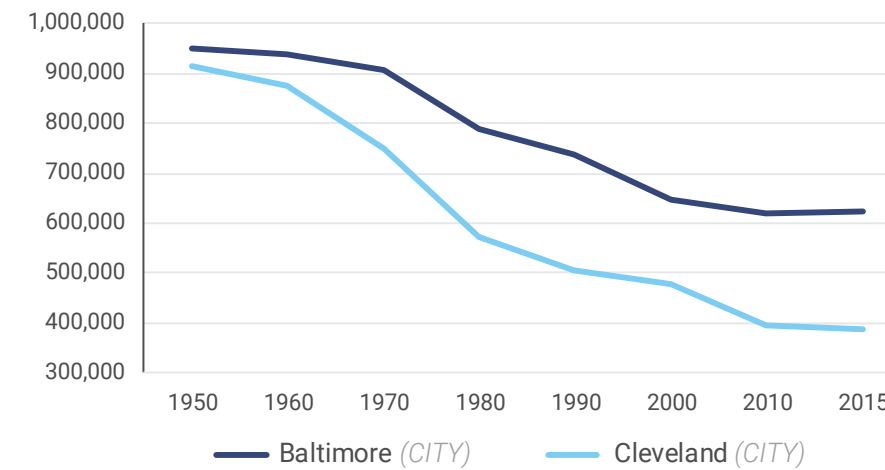
HOUSING & COMMUNITY

EMSI (2016). Retrieved from www.emsi.com

(CITY) BALTIMORE	(MSA) BALTIMORE		(MSA) CLEVELAND	(CITY) CLEVELAND
7,594	1,076	POPULATION DENSITY (per sq mile)	1,029	4,965
21.9%	10.4%	POVERTY RATE	14.5%	35%
240,761	1,045,165	HOUSEHOLDS	851,882	168,306
2.5	2.6	PERSONS PER HOUSEHOLD	2.4	2.2
297,628	1,161,526	# OF HOUSING UNITS	958,506	212,568
19%	10%	VACANCY RATE	11%	21%
66%	74%	SINGLE UNITS %	70%	52%

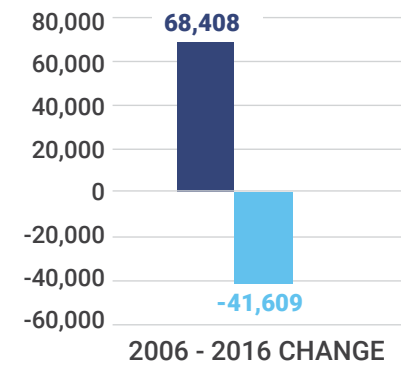
POPULATION LOSS OVER TIME

EMSI (2016). Retrieved from www.emsi.com

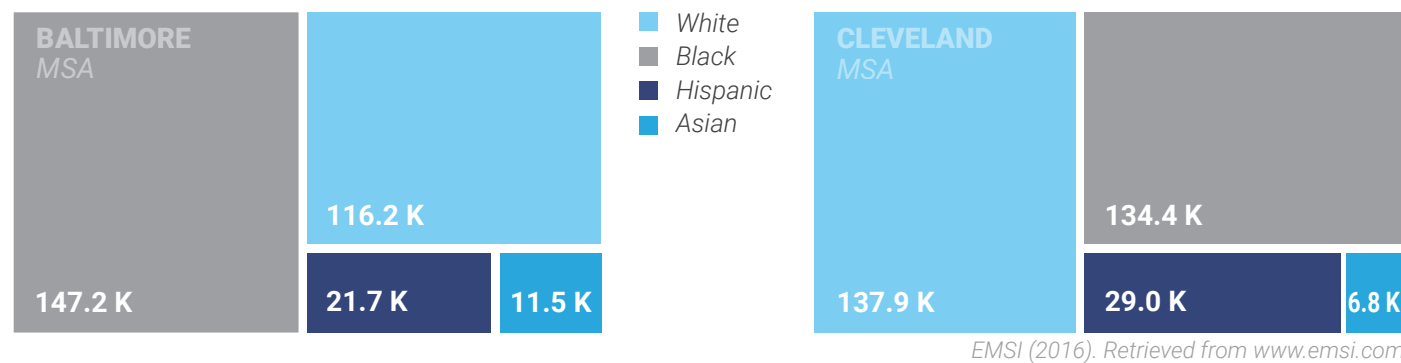


WORKFORCE & ECONOMY

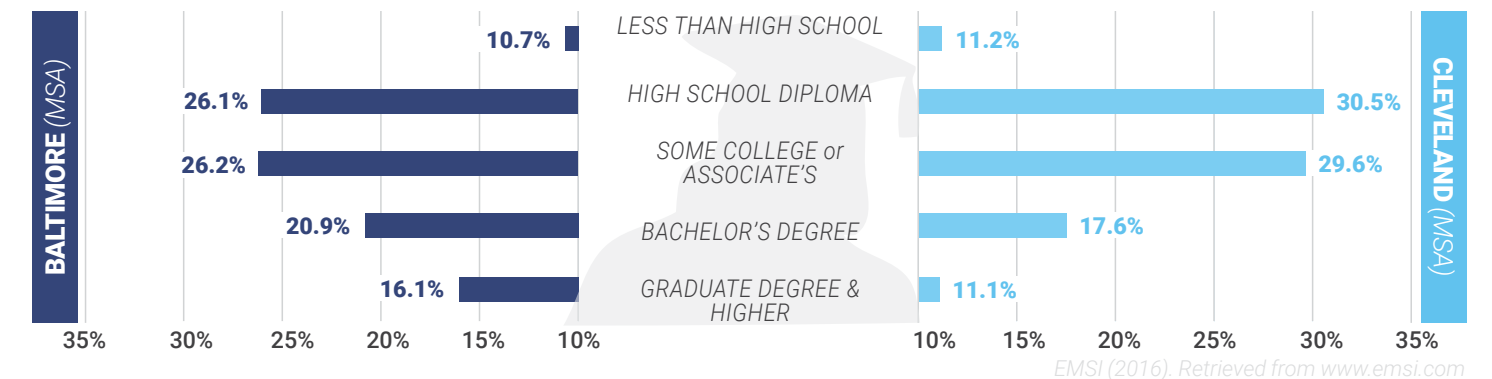
TOTAL JOB GAIN/LOSS



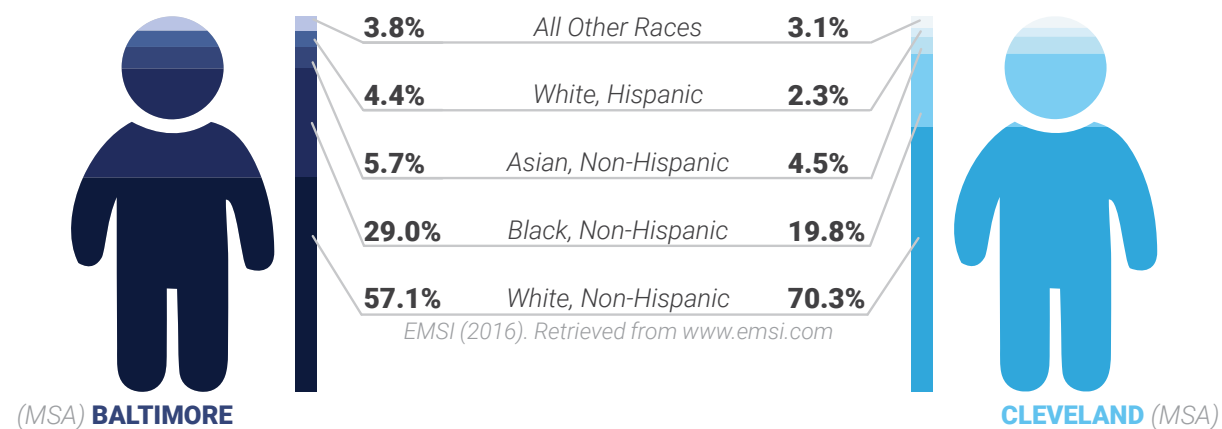
POVERTY BY RACE



EDUCATIONAL ATTAINMENT

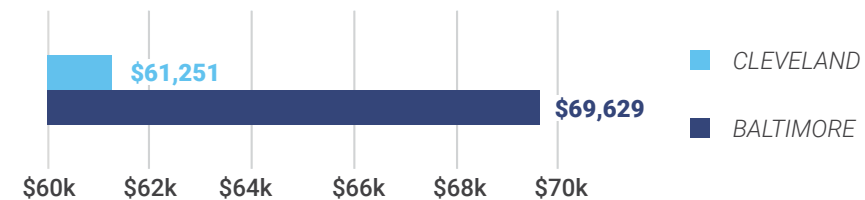


RACE/ETHNICITY DEMOGRAPHICS



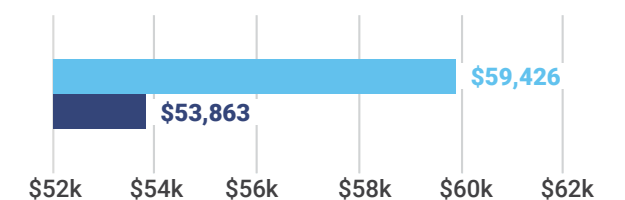
AVERAGE EARNINGS

EMSI (2016). Retrieved from www.emsi.com



COST OF LIVING ADJUSTED AVERAGE EARNINGS

EMSI (2016). Retrieved from www.emsi.com



95%
% OF NATIONAL AVERAGE

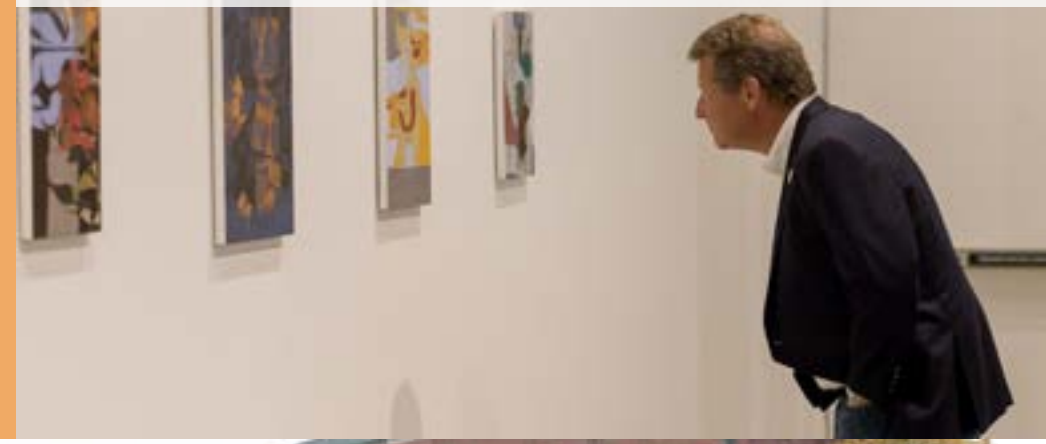
108%
% OF NATIONAL AVERAGE

92%
% OF NATIONAL AVERAGE

83%
% OF NATIONAL AVERAGE



More than 40 of the Baltimore region's leaders, joined the 2017 Chesapeake Connect trip to Cleveland, Ohio. Representing BMC's Board of Directors were: Howard County Executive Allan Kittleman (above, left), who serves at BMC's chair; Anne Arundel County Executive Steve Schuh (below), who will serve as BMC chair in 2018; City of Baltimore Mayor Catherine Pugh; Carroll County Commissioner Stephen Wantz Maryland State Sen. Bill Ferguson; Maryland Del. Steve Lafferty; Queen Anne's County Commissioner James Moran; and J. Thomas Sadowski, vice chancellor of economic development at the University of Maryland and gubernatorial appointee to the board. Photos courtesy of Gregory Wilson Photo





RESPONDING AS A **REGION**

Photo courtesy of Howard County

When a flood uproots an entire community or debris from a tornado blocks roadways...
When hundreds of thousands of people need to evacuate an area...
When terror or epidemics leave human casualties...

...the Baltimore region's emergency management agencies work together to respond.

Emergencies happen every day, and when they do, they often make headlines. What gets left out of the narrative is the coordination it takes to manage a disaster and minimize damage. The Baltimore Metropolitan Council is working with the Baltimore Urban Area Homeland Security Work Group (UAWG)/Baltimore Urban Area Security Initiative (UASI) and local jurisdictions to better coordinate emergency management throughout the Baltimore region. Plans, training and exercises are proactive measures the Baltimore region puts into place to quickly respond to unforeseen events.

“One of my first actions when I became county executive was to sign our Emergency Operations Plan. This is not something that sits in a binder on a shelf. This is a living, breathing, ever-evolving document that gets updated and improved with every emergency our community faces,” said Howard County Executive Allan H. Kittleman, who serves as the chair of the BMC Board of Directors. “It is our roadmap for response and recovery and whether we’re facing an historic blizzard or

a devastating flash flood, we know we have a process to guide our response and help our residents.”

Recovery

The flood that ravaged Ellicott City in Howard County on July 30, 2016, resulted in two deaths, 120 rescues and an excess of \$22 million in damage to businesses, personal property and infrastructure. Despite the havoc wrought, Howard County responded swiftly, utilizing the framework of a recently updated recovery plan.

As a result, 97 percent of businesses and 72 percent of households affected returned to Ellicott City, said Thomas McNeal, deputy director of the Office of Emergency Management in Howard County. The recovery effort is considered a success well above the national average, and the Federal Emergency Management Agency (FEMA) will use Howard County's recovery plan as a national case study.

“We’re still in recovery, and recovery takes years, but we had that basic framework on the first day of the flood. It put us ahead,” McNeal said. “With that framework, we knew what to do, and we gave it a ton of energy. As a result, our recovery numbers are off of the charts.”

Recovery is considered the process of transitioning a community affected by a disaster to a “new normal” – working with residents and businesses to make repairs to infrastructure, the economy, and address the psychological and emotionally toll of an emergency.

“A lot of people think that recovery is putting things back to normal, to the way things were before, but the reality is that it’s never going to be the same as it was before,” McNeal said. “It’s been a long time since something to the extent of the flood happened in Maryland. It has been an eye-opener for all of us.”

McNeal, who serves as the chair of the UASI Recovery Committee, is leading the coordination of a regional recovery plan.

“Recovery planning, especially pre-event, has somewhat of a gap,” McNeal said. “There’s so much focus on response, but response really only takes you through the first few days. The real meat and potatoes of emergency management is in recovery.”

Each jurisdiction had to create or update their own recovery plans, which feeds into a larger regional plan. A draft of the plan is scheduled for completion early in 2018.

“We’re still somewhat in the latter stages,” McNeal said. “It was a daunting process because every single jurisdiction operates a little bit differently. It was a massive undertaking.”

Once each jurisdiction had an updated plan in place, the committee members looked at specific regional factors. They asked each other where they connect as a region, what the priorities would be, and outlined the decision-making structure for multi-jurisdictional scenarios. For example, a disaster at the Port of Baltimore would affect the jurisdictions immediately around the waterfront, but also those in the region with truck stops, warehouses, railways, Port employees and other factors necessary to get the Port back up and running after a disaster, McNeal said.

“We find that a lot of the gaps get filled through the planning process, and even more gets tweaked through training and exercise,” McNeal said. “On our worst day ever, when we’re trying to make difficult decisions, we don’t add a new system,” McNeal said. “We work within a system that we’re already comfortable with, and let our preparation guide our response.”



Howard County emergency responders assess the damage to Main Street in Ellicott City in the days after the July 30, 2016, flood. The historic clock (top right) was ripped from its base when flood waters washed debris and vehicles down Main Street. Photos courtesy of Howard County

Training & Exercises

On September 8, 2017, Baltimore City worked with the National Football League and the Baltimore Ravens to conduct a simulation of a coordinated terror attack at M&T Bank Stadium. While the NFL requires each team to have an exercise each season, this tabletop exercise reviewed plans and procedures already in place, said David McMillan, director of the Mayor’s Office of Emergency Management (MOEM) and chair of the Baltimore UASI.

“I’m a believer that you play how you practice,” McMillan said. “It’s an enormous advantage to have plans in place that we’ve thought out and strategized - plans that we’ve worked on together, that we’re able to exercise, that we’re able to rely on to keep us calm when we’re in the moment and under pressure. Those help us perform during real emergencies where things are moving fast and furious, and you need to be able to think on your feet.”

Earlier this year, Baltimore City procured Simulation Deck, a real-time online simulation platform for facilitating

emergency scenario exercises. The software provides government staff – from county executives to public information officers - simulated scenarios in order to test how they would respond to weather, decision-making, media/press coverage and rumor control, McMillan said. Through training and exercises, plans can be challenged for weaknesses or gaps, while staff learn how to better work together.

“I think it can be a very powerful tool,” McMillan said. “It gives these exercises a real feel.”

In September, UASI members unanimously approved purchasing the software for regional exercises.

“It’s great that the region leveraged one city’s contract to use in all seven jurisdictions,” said Steve Davis, president of the emergency management firm All Hands Consulting and project manager for Baltimore UASI. “UASIs were created for regional collaboration and preparedness. We’re looking for more and more ways to do things on a regional basis. This will ensure that we’re on the same page.”

“It’s an enormous advantage to have plans in place that we’ve thought out and strategized - plans that we’ve worked on together, that we’re able to exercise, that we’re able to rely on to keep us calm when we’re in the moment and under pressure,” McMillan said.

On October 5, 2017, the UASI Training & Exercises Committee held an improvement planning conference to identify key capabilities for future training and exercise initiatives in the region. From there, the committee hosted a workshop in November to set planning, training and exercise goals for the next 3 to 5 years.

“We ask ourselves what our priorities are. What do we know based on real-life events and the exercises that we’ve conducted?” Davis said. “This process will help us to prioritize our collective efforts.”

In FY 2017, UASI allocated more than \$1.5 million toward planning, training and exercise work. These dollars support regional planners in the seven jurisdictions, all contributing to local and regional disaster response and recovery efforts. In addition, 18 percent of UASI funding goes to MEMA, which coordinates training and exercises.

“They’re a real partner in our efforts to effectively prepare for emergencies,” Davis said.

Transportation & Evacuation

A tornado touched down in LaPlata, Maryland in 2002, scattering debris, blocking roads, and hindering emergency services. Though 60 miles from Baltimore, the Baltimore Regional Transportation Board (BRTB), staffed by the Baltimore Metropolitan Council (BMC), embraced the opportunity to learn from a disaster impacting its neighbors to the south. Soon after, the BRTB decided to address debris removal as part of its transportation planning.

“We’re seeing the impacts of fallen trees, telephone poles and rubble in Puerto Rico after Hurricane Maria - if you can’t clear the road, you can’t get food or services to people and communities,” said Eileen Singleton, principal transportation engineer at BMC.

Disaster debris planning continues as FEMA Region 3 hosted a 2-day training in June 2017. The training included a tabletop exercise to assess the capabilities of the jurisdictions in the Baltimore region and determine resources each lends when addressing debris removal.

“People assume that the transportation network is going to be in place, but that’s not always the case in an emergency,” Singleton said. “It’s important for transportation to be involved in emergency management’s planning process so that we can review all options and communicate what resources are available for responders.”

In addition, the BRTB’s Transportation & Public Works Committee identifies and addresses issues to enhance emergency

“By understanding our neighbors’ evacuation strategies, we can all more effectively help ourselves and each other,” Hawkins said.

preparedness, response and recovery as well as provide a forum for members to discuss and resolve transportation and public works issues. For example, the committee and state worked to acquire evacuation trailers throughout the region and Maryland, respectively, that contain traffic barrels, cones, signs and other items to help move vehicles during an emergency.

The committee looked at the potential to use contraflow to evacuate. Contraflow is when traffic moves in one direction on all lanes of a roadway. The committee identified about 20 criteria to evaluate whether a road would be a good candidate for contraflow; they found that there are not many roads in the region where contraflow could safely and efficiently be used, even with some retrofitting of the roadway.

“There’s a complex decision-making process that goes into evacuating a region,” McMillan said. “In an evacuation, your goal is to move a large population as efficiently as possible away from the threat. If you don’t have effective coordination around your evacuation plan, you’re going to jam up your roadways and slow that movement.”

In 2015, the committee also created a document that addresses eight possible scenarios to show how traffic should be routed throughout the region during an evacuation.



Baltimore City emergency management partnered with the Baltimore Ravens and National Football League to conduct an annual table top exercise addressing response during a coordinated terror attack at M&T Bank Stadium on Friday, September 8. Photos courtesy of Baltimore City

Finally, UASI created the Baltimore Regional Evacuation Coordination Supplement to help provide recommendations for coordination of regional traffic flow during an evacuation, said Valerie Hawkins, emergency management assistant manager in Carroll County and chair of the UASI Emergency Management Committee. The supplement serves as the framework for a regional evacuation plan that is similar to the Recovery Committee’s regional plan, where each jurisdiction created or updated their own plans.

“We wanted to make sure that each jurisdiction had a robust evacuation plan,” Hawkins said. “The framework is in place so that we’re all using the same terminology, and we’re all at the same table, comparing apples to apples. By understanding our neighbors’ evacuation strategies, we can all more effectively help ourselves and each other.”

The document is part of a bigger picture addressing how the Eastern Shore and National Capital Region would evacuate in a large-scale scenario.

“All emergencies start locally,” Hawkins said. “As we exhaust our resources, we’re always going to need to rely on our neighbors.” ■



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

“Ready? Set? Good!” is a call-to-action emergency preparedness campaign that encourages people to put aside a portable, battery-powered radio, flashlight and one gallon of water per person, per day to help get them through those first critical hours when basic services are down. BMC is proud to work with the Baltimore region’s emergency management agencies to coordinate the campaign.

The “Ready? Set? Good!” emergency preparedness campaign is a regional effort funded by the [Baltimore Urban Area Security Initiative](#), using a \$40,000 preparedness grant from the federal government. “Ready? Set? Good!” kicks off in September as part of [National Emergency Preparedness Month](#). The current campaign will run through May 2018, and will be featured through television, radio and digital advertisements with [CBS Radio](#) and the [Sinclair Broadcast Group](#).

The campaign targets homeowners, heads of households, moms, dads, caregivers and

families to prepare for an emergency before one happens - especially people caring for children, older adults and those with disabilities.

The first 72 hours into an emergency situation are critical, because that generally is how long it takes to get basic services - electricity, heat, water, clearing of streets from snow and debris, etc. - back up and running.

By preparing at home with, at minimum, a radio, flashlight and water, residents will be able to: receive critical information about the situation; navigate safely around their homes; and stay hydrated.

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

UASI also encourages residents to create a family plan. For more information, including helpful tips and a checklist of recommended items, visit www.readysetgood.org. ■

B'more Involved **promotes civic engagement in our region's transportation, planning, environmental justice and equity. This important information is a great way for you to learn more, stay up-to-date on important events, news, and, of course, let you know how you can B'More Involved!**

Share Your Ideas.
IMPROVE TRANSPORTATION IN THE BALTIMORE REGION Your Voice Matters.

You can help shape the future of our region.
Apply today to serve on the Public Advisory Committee.

VOLUNTEERS NEEDED!

BRTB PUBLIC ADVISORY COMMITTEE

Download an application at www.baltometro.org/PAC
or contact the Public Involvement Coordinator at comment@baltometro.org or 410.752.0500

Transportation affects each of us, each day, but not in the same way. That is why it is essential that a wide variety of individuals, businesses, and organizations be engaged in the regional transportation planning process and that their voices are heard.

The **Baltimore Regional Transportation Board (BRTB)** is currently accepting applications for volunteers to serve on its **Public Advisory Committee (PAC)**.

The PAC is a diverse group of residents, representatives of community organizations, and industry professionals that:

- Assists in outreach efforts and promotes public participation in the regional transportation planning process; and
 - Promotes principles of transportation equity and environmental justice in the regional transportation planning process.
- Residents or representatives of organizations in the Baltimore region are encouraged to apply. The BRTB particularly seeks applicants from Anne Arundel, Carroll, Harford, Howard, and Queen Anne's Counties, as well as individuals with the following interests or experience:

- Provides essential independent advice and feedback to the BRTB about regional transportation plans (long- and short-range) and related issues;
- Leaders in local community associations, including low-income, minority, or limited English speaking communities;

30 NOV **PAC Applications Due**
Baltimore Metropolitan Council
1500 Whetstone Way, Suite 300
Baltimore, MD 21230

- Individuals in the freight, transit, and private transportation industries;
- People with disabilities or representative organizations;
- Pedestrians and bicyclists; and
- Transit riders.

The deadline to submit applications is November 30, 2017. Terms begin January 2018.

[Apply to serve on the BRTB's Public Advisory Committee today](#)



The BRTB meets regularly to work on regional transportation activities, events, educational campaigns, plans, and to vote on key decisions. Public comment also is a vital part of many of these initiatives. We hope to see you at any of our upcoming meetings. Check out our information on testimony rules and procedures, as well as our guide to making a public comment.

Most meetings take place at BMC. Visit www.baltometro.org for a full list of upcoming public meetings.

- 23-24 NOV** **Thanksgiving Day - BMC's office will be closed**
- 28 NOV** **BRTB November meeting, 9 a.m.**
- 6 DEC** **PAC December meeting, 5:30 p.m.**
- 19 DEC** **BRTB December meeting, 9 a.m.**
- 25 DEC** **Christmas Day - BMC's office will be closed**
- 1 JAN** **New Year's Day - BMC's office will be closed**
- 3 JAN** **Interagency Consultation Group meeting, 9:30 a.m.**
- 3 JAN** **PAC January meeting, 5:30 p.m.**
- 15 JAN** **Martin Luther King, Jr. Day - BMC's office will be closed**
- 26 JAN** **BRTB January meeting, 9 a.m.**



The Howard County Department of Planning and Zoning invites you to attend an interactive community workshop on the **Ellicott City Watershed Master Plan**. The master plan process will help define a community-drive vision for rebuilding a stronger and more resilient Ellicott City. ■

15 NOV **Workshop begins at 1 p.m.**
St. John's Episcopal Church (All Saints Hall)
9130 Frederick Road
Ellicott City, MD 21043

B'More Involved around the Baltimore region

- 15 NOV** **Chesapeake Bay Crossing Study Online meeting, 7 p.m.**
- 16 NOV** **Vision Zero and Safe Routes to School: Partners in Safety, 2 p.m.**
- 28 NOV** **Webinar - Fitting the road to the context and Complete Streets implementation, 1 p.m.**
- 1 DEC** **Webinar - New Complete Streets policy framework, 1 p.m.**
- 8 DEC** **Maryland Bicycle and Pedestrian Advisory Committee, 10 a.m.**
- 12 DEC** **Open House - Forest Drive/Eastport Sector study**

GET INVOLVED IN CERT.
[Community Emergency Response Team]

WHAT CERT CAN DO:

- RESIDENTIAL & COMMUNITY CHECKS**
Make sure family members and neighbors are safe and well following disasters.
- TRAFFIC & CROWD MANAGEMENT**
Control the flow of people during crowd power outages or large scale events at sporting events.
- EMERGENCY OPS CENTER STAFFING**
Staff emergency operations centers to help respond and complete the response effort.
- PUBLIC INFORMATION**
Inform communities how to prepare and sustain resources and there to help in case of emergency.

Over 2,300 teams nationwide.
FIND YOURS AT FEMA.gov/CERT

FEMA



BMC hosted its fifth “What’s on Tap” event on Thursday, October 26. The event, “What’s on Tap: Ford Motor Company City Solutions,” featured Jessica Robinson, director of the Ford Motor Company’s City Solutions team (above). “The City of Tomorrow” is Ford’s vision to explore how near-term mobility advancements - such as autonomous and electric vehicles, ride sharing, ride-hailing, and connected vehicles - could potentially interact with urban infrastructure and create a more cohesive transportation eco-system. Ford created a one-of-a-kind “City Solutions” team that will help address urban environment issues and develop mobility solutions for congested cities. More than 50 people attended the event, which was followed by a happy hour at the World of Beer in McHenry Row. Photos by BMC staff



FROM THE VAULT

BABY, IT'S COLD OUTSIDE!



Photo: Courtesy of the Langsdale Library at the University of Baltimore

The popular [Eager House Restaurant](#) keeps the lights on in 1958, despite getting hit by one of the worst blizzards in Baltimore history.

The Eager House, located at 15 West Eager Street in Mount Vernon and founded by Bill Tutton, Jr. in 1947, served as one of the busiest and most glamorous bars in Baltimore City. The Eager House was known for “large” living - with its drink and food proportions, Rolls-Royce hospitality van and private bunny club.

Its unique “Crow’s Nest” room, designed around a nautical theme with mermaids on the walls and model ships decorating the room. Those who frequented the bar said it was always “packed to the gills.”