

COG QUARTERLY



Baltimore Metropolitan Council



BALTIMORE: REGIONALISM AS OPPORTUNITY

From floods to jobs, the Baltimore region collaborates to address shared issues, leveraging resources and support to improve quality of life.

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BY THE NUMBERS

There's a renewed focus on providing support for midskill jobs. Check out how 13 growing sectors could connect more of our region's workforce to careers that provide family-supporting wages.

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ASK AN EXPERT

Build your own business! We sat down with Will Holman, general manager at Open Works Baltimore, to talk about the emergence of makerspaces in the local economy.

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MAPPIN' IT

Fall down the rabbit hole with BMC's interactive web mapping application that highlights data such as income, housing and commuting.

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Michael Kelly, executive director of the Baltimore Metropolitan Council, and Senator Steve Hershey deliver testimony in favor of SB212 before the Senate Finance Committee. The bill would add Queen Anne's County to the BMC Board of Directors. Photo: By the Baltimore Metropolitan Council

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For more information:

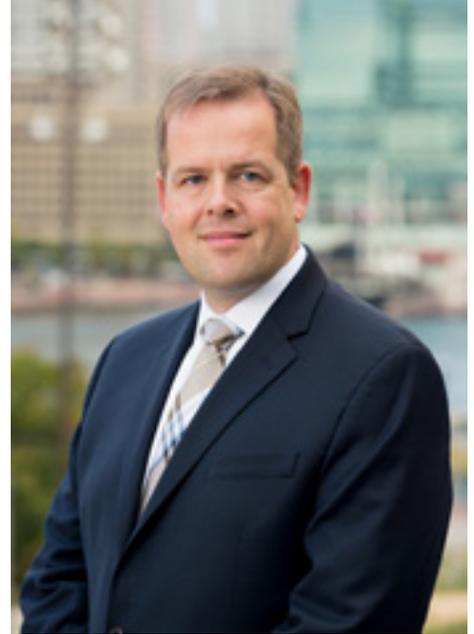


Baltimore Metropolitan Council



@BaltoMetroCo

Regionalism is about working smarter, not harder



It's hard to overstate the importance of cooperation to effective governance.

At the Baltimore Metropolitan Council (BMC), we are proud to ring in 2017 in a renewed spirit of regionalism. We welcome the newly-elected Baltimore City Mayor Catherine Pugh to our board. We also are pleased to welcome back Commissioner Stephen Wantz as our representative from Carroll County.

We also are working with our partners in the Maryland General Assembly to adopt legislation that will expand BMC's regional footprint by including Queen Anne's County as a full member of our Board of Directors. If passed, this bill will expand our regional planning and coordinating role to include our partner on the other side of the Bay.

Whether its buying commodities, planning for a connected transportation system or preparing for emergencies, our local

governments have shared interests and benefit from regional coordination.

In our cover story, local government leaders from around the region share with us what regionalism means to economic and workforce development, transportation planning, cooperative purchasing, housing, emergency management and public health. Each offers a unique perspective on the benefits of working together toward our common goals.

The Maryland Transit Administration (MTA)'s public engagement around the development of BaltimoreLink is covered in our "Regional Roundup." Here we explore how MTA is working with communities around our region to optimize the State's revamp of the transit system.

Our "Leading Locally" section highlights the joint BMC/BRTB board meeting held at the Cruise Maryland Terminal in Baltimore City on Tuesday, January

24, where we welcomed Howard County Executive Allan Kittleman as our 2017 Board of Directors chair.

In our "Ask an Expert" Q&A, we speak with Will Holman of Open Works Baltimore, a co-working space that is providing entrepreneurs a place to design and create unique products in the heart of Baltimore.

Thank you for reading this issue of COG Quarterly. As always, please email us at COGquarterly@baltometro.org with your comments and story suggestions. We look forward to hearing from you.

A handwritten signature in black ink that reads "Michael B. Kelly".

Michael B. Kelly
Executive Director ■



Cost avoidance and savings continues for 23 members of Baltimore region’s energy program

The **Baltimore Regional Cooperative Purchasing Committee (BRCPC)** achieves millions of dollars in cost savings for member jurisdictions by combining needs into cooperative purchasing contracts, reducing administrative expenses and serving as a forum to exchange resources and technical information.

A mild winter in the Mid-Atlantic, combined with historically low energy prices means continued cost avoidance and savings through the BRCPC electric procurement program and its 23 members for the first six months of FY 2017.

BRCPC’s energy program oversees the purchase and energy price risk management for 1.65 million Mega Watt hours (MWhs) of electricity and 2.5 million dekatherms of natural gas

annually. In the first six months of FY 2017, this meant a total cost avoidance and savings of \$1.5 million in electrical and \$189,000 in natural gas for the Baltimore region.

The FY 2016 annual supply spending was \$117 million (excluding regulated **Baltimore Gas and Electric Company** distribution costs). BRCPC - which procures energy for the City of Annapolis, Baltimore City, Anne Arundel, Baltimore, Carroll, Harford and Howard counties, as well as the region’s public schools, community colleges and several other entities - is able to contain average energy costs and remain flexible by using the defined purchasing strategy to buy approximately 75-80 percent of the region’s energy in advance at a fixed rate and 20-25 percent at spot market rates as needed.

This strategy keeps energy prices from skyrocketing during rising market prices, as was the case in 2014 during a winter polar vortex. Likewise, it allows BRCPC

to take advantage of purchasing energy during low energy market prices.

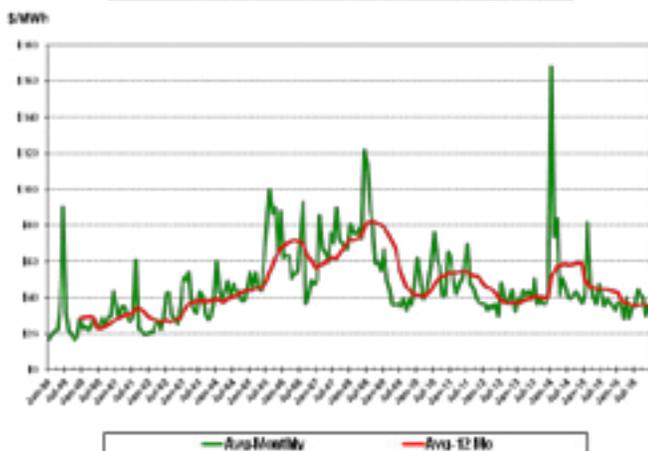
BRCPC purchases energy for up to three years beyond the current budget period and will continue purchasing energy this spring for delivery through FY 2020 to take advantage of the low energy prices.

“The activities of the BRCPC’s energy group serve the Baltimore City government quite well,” said Theodore Atwood, director of the **Baltimore City Office of Sustainable Energy**.

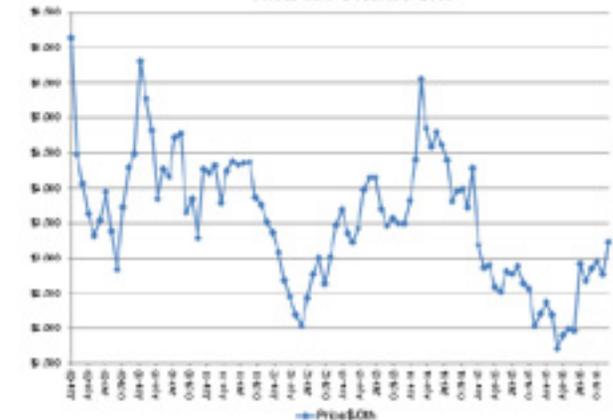
The city pays a lower rate for energy that it did before taking part in the program. For example, had Baltimore City not been in the program during the 2014 polar vortex, its energy cost would have increased by \$8 million.

“It’s most important for government operation to eliminate budget uncertainty,” Atwood said. “As a member of BRCPC’s energy program, this uncertainty and the increased costs associated with it was completely avoided.” ■

ATC Average LMP-RT PJM BGE Zone, 1999 - 12/2016



NYMEX Monthly Natural Gas Settlement Price (Btu) Prices thru December 2016



The above graphs show the spot prices paid through July 2016 and October 2016 respectively for both electric and natural gas block purchases. This strategy keeps prices from skyrocketing but allows BRCPC to take advantage of historic low rates. Graphs courtesy of EnerNoc, BRCPC’s energy management company



Task force to bring together public and private sectors to address urban freight movement issues in Baltimore City



Department of Transportation (MDOT), Baltimore City, local agencies, and economic development agencies / organizations will be invited to discuss downtown deliveries from diverse local perspectives such as traffic operations, enforcement, or business owners, among others.

Urbanization is a global trend that places heightened and complex demands on the streets of cities and towns. Factor in freight movement and these metropolitan areas, the Baltimore region included, are ripe for transportation challenges.

The **Baltimore Regional Transportation Board (BRTB)** is coordinating efforts to bring together Baltimore City, and state transportation and economic development entities, with private-sector powerhouses to address urban freight movement issues through the transportation planning process. Such issues include the delivery and pick-up of goods to residents, businesses and institutions.

BRTB's **Freight Movement Task Force (FMTF)** will host a Downtown Delivery Symposium (DDS) on Wednesday, March 29. The symposium is a one-day workshop - sponsored by the **Institute of Traffic Engineers (ITE)** and **Federal**

Highway Administration (FHWA)'s Office of Freight Management and Operations - that will bring together stakeholders and thought leaders to discuss urban freight issues.

The event is intended for stakeholders to strike a balance between freight operations and community goals, by proactively working together to address the unique challenges posed by downtown deliveries.

Similar symposiums are offered in partnership with metropolitan planning organizations (MPOs) interested in advancing the state of practice in urban freight planning, management, and project implementation. This forum facilitates discussion of urban delivery trends and noteworthy practices, tools and solutions, in-depth discussion and analysis of local freight movement issues.

The symposium will explore the issues and challenges specific to the region. Panelists representing the **Maryland**

The forum will bring together major private sector freight companies in the region. BMC invited local stakeholders such as **Amazon, UPS, CSX, Norfolk Southern, Tradepoint Atlantic, Port Covington Development** and other local shippers and distributors and public sector agencies responsible for developing and maintaining the infrastructure necessary to facilitate efficient freight movement to participate. Urban freight experts and practitioners from outside the local area will share their accounts of specific successful strategies and identify the key elements which enable their adoption. ■

29 MARCH **Downtown Delivery Symposium**
8:30 a.m. - 4:30 p.m.
 Baltimore Metropolitan Council
 The Offices @ McHenry Row
 1500 Whetstone Way, Suite 300.....
 Baltimore, MD 21230

Photo (Above): by the Baltimore Metropolitan Council



Affordability Preservation Task Force sprouts from approval of new housing policy



Photo: By the Baltimore Metropolitan Council

A database of affordable and large market-rate rental housing in the Baltimore region will help BMC support the goals of its newly adopted regional policy to preserve affordable housing.

The policy was approved in November 2016 by the region's jurisdictions, public housing authorities, and BMC. They adopted the regional agreement, following recommendations in both the 2012 **Regional Analysis of Impediments to Fair Housing Choice** and the 2014 **Regional Housing Plan and Fair Housing Equity Assessment**. The policy reiterates the 2014 plan's goal of zero net loss of rental homes affordable to families at 50 percent of Area Median Income (AMI), about \$43,000 for a family of four. It also creates a new regional Affordability Preservation Task Force of local, state, and federal officials along with private stakeholders to meet quarterly to develop strategies to preserve housing affordability.

Kathleen Koch, executive director of **Arundel Community Development Services**, and Marsha Parham, executive director of the **Baltimore County Office of Housing**, will co-chair the task force.

BMC's new database builds on information compiled for the 2014 Housing Plan and includes both subsidized and large market-rate multifamily rental housing. As this database is refined, area local governments, housing agencies, and stakeholders will for the first time be able to systematically anticipate the expiration of subsidies for privately owned homes and coordinate proactive efforts to preserve affordability.

Using BMC's geographic information systems (GIS) capability, the task force also will be able to maximize preserved and created affordable homes in high opportunity areas - safe communities with high quality public schools that are close to job growth - as called for in the policy.

Finally, the database will include large market-rate multifamily developments, including periodic rents purchased from a real estate data company. As a result, BMC will be able to track market-rate affordability in high opportunity parts of the region, and the task force will potentially be able to act if those rents appear to be rising above affordable levels.

The task force represents a new forum for various levels of government, housing agencies, private funders and advocates to coordinate the use of various affordable housing resources in the region. The policy also envisions task force work to create new affordability, when possible, if existing affordable housing stock is lost. ■



Reduced Homeland Security funds mean a focus on training & exercises, recovery for regional group

Since 2003, the Baltimore region has received more than \$100 million in federal **U.S. Department of Homeland Security** funds through the **Baltimore Urban Area Security Initiative (UASI)** program. These funds have been used by the **Baltimore Urban Area Homeland Security Work Group (UAWG)** and its subcommittees to strengthen homeland security and emergency preparedness planning, organizing, training, exercising, and equipping of local jurisdictions.

From the beginning of the UASI program, the region’s jurisdictions have worked closely with each other and with state and federal partner agencies to address the most critical homeland security needs.

The UASI funds are allocated to public safety partners in the central Maryland region based on risk calculations that are set by the Department of Homeland Security and applied to the 100 most populous metropolitan regions.

The Baltimore region was recently notified that, due to the rise in risk to other metropolitan areas going up, the Baltimore region dropped in the risk prioritization, resulting in it receiving about half of the UASI funds this year as it received in the last few years.

“These funds are a critical lifeline in our local, regional, and state ability to prepare for a range of natural, man-made, and technological hazards,” said Calvin Bowman, Senior Policy Advisor for the **Baltimore City Mayor’s Office of Emergency Management** and Chairman of the Urban Area Security Initiative. “The funding reductions will require a new approach to our



preparedness efforts across the elements of protection, prevention, mitigation, response, and recovery.”

UAWG determined that the reduced funds would be best used on initiatives such as training and exercising, and recovery planning. The **Maryland Emergency Management Agency** has, in recent months, taken on more of a support role in these two areas, which will be a great help to the region, particularly in these times of reduced funding.

“Our public safety agencies, including our partners in law enforcement, fire services, emergency medical service, public health,

cybersecurity, and transportation, among others, will have to strike a delicate balance between sustaining past investments and building new capabilities to address emerging threats,” Bowman said. “To do so will require an enhanced level of collaboration and a renewed partnership to maintain our homeland security and emergency management strategy.”

BMC staff is involved in several UAWG subcommittees, including the Public Information and Outreach, Emergency Management, Transportation & Public Works, and Disaster Debris Planning Task Force. ■



TRANSPORTATION

BRTB budget and work program for FY 2018-2019 open for public comments through March 21



Photo: By the Baltimore Metropolitan Council

The BRTB welcomes comments on its draft Budget & Work Program for Fiscal Years 2018-2019 from **Friday, February 17**, through **Tuesday, March 21**.

The BRTB develops this list of regional transportation planning activities every two fiscal years. This plan includes funding for planning activities for July 1, 2017 through June 30, 2019.

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 staff of BMC.

The UPWP includes both local and region-wide activities.

The updated UPWP is about to support staff and several local planning activities. New local and regional projects include:

Initiating **Maximize 2045: A Performance-Based Transportation Plan**, the Baltimore region's next long-range transportation plan. BRTB staff will solicit feedback from residents and key stakeholders.

- Promoting safety for all users of the transportation network, especially pedestrians and bicyclists, which includes a specific activity to assess

conditions on U.S. 1 in Howard County.

- Finalizing a strategy to conduct a major Household Travel Survey with key partners in the state.
- Coordinating locations along the **BaltimoreLink** bus routes between the **Maryland Transit Administration (MTA)** stops and local transit services.
- Identifying the location for a multi-modal Transportation Center in the area of Annapolis to enhance efficiency, comfort and safety of patrons.

The public is invited to share their thoughts on these proposed regional transportation planning activities. Please send all comments in writing to:

Email: comments@baltometro.org

Twitter: [@BaltoMetroCo](https://twitter.com/BaltoMetroCo), or [@BmoreInvolved](https://twitter.com/BmoreInvolved), #BRTBlistens

Mail:
Baltimore Regional Transportation Board
Offices @ McHenry Row
1500 Whetstone Way, Suite 300
Baltimore, MD 21230

Fax: 410-732-8248

Comments may also be shared during the Public Comment Opportunity at the BRTB meetings at 9 a.m. on **Tuesday, February 28**, and **Tuesday, March 28**.



CLEAN COMMUTE INITIATIVES

Clean Commute Initiatives to begin in mid-April; Bike to Work Day celebrates its 20th anniversary



Photo: By the Baltimore Metropolitan Council

Every spring for the past 20 years, BMC has teamed with public transportation and air quality agencies, as well as private organizations to promote clean commuting during its Clean Commute Initiatives. The program, which features participation in public events throughout the region, begins in mid-April and continues through September - typically Baltimore region's bad air season.

From late spring through early fall, emissions from tailpipes and smokestacks are changed by the heat of the sun into ozone, our region's most serious air pollution concern. Ozone is an irritant. Its effects on children, the elderly, and people with chronic health problems can be serious. It can even harm healthy adults, which is why BMC and its partners are working to reduce emissions.

Clean Commute outreach volunteers remind people about the relationship between motor vehicles and air quality - it's estimated that a third of the pollutants that dirty our air come from mobile sources - and ask them to consider an alternative to driving alone.

During this 20th anniversary season, BMC staff members and representatives from partner organizations will attend a number of community fairs and festivals, beginning with **Howard County's GreenFest** and **Aberdeen's Earth Day Festival**, both on Saturday, April 22. Other outreach events include the **Towsontown Spring Festival** on Saturday, May 6, and Sunday, May 7; and **Bike to Work Day** - also celebrating its 20th anniversary - on Friday, May 19. They will engage festival attendees about the need to reduce the number of single-occupant vehicles on our roadways.

They also will promote such commute options as riding transit, carpooling, bicycling, teleworking, and walking, which can help reduce pollution.

Learn more about the Clean Commute Initiatives by visiting www.CleanCommute.com. Remember that a person's transportation choices may be personal but they ultimately affect everyone. Don't take transportation for granted, but give some thought to how you get around. Be a smarter, cleaner commuter! ■

BMC kicks off its Clean Commute Initiatives with:

22
APRIL

Howard County GreenFest
10 a.m. - 4 p.m.

Howard Community College
in the Burrill Galeria

22
APRIL

Aberdeen's Earth Day
11 a.m. - 4 p.m.

Aberdeen Festival Park
60 N. Parke Street

6-7
MAY

Towsontown Spring Festival

Chesapeake, Pennsylvania,
Washington and Baltimore avenues
in Towson



BIKE / PED

Baltimore City to expand Bike Share program to 50 stations, 465 bikes this spring



Photo: Courtesy of Baltimore Bike Share

This spring, the expansion of the **Baltimore Bike Share program**, which boasts higher than expected ridership numbers since its launch in October 2016, will mean more affordable access to connect people to neighborhoods

around Baltimore City.

“Bike Share is already an important part of Baltimore’s transit infrastructure,” said **Mayor Catherine E. Pugh**, a BMC Board member.

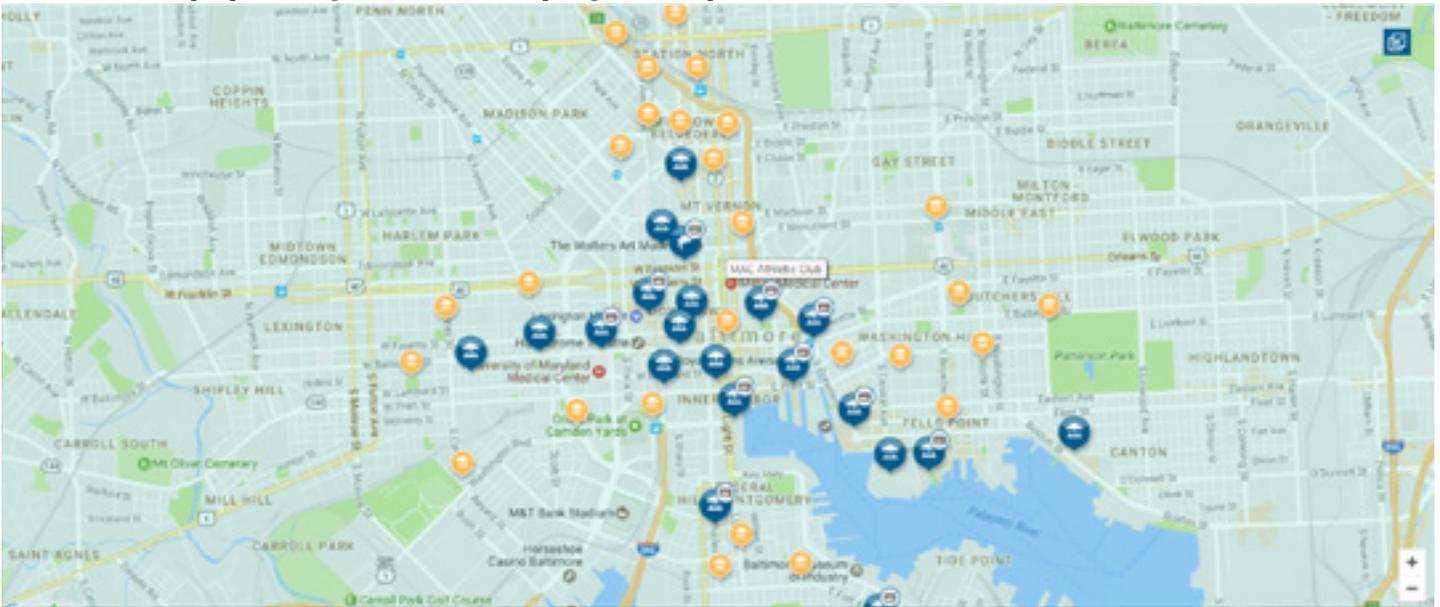
Launching with 21 stations and 185 bikes, Baltimore Bike Share has been an instant success totaling more than 5,800 trips and 8,000 miles ridden in the first 30 days of operation. A large part of the early success can be attributed to the programs nearly 50/50 split of pedelec (electric pedal assist) and standard 8 gear bicycles; a ratio that makes Baltimore the largest electric bike share program in North and South America. The most popular stations so far have been at the National Aquarium, Cross Street Market, and Harbor East.

To build on this early momentum, Baltimore Bike Share is expanding to a total of 50 stations and 465 bikes by spring 2017. New stations will come online throughout the spring with the plan to install the last

station by **Bike to Work Day on Friday, May 19**. The city also received the **North Avenue Rising TIGER** grant, which includes various streetscaping, safety, and transit improvements to North Avenue. The grant provides funding for six additional bike share stations to be installed along the corridor in 2017 and 2018.

In addition to expanding the program’s physical footprint, the city has partnered with the **Downtown Partnership of Baltimore** to establish a discounted pass for low-income residents in 2017. The Downtown Partnership Access Pass will be available for \$3 per month and include a free helmet for the first 200 enrollees.

“Bike Share better connects our city and we want to do everything we can to promote its use, especially if it means removing a financial barrier,” said Kirby Fowler, president of the Downtown Partnership of Baltimore. “I encourage other businesses to do the same so that Bike Share is affordable and accessible to all who would like to use it.” ■



MIDSKILL JOBS

IN THE BALTIMORE REGION

DEFINING MIDSKILL

Midskill jobs are those that require an **associate's degree** or less and pay an average wage of **\$22/hour** or greater.

The shrinking of the middle class and loss of traditional blue collar jobs is a struggle for many regions throughout the U.S. One of the strategies of the Opportunity Collaborative's Regional Plan for Sustainable Development is for its regional workforce development partners to work with employers in specific industries to develop pathway training programs that offer certifications and other tangible qualifications that can lead to family-supporting careers.

Those careers are known as **MIDSKILL JOBS**. Let's break them down By the Numbers...

TOTAL HIRING DEMAND IS EXPECTED TO INCREASE FROM 2015 - 2023 IN 13 EMPLOYMENT SECTORS

- 66,129 BUSINESS SERVICES
- 64,704 HEALTHCARE
- 55,256 HOSPITALITY & TOURISM
- 37,425 RETAIL TRADE
- 21,965 EDUCATION
- 17,161 FINANCE & INSURANCE
- 16,509 BIOSCIENCE
- 15,815 CONSTRUCTION
- 12,916 TRANSPORT & WAREHOUSING
- 12,741 INFORMATION TECHNOLOGY
- 11,264 WHOLESALERS
- 8,820 MANUFACTURING
- 1,220 UTILITIES

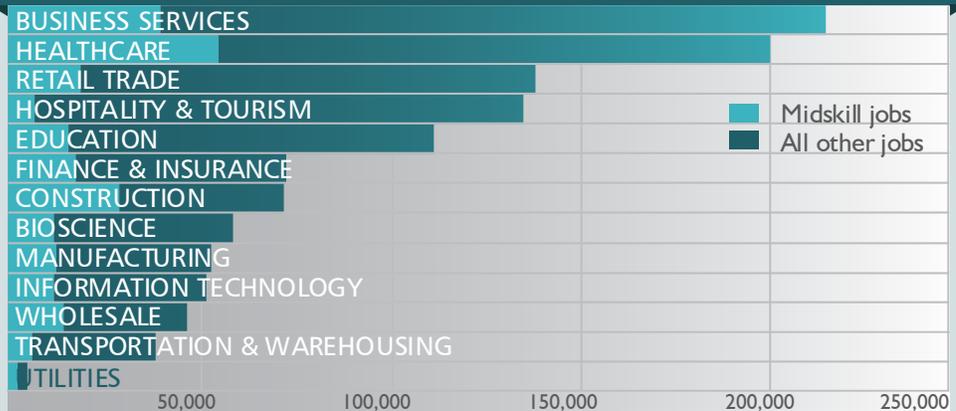
THE LESS EDUCATION, THE MORE LIMITED EMPLOYMENT OPPORTUNITIES.



The region's job opportunities fall mainly into two categories: high-paying jobs requiring at least a bachelor's degree, and jobs that require few technical skills and pay less than a living wage.

THIS TREND makes it difficult for lowskilled workers to **RECOGNIZE AND PROGRESS** specialized midskill **CAREER PATHS** that pay **FAMILY-SUPPORTING WAGES**.

2015 MIDSKILL EMPLOYMENT IN 13 STUDY SECTORS



In 2015, midskill jobs made up 20.2% of the 1.1 million jobs in the 13 sectors studied.



Will Holman, Open Works Baltimore

Ask an Expert showcases an innovator in the Baltimore region who is at the pulse of his or her industry through a Q&A. Will Holman serves as the general manager of [Open Works Baltimore](#), a fabrication space for creative professionals.

1. Makerspaces, hackerspaces and micro-manufacturing have become quite popular in the last several years. What needs does Open Works Baltimore meet for the creative professionals in the Baltimore region?

We meet several needs. First, we offer affordable membership access to nearly \$1 million worth of traditional and advanced fabrication equipment. If you are starting your own business, this keeps large capital expenses off of your back until you have the cash flow to justify breaking out on your own. Second, we have affordable entry-level studio spaces that embed your enterprise in the heart of a creative community. That piece cannot be over-emphasized - instead of working it out solo in a garage, basement, or isolated studio, you can tap into our growing community of entrepreneurs, designers, artists, makers, and hackers just like you. Last, we have a wide variety of classes, at a wide variety of price points, for young people and adults. This offers a third way for folks to grow their skills and capabilities outside of traditional school and university pathways.

2. Open Works Baltimore launched in September - congratulations! What is the process like - finding investors, acquiring and renovating a space, and creating a membership structure? How long did it take?

Open Works began development with the acquisition of 1400 Greenmount Avenue in August 2013. The nonprofit developer behind the project, the [Baltimore Arts Realty Corporation \(BARCO\)](#), used a seed grant from the [Robert W. Deutsch Foundation](#) to do research, purchase the property, contract an architect, and hire me. From there, we've been fortunate to raise money from a New Market Tax Credit transaction facilitated by Telesis Corporation and PNC Bank; two direct capital allocations in the Maryland State budget (FY 2014 and 2015); grants from [Department of Housing and Community Development](#), Department of Commerce, and the [Abell Foundation](#); and a low-interest green-energy loan from the Reinvestment Fund, who has financed a lot of affordable housing in the area. Our financing model has been absolutely unique

for capitalizing spaces of this kind, and we hope it becomes an exportable process that will help other spaces achieve lift off.

My role throughout this process was multi-faceted, as a sort of creative director for the process. I visited makerspaces throughout the country during the research and development phase; worked closely with our architects, graphic designers, and web designers to refine the design of the space and branding; did the business planning, budget projections, and market research; engaged community partners, workforce development programs, educational institutions, the maker community, and neighborhood residents; helped our development team raise money; and planned for and hired our full-time staff.

Construction began on October 1, 2015, and was a remarkably smooth process. We had a great architect (Cho Benn Holback and Associates) and a great general contractor ([Southway Builders](#)), and a fairly clean site to start with. Other than a few minor hiccups, we progressed smoothly and got our Use and Occupancy permit the first week of August, and opened to the public at the end of September. In our first month, we registered 10-15 members per week.

3. The space for Open Works Baltimore previously served as a warehouse in the Station North neighborhood of Baltimore City. What makes this location ideal for Open Works Baltimore?

It's ideal for a lot of reasons - artists and designers can access certain tax breaks by locating their enterprises in the arts district; we are close to transit (Penn Station and bus routes); close to growing "maker institutions" like the [Station North Tool Library](#) and [Baltimore Design School](#); and we were able to get a very large facility with parking for a reasonable price.

For more information:



@OpenWorks Baltimore



@OpenWorksBmore



Photos: Courtesy of Open Works Baltimore

4. As a makerspace, Open Works Baltimore, provides amenities, including state-of-the-art equipment. What results would you like to see from the membership?

I can't wait to see all of the awesome projects folks are going to cook up in our workshops. Already, we've had a couple of very cool initiatives. For example, one of our members, **Jen Schacter**, along with maker extraordinaire Adam Savage and students from the Digital Harbor Foundation created giant light-up letters for an event at the White House called **South by South Lawn** in the fall.

"I think we are on the edge of something really big here, and I am bullish that the next five years are going to be a pivotal time for Baltimore," Holman said.

Long-term, we're excited to see businesses start, grow, and thrive in our space.

5. How do makerspaces, fab labs, and micro-manufacturing fit into the Baltimore region's overall economy?

Our vision is to rebuild Baltimore's manufacturing economy from the grassroots up. Bethlehem Steel, General Motors, Martin Marietta, the B&O Railroad - the drivers of mass employment in manufacturing that grew Baltimore's population and economy through the 1970s are gone and they are not coming back. The only way to rebuild good manufacturing jobs is by growing them ourselves, and Open Works is the premier incubator for small maker businesses in Baltimore.

6. What should our region expect to see in this regard within the next several years?

In addition to Open Works, Baltimore already has nine makerspaces -- **The Foundry, Fab Lab Baltimore, Baltimore Underground Science Space, the Station North Tool Library, Baltimore Clayworks, Baltimore Print Studios, Baltimore Jewelry Center, Baltimore Node,** and

Baltimore Hackerspace. Some are multi-disciplinary, some are craft-specific; Some are old, some are new. Together they add up to an impressive ecosystem that's unmatched by any city our size nationally. We have an unprecedented opportunity to tie these spaces into a larger economic narrative that connects anchor institutions, our world-class Port of Baltimore, an eager workforce, a growing tech and startup economy, and regional demand for locally made goods.

I think we are on the edge of something really big here, and I am bullish that the next five years are going to be a pivotal time for Baltimore.

7. Is there anything else that we haven't asked that you feel we should touch upon?

Come on down and see us! We offer membership tours 3-5 times a week and have a full slate of more than 20 classes now live on EventBrite and our website, complemented by a robust calendar of free events, seminars, and programs. ■

Public involvement key component to creating fast, reliable bus system through MTA's BaltimoreLink plan



Photo: Courtesy of the Maryland Transit Administration (MTA)

Safe, efficient and reliable transportation is the expectation of more than 250,000 people in the Baltimore region who travel daily by the **Maryland Transit Administration (MTA)**.

For the last 16 months, the MTA has embarked upon a rigorous public involvement process to completely revamp its regional bus system. **BaltimoreLink** will replace a bus system that's gone largely unchanged for decades, yielding dwindling ridership, unhappy patrons and stressed employees.

"BaltimoreLink is an opportunity to update the transportation system that hasn't

changed much in 50 years," said Paul Comfort, administrator of the Maryland Transit Administration (MTA). "We were breaking our contract with the public. We want to build a system that people can rely on, so that they give transit a try again."

Since announcing BaltimoreLink in October 2015, MTA has hosted more than 220 public meetings and workshops throughout the Baltimore region, yielding 2,500 public comments about the proposed plans, said Kevin Quinn, director of planning for the MTA. Riders and MTA employees alike responded in-person, by mail, email, phone, and the MTA's website.

"We've taken public comments very seriously," Quinn said. "What people really want is a reliable bus system that gets them where they want to go quickly. It's not a crazy request."

MTA held its first round of public workshops from October 2015 through February 2016 to gather initial feedback on the proposed system. The plan's second round of public feedback went from July through September 2016.

BaltimoreLink is in its final round of public comment, which ends on **Tuesday, February 21**. MTA will present the final

“BaltimoreLink is an opportunity to update the transportation system that hasn’t changed much in 50 years,” said Paul Comfort, administrator of the Maryland Transit Administration (MTA).

plan mid-March, while simultaneously launching an educational campaign to make sure that riders know exactly what changes are coming.

For example, street teams will connect directly with riders at bus stops, while the MTA’s website boasts **a trip planner** that compares current routes to the BaltimoreLink routes. The MTA also started its own radio station, 93.5 FM, to better communicate with all of its riders.

BaltimoreLink goes live on **Sunday, June 18**.

“Nearly all of our routes are going to have some change to them – some more than others,” Comfort said. “We’re letting the public know, route by route, what those

changes are. We’re going all out to give the public information..”

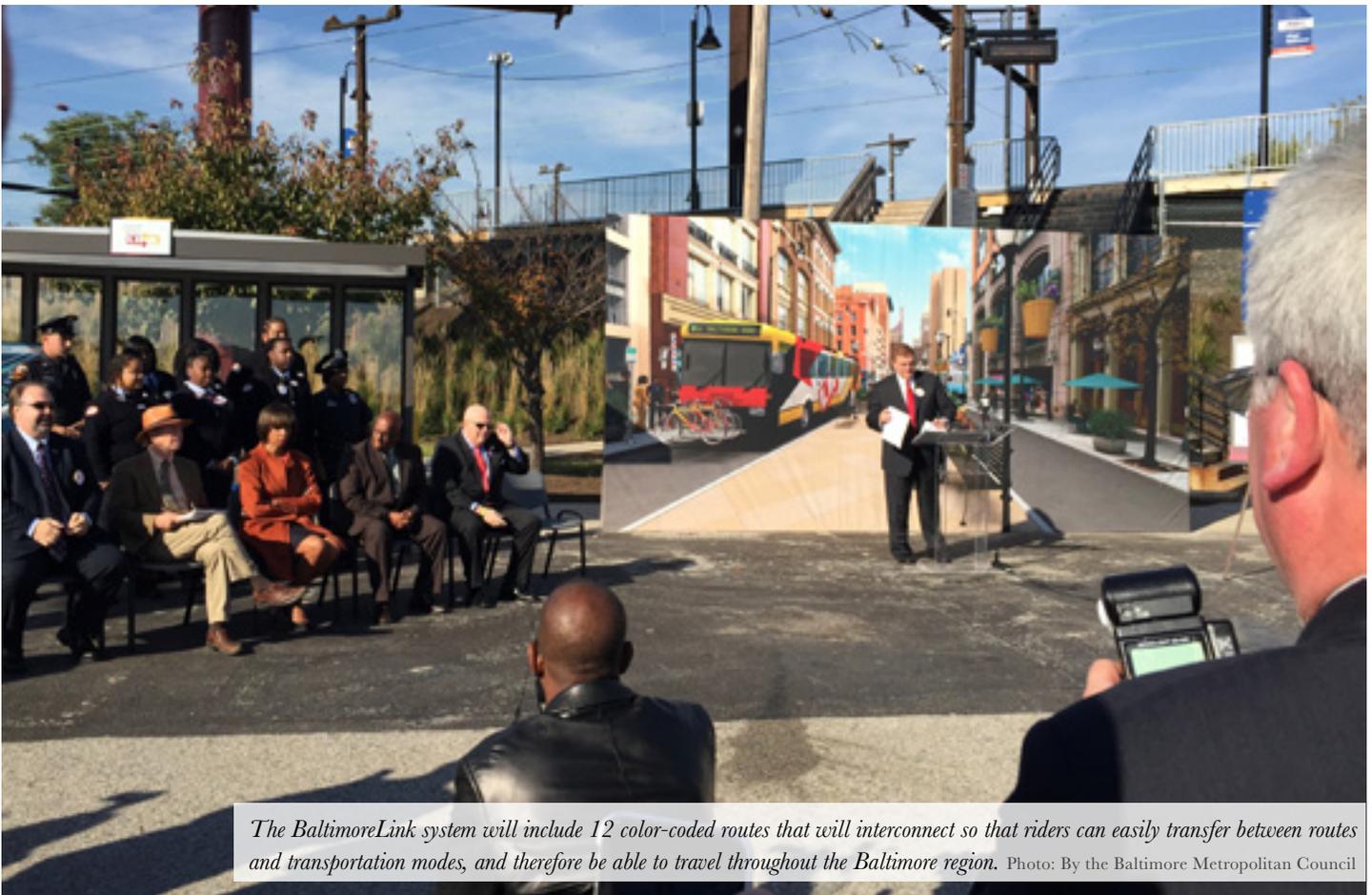
Public feedback helped reshape 56 of MTA’s 65 proposed routes. For example, trips from White Marsh to Towson will be direct, instead of routing through Baltimore City, while new routes will connect students to **Morgan State University** and workers to the Aberdeen Proving Ground in Harford County. Other public feedback helped the MTA understand the importance of bus routes along main corridors such as Greenmount Avenue.

“It’s important not just to go out and get feedback, but to demonstrate how you’re using it,” Quinn said. “It’s our riders’

system, so we want to be responsive to meeting their needs. We want the best plan that we can get, and we want to see improvements just like our riders.”

The BaltimoreLink system will include 12 color-coded routes that will interconnect so that riders can easily transfer between routes and transportation modes, and therefore be able to travel throughout the Baltimore region.

CityLink, in particular, is the high-frequency route system in Baltimore City that will fill current gaps, such as connecting East and West Baltimore with buses that come every 10-15 minutes.



The BaltimoreLink system will include 12 color-coded routes that will interconnect so that riders can easily transfer between routes and transportation modes, and therefore be able to travel throughout the Baltimore region. Photo: By the Baltimore Metropolitan Council



The MTA received more than 2,500 public comments for the revamped bus route system. Public comments on the most recent round of proposed plans will be open until Tuesday, February 21. Photo: Courtesy of the Maryland Transit Administration (MTA)

“The CityLink routes really are the premier product,” Quinn said. “They can access a heck of a lot of places in the region. It’s really going to integrate the system.”

MTA also will upgrade infrastructure and technology to make the user experience more informative, faster, cleaner and safer, Comfort said.

“We have these fundamental operational changes and they are going to be supported by all of these great capital investments,” he said. “All of these new features are going to make our bus system run smoother.”

“It’s important not just to go out and get feedback, but to demonstrate how you’re using it,” said Kevin Quinn, director of planning for the MTA. “It’s our riders’ system, so we want to be responsive to meeting their needs. We want the best plan that we can get, and we want to see improvements just like our riders.”

BaltimoreLink will feature 172 new buses and 5,000 bus stop signs that provide riders with information about the system. Buses will receive more frequent internal daily cleanings as well as seats and rails with antibacterial properties in them.

MTA, already regarded by the **American Public Transit Association (APTA)** as the safest rail system in the U.S., has hired 20 new police officers to continue to improve bus safety.

The **North Avenue Rising project**, which MTA is able to complete through a

TIGER grant, is an example of how MTA will revamp bus lanes, shelters, and street and landscaping.

Operational changes already have started as MTA rolls out BaltimoreLink.

“We’ve been able to implement new management practices to improve our on-time services,” Comfort said. “The public wants more reliable service.”

MTA’s customer service is improving. Previous customer complaints would take 15 business days for the MTA to address, and only 50 percent of those incidences were cleared. MTA clears an average of 95 percent of its incidences and only takes five business days to get back to customers.

Gregory Spencer Jr., self-proclaimed transportation geek and 12-year MTA bus driver, loves riding the public transit systems when he visits other cities, he said. He likes observing how they work and often compares them to Baltimore’s transit.

October 2015: BaltimoreLink announced

Nov. 2015-Feb. 2016: MTA conducts its first round of public comments.

July-Sept. 2016: MTA conducts its second round of public comments.

Nov. 2016-Feb. 2017: MTA conducts its third round of public comments.

March-May 2017: MTA deploy street teams to educate riders.

June 18: MTA to launch BaltimoreLink

Spencer said that there's a common misconception that MTA drivers don't care about system performance or customer experience when riding MTA buses.

More than 500 of the comments that MTA received about the BaltimoreLink plans came from MTA drivers and employees like Spencer. Many of their comments echo the needs of riders, such as bus cleanliness and on-time service. Other comments address the demand placed on drivers during long shifts

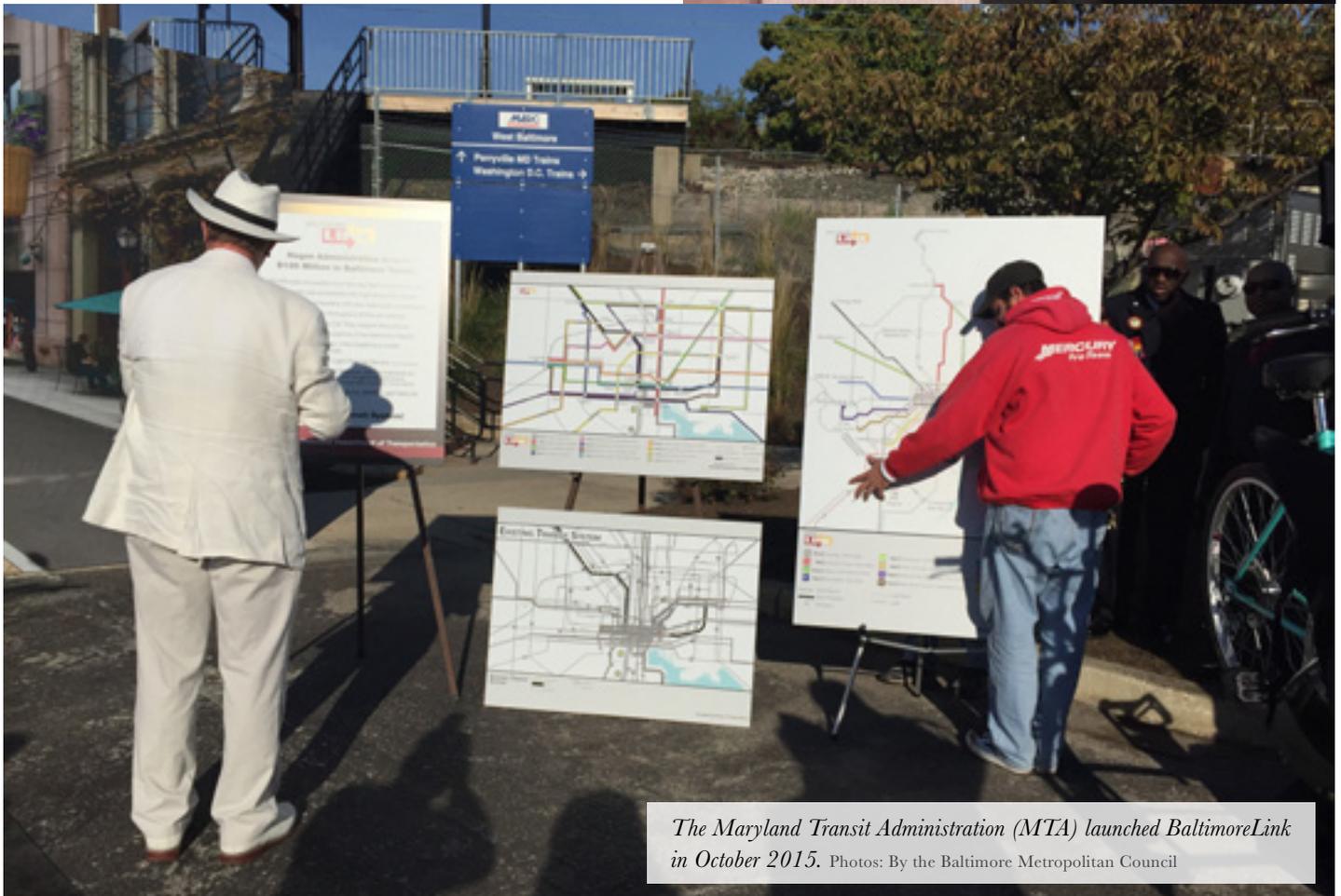
"I think we're just as frustrated as the passengers," Spencer said.

A more reliable and consistent bus system, paired with enhancements

such as designated bus lanes on main thoroughfares, transit signal priority for buses, and upgrades to operator facilities will relieve drivers of unnecessary stress, Spencer said. These enhancements, such as the designated bus lane that runs on Pratt Street in Baltimore City, already are boosting operator morale and making work more enjoyable.

"This whole process really has been a collaboration where (MTA) has been

open to all kind of change," Spencer said. "It's a fresh approach to get people where they really want to go." ■



The Maryland Transit Administration (MTA) launched BaltimoreLink in October 2015. Photos: By the Baltimore Metropolitan Council

BMC launches interactive web mapping application for neighborhood data

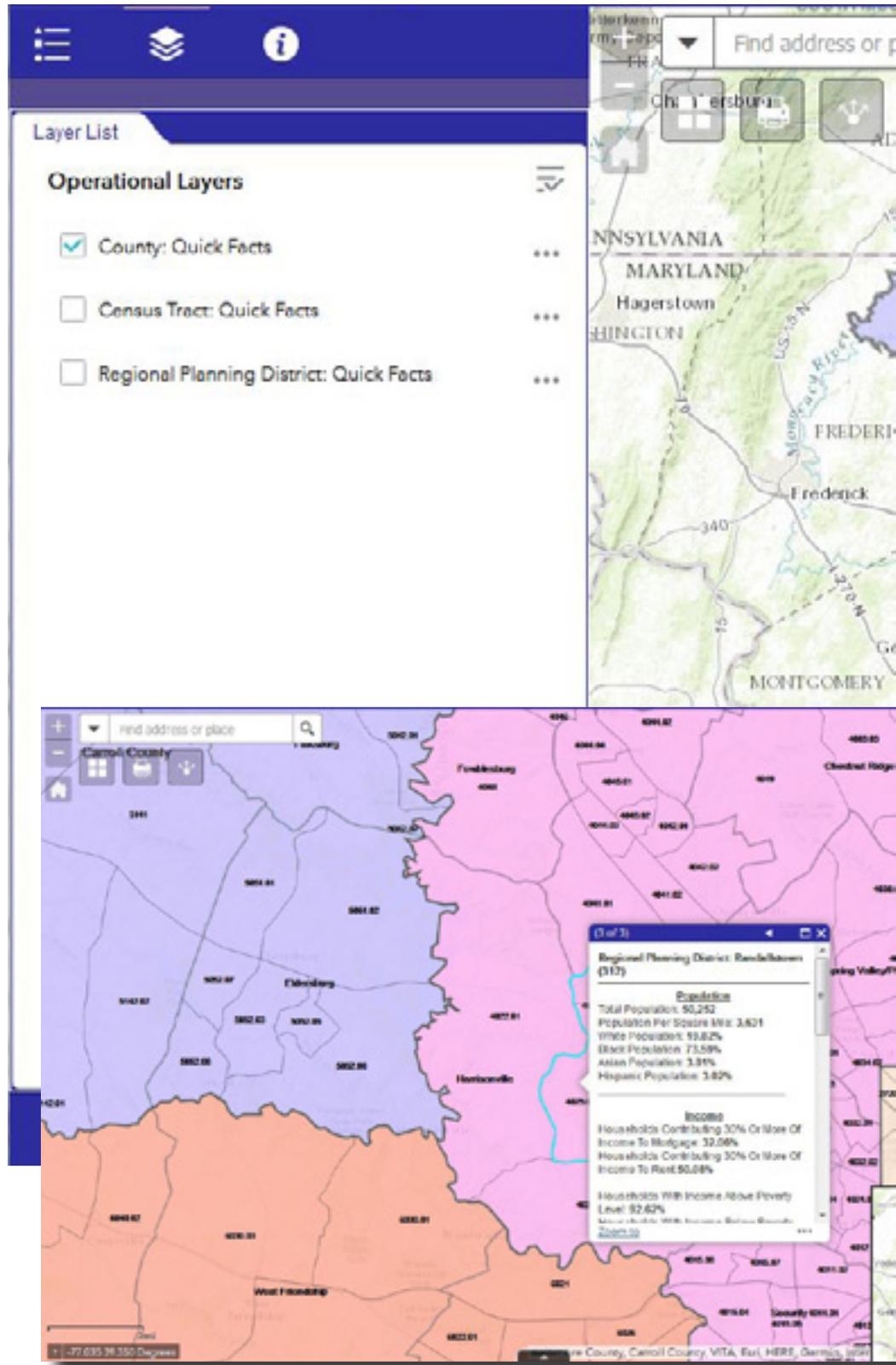
BMC's regional online demographic data receives a technological face lift this winter.

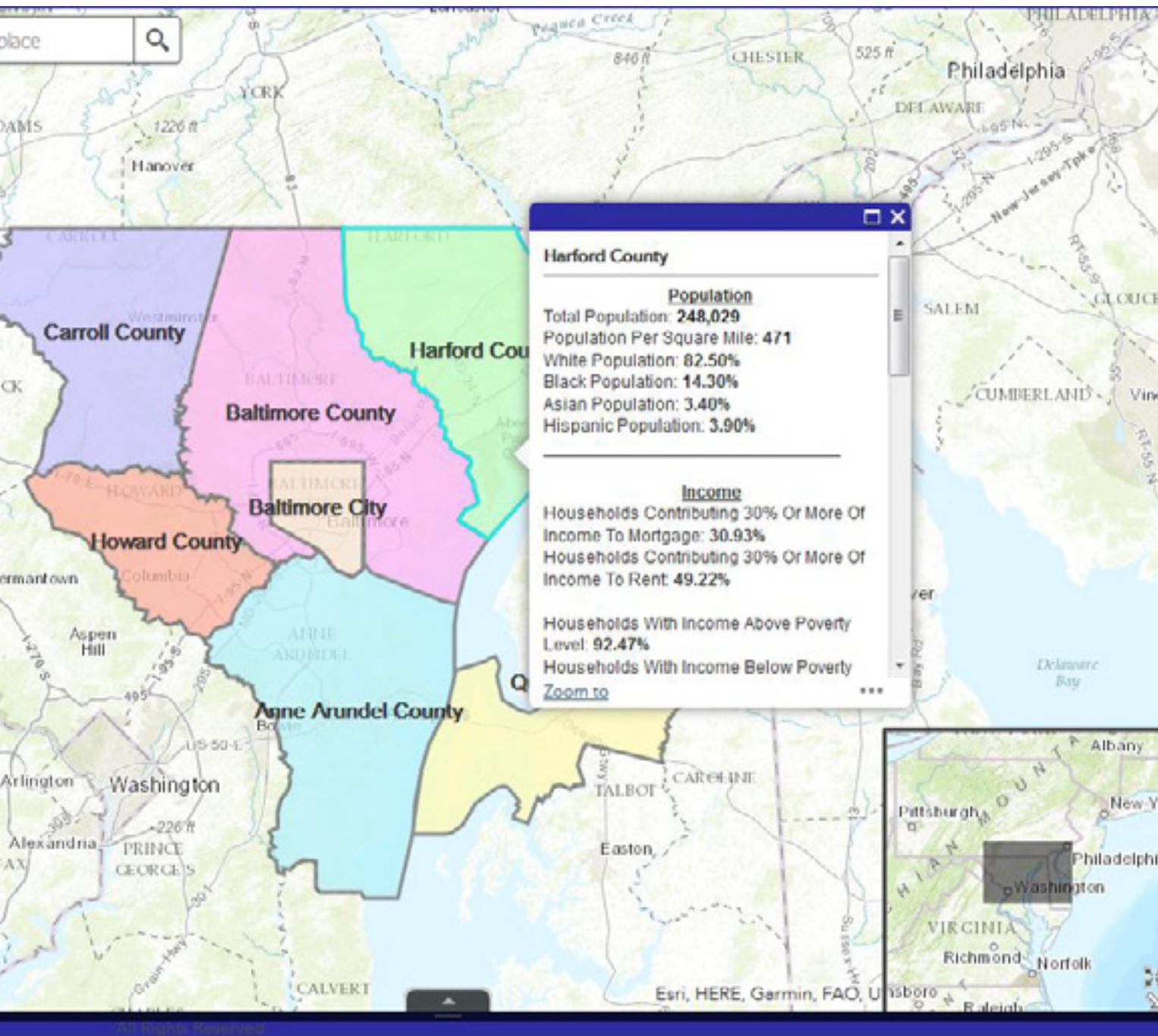
The **Baltimore Region Quick Facts Tool**, an interactive web mapping application, expands upon BMC's previous program to allow users to access demographic data for the Baltimore region in an easy-to-use web interface. Statistics available to both planning professionals and the public include: population, income, housing, and how people commute to work. The data is available at three levels: County, Regional Planning District, and U.S. Census Bureau tract.

"We hope that this application will be a valuable tool for those looking to find more information about their communities, as well as those planning transportation and infrastructure projects," said Mara Kaminowitz, geographic information system (GIS) coordinator at BMC.

Users may select a geographic unit to view data about that area or choose a data table to see information in detail. Data from the table can be downloaded to a spreadsheet for application users who would like to do a more in-depth analysis. Users also can filter the data, displaying a subset of the map features based on parameters that the user specifies. For example, if someone using the application only wants to see U.S. Census tracts that meet certain income and population limits, the application is able to display them. Additional features include searching by location and creating a printable map.

Data for the tool comes from the American Community Survey (ACS) 2010-2014 estimates. This is the third update to the Quick Facts map, each providing current data and adding more features. BMC has provided online demographic data for more than 10 years. ■







BALTIMORE

REGIONALISM AS OPPORTUNITY

WORKFORCE & ECONOMIC DEVELOPMENT / TRANSPORTATION / COOPERATIVE

PURCHASING / HOUSING / EMERGENCY MANAGEMENT / PUBLIC HEALTH

• **EMERGENCY RESPONDERS** rushed to **ELLICOTT CITY** to help when the municipality **FLOODED in JULY 2016.**

• **PUBLIC HEALTH OFFICIALS** also stepped in to make sure that **RESIDENTS** received their **MEDICATIONS** during the civil unrest in **BALTIMORE CITY** in April 2015.

• **IN 2017,** **PUBLIC** and **PRIVATE SECTORS** are working together to **REDEVELOP INDUSTRIAL PROPERTIES** lining the **WATERFRONT** in Baltimore City and Baltimore County into **POWERHOUSE** headquarters, retail and business **HUBS**, residential housing and transportation **CORRIDORS**. These examples all have one thing in common – they show the Baltimore region collaborating to address shared issues, combining resources, providing each other with support, and working to improve quality of life.

In short: they embody REGIONALISM.

For Baltimore City, and Anne Arundel, Baltimore, Carroll, Harford and Howard counties, regionalism means opportunity. • It means bringing opportunity into the region through thriving, innovative businesses, and an even more talented workforce. • It means connecting residents to opportunity through the choice of affordable, efficient, and consistent transportation options. • It means seizing the opportunity for greater organization, and cost savings through cooperative purchasing efforts. It means developing communities of opportunity with safe, affordable housing options and access to business, work, transportation and education. • It means acting quickly, and according to protocol when the opportunity to help neighboring cities and counties arises in an emergency. • Finally, it means assessing where the greatest needs exist and providing those residents with the opportunity to make healthier choices for a better quality of life.

The Baltimore Metropolitan Council (BMC) – the Baltimore region’s council of governments (COG) – works with the six jurisdictions to coordinate much of this work.

“**BMC** helps us continue our regional partnership, because we’re all **represented**, so our elected officials hear a single refrain – it’s **unified** messaging, **unified** training, **UNIFIED** response,”

Doug Brown, coordinator of Carroll County Emergency Management.

Story continues on Pages 20–25



(Left to right) Will Anderson, director of the Baltimore County Department of Economic and Workforce Development, Baltimore County Executive Kevin Kamenetz and Firaxis Games CEO Steve Martin. Photo: Courtesy of Baltimore County

Bringing opportunity into the region

Guinness Blonde will call Baltimore County its home after more than 60 years since it last brewed beer in the U.S.

The **Diageo Beer Company**, Guinness' parent company, announced **in January 2017** that it would build a U.S. version of Dublin's Guinness Open Gate Brewery on the site of its now-closed bottling plant.

"That was a story of real creativity," said Will Anderson, director of the **Baltimore County Department of Economic and Workforce Development**. "We were excited when this idea took hold. It's going to be a destination."

Baltimore County started working with Diageo, helping displaced employees, when

the bottling plant closed in 2015, Anderson said. From there, the two entities started a conversation about how to creatively reuse the space.

"It's not only going to provide for jobs again, but it's going to make use of the old Calvert Distillery, and tie into the momentum building throughout the state with craft brewing," Anderson said.

Snagging Guinness is one of countless deals that Baltimore County has locked down to bring workforce and economic opportunity to the Baltimore region. The county boasts corporate powerhouse names such as **McCormick & Company**, **Stanley Black & Decker**, **Paypal**, as well as innovative and growing educational institutions such as the **University of Maryland Baltimore County (UMBC)** and **Towson University**.

"We put a lot of resources and support behind these crucial institutions," Anderson said. "We need those anchor institutions to thrive."

Likewise, where the companies go, so too will a talented workforce looking for a region with a thriving quality of life, Anderson said.

"Our people, our goods, our jobs, our tributaries – these things are all deeply connected, and jobs are the core of that," Anderson said. "So when we think about regionalism, it's about where things flow. Our taxpayers are our customers, and they want transit routes, terrific education options, and an abundance of great jobs."

There is perhaps no bigger example of regional cooperation in workforce and economic development than the

redevelopment of Sparrows Point by **Tradepoint Atlantic** in Baltimore County and **Port Covington by Sagamore Development** Baltimore City. These two projects are projected to bring tens of thousands of permanent jobs to the region and offer world-class sites for business and retail development.

“It’s unique to have two mega projects of this scale so close to each other,” Anderson said. “There’s no bigger project than Tradepoint Atlantic, as far as industrial redevelopment on the East Coast, perhaps in the U.S. It’s something we’ve been focusing on for decades and it’s happening now.”

BMC is working with stakeholders at Tradepoint Atlantic and Port Covington to work through the planning process of moving people and goods as these projects progress.

“We need to move the products to our rail, to our roads and to the Port of Baltimore, without disturbing the residential communities,” Anderson said. “BMC’s work has put us on the right track

“We need to make the most of our road infrastructure,” Graham said. “Trips by vehicles remain very important to the region, but we can make better use of our capacity on the roads by managing the demand and reducing the need for people to drive.”

by serving as the coordinator of activities across our region.”

Connecting residents to opportunity

Opportunity cannot be achieved in a vacuum.

For the Baltimore region to have a healthy economy, it must also have transportation systems that are safe, reliable and accessible, said Clive Graham, administrator of the **Howard County Office of Transportation**.

“The more efficient our transportation system can be, the better our economic growth, and the healthier the region,”

Graham said. “Making it easy for people to get to work and home, should be a key focus for the region.”

Howard County Executive Allan Kittleman serves as the **chair of the 2017 BMC Board of Directors**, as well as the chair of the Baltimore Regional Transportation Board (BRTB), the federal metropolitan planning organization (MPO).

“This puts Howard County very much in the center of the BRTB’s activities,” Graham said. “We want a multimodal system of choice, which we could achieve through better integration of the transportation infrastructure that we have.”

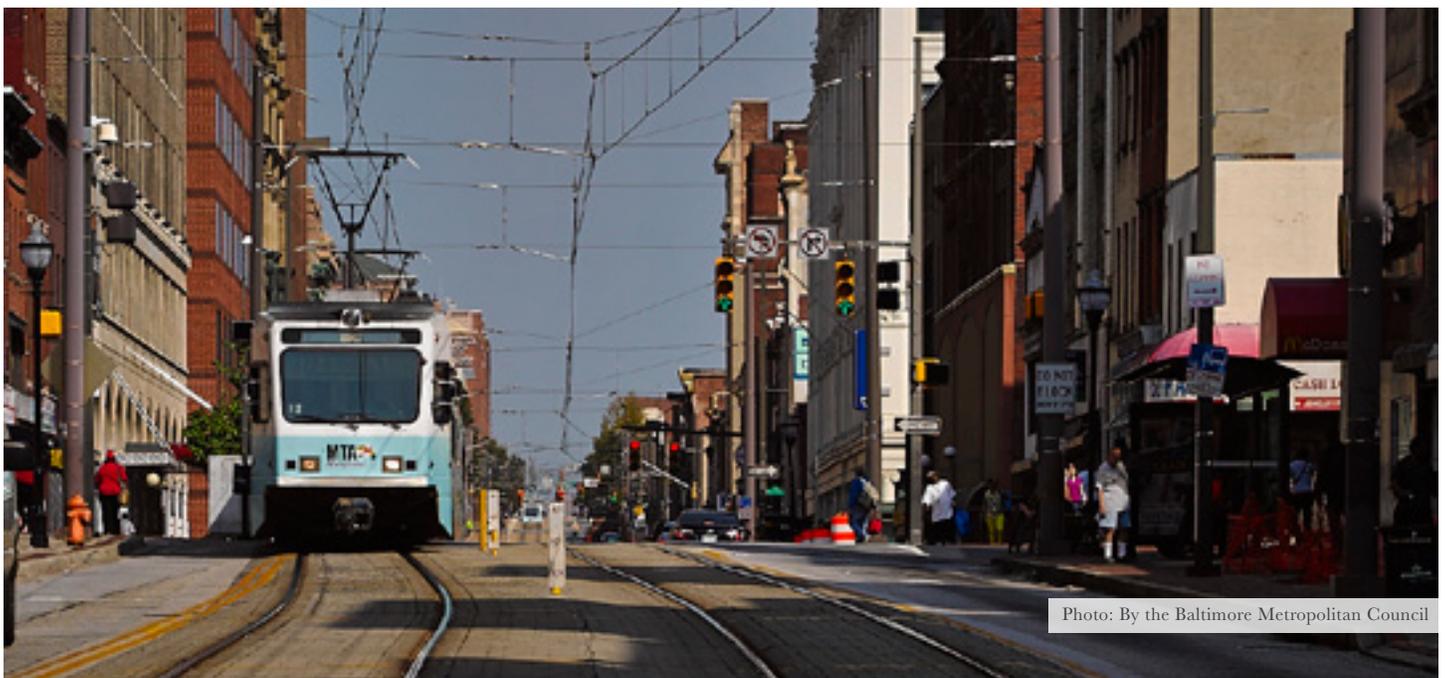


Photo: By the Baltimore Metropolitan Council



The playground at the Riverwoods at Tollgate apartments on April 29, 2016. Photo: Courtesy of Harford County

For example, the transit system in Howard County is limited and is one that patrons use as a last resort, Graham said. **The Maryland Transit Administration (MTA)**'s commuter buses and light rail services are examples of transit systems that meet patrons' needs.

"What we're working toward in Howard County is a system where people choose to use transit," Graham said. "I think generally in the region, there are only a few parts of the transit system that people choose to use."

To enhance the region's transit systems, Graham said that the jurisdictions need to: support projects that meet regional goals, such as smart growth in the existing or emerging centers of **Columbia, Arundel Mills** or Port Covington; make better use of existing services, such as integrating

MTA buses with the **Regional Transit Agency of Central Maryland (RTA)**; and utilize Transportation Demand Management, such as carpool, vanpool, working from home, compressed work weeks and flexible work hours that reduce commuter congestion on the roads.

In addition, Howard County will continue working with its partners on infrastructure projects, such as widening MD 32 from MD 108 to I-70; widening US 29; and widening I-70, from US 40 to US 29.

"We need to make the most of our road infrastructure," Graham said. "Trips by automobiles remain very important to the region, but we can make better use of our capacity on the roads by managing the demand and reducing the need for people to drive."

"We're looking to drive tangible results as quickly as we can," Hime said. "We can present opportunities for savings. We're asking ourselves, 'What is actionable and what can we buy better collectively?'"

Seizing opportunity

A lower price tag is the general objective when it comes to purchasing, but forward thinking and collaboration yield exponential cost avoidance and savings when buying as a region, said Andrew Hime, purchasing agent for **Anne Arundel County**.

"In the context of regionalism, we're excited to partner with other jurisdictions to be able to create opportunities," Hime said. "It has to start with communication. We want to make sure that we're getting stakeholder input and we're bringing them together."

Many jurisdictions are purchasing the same products and services Hime said. Regionalism means local governments working together to execute cooperative procurements that meet the needs of the region, not just for their local agencies.

"We have an opportunity in front of us to leverage our collective demand, to utilize the strength that we have as a region in procuring goods and services," Hime said.



Leonard Parrish, director of Harford County Housing & Community Development, speaks during the ribbon cutting ceremony for Riverwoods at Tollgate on April 29, 2016. Photo: Courtesy of Harford County

“What we’re trying to do is add more analysis to create additional savings and more efficient procurement solutions.”

For Anne Arundel County, regional coordination begins with internal organization.

“Anne Arundel County is taking a hands-on approach to exploring regionalism in greater detail thanks to County Executive Steven Schuh’s plan to implement procurement reform,” Hime said.

Anne Arundel County employs a category manager, who organizes the purchasing and buying teams. The manager also looks at both the county and the region to recognize opportunities.

Likewise, the county will be purchasing procurement technology to help organize procurement records according to the **National Institute of Governmental Purchasing (NIGP)** coding. This will aid in comparison of goods and services with

other counties.

“We’re looking to drive tangible results as quickly as we can,” Hime said. “We can present opportunities for savings. We’re asking ourselves, ‘What is actionable and what can we buy better collectively?’”

Putting residents in proximity to opportunity

In the case of Harford County, regionalism fits into the overall goals of the government during the last two years of leadership under **County Executive Barry Glassman** - working to make business more efficient and cost-effective.

“We’re trying to streamline things to make it more effective for the systems in the county,” said Leonard Parrish, director of **Harford County Housing & Community Development**. “Where multiple departments once handled homeless services, our **Community Development Block Grant**, federal

funding, vouchers, and homeownership - today, all of those resources are in one department.”

As Harford County continues to work smarter instead of harder, regional efforts make the most sense, especially for housing, Parrish said.

“Fair housing is an obligation shared by all of the jurisdictions in our region. It isn’t something that happens in one location,” he said. “Developers may have units all over the area. So it needs to be addressed geographically throughout the region.”

For example, Harford County is working with BMC on its database of affordable and large market-rate rental housing in the region. The database will allow fair housing officials to look at existing affordable rental units, identify unmet need, and coordinate proactive efforts to preserve affordability.

Housing officials also will work with BMC to update the **2012 Regional Analysis of Impediments to Fair Housing Choice (AI)**.

“We are learning from each other, and we’re saving money by working together and pooling resources,” Parrish said. “Our region’s managers and developers are working in multiple jurisdictions, and see the same issues across county lines.”

Harford County also is using a survey on the Housing & Community Development website to help prioritize both housing and economic development needs in low- to moderate-income areas to promote future affordable housing.

“It all ties together,” Parrish said. “As jobs in our region grow, more housing is needed, and transportation that connects families to employment centers is critical. As a region, we need to continue to look at how each of these factors interact with each other to create opportunities for all residents.”



An emergency management briefing after the flood in Ellicott City in July 2016. Photo: Courtesy of Howard County

The opportunity to help neighbors

While saving taxpayer dollars and attracting businesses improve quality of life, regionalism in emergency management means saving lives, and doing it faster.

The flood that **ravaged Ellicott City** in Howard County on July 30, 2016, resulted in two deaths, 120 rescues and millions of dollars in damage to businesses and personal property. Neighboring jurisdictions were able to respond swiftly as a result of regional coordination.

“We knew that Ellicott City was in trouble, which also meant that our partners in Howard County emergency management were in trouble,” said Doug Brown, coordinator of **Carroll County Emergency Management**. “That’s what regionalism is to us – the ability to respond immediately without anyone making a formal request. It’s paying attention to

what’s going on and jumping in to help.”

The emergency managers in the Baltimore region meet at least monthly, Brown said. They work together through the **Maryland Emergency Management Agency**, the **Baltimore Urban Area Security Initiative (UASI)** and one-on-one to create regional plans, conduct training and exercises, and jointly purchase necessary emergency management equipment. This familiarity gives personnel an edge.

“We know the capabilities of each office, which makes it a lot easier to work with and request assistance from each other,” Brown said. “You’re already a trusted player to their organization, so they don’t have to vet you. They can put you to work during an emergency.”

Even further coordination in the region is anticipated throughout 2017. For example, **Governor Larry Hogan** announced on Tuesday, January 24, that opioid usage is at

an epidemic level in Maryland. Three days later, Carroll County responded to seven heroin overdoses in two hours, Brown said.

“The governor gave renewed focus to opioid response,” Brown said. “So I think all emergency management agencies will be working to address that challenge.”

In 2017, emergency management agencies also most likely will come together to work on recovery and evacuation plans, as well as conduct training and exercise initiatives. These initiatives will provide the agencies with education to keep them up-to-date.

“Exercises and training are a continuous and absolutely critical part of what we do,” Brown said. “If we sit in our own bubble, we don’t communicate or learn from each other. We have to work together through organizations such as BMC to improve the lives and safety of our taxpayers.”

The opportunity to make healthier choices

In 1994, the **Baltimore City Health Department** initiated a needle exchange program as a result of the rampant citywide spread of the human immunodeficiency virus (HIV) through intravenous (IV) drug use.

The program resulted in a drastic decline of the spread of HIV from IV drug use - from 63 percent in 1994 to 4 percent in 2014. The success of this initiative resulted in legislation to expand the needle exchange program throughout the state.

“That’s a remarkable reduction,” said **Dr. Leana S. Wen**, health commissioner with the Baltimore City Health Department. “There’s a saying that, ‘Public health saves your life today. You just don’t know it.’ It’s not just about preventing someone from having a heart attack right then, but encouraging that person to make healthier lifestyle choices before they develop issues.”

“We need to look at the landscape in our region and work with our partners who are facing the same challenges to tackle these problems,” Wen said. “There needs to be an understanding that if we want to improve health, we have to improve the economy, education, jobs, and the underlying issues of poverty, violence and structural racism.”

The Baltimore City Health Department must address it all - from restaurant inspections, to preparing for and preventing the spread of the **Zika virus**. So Wen and her staff must work closely with the public health officials throughout the Baltimore region and beyond to plan accordingly.

“In our work, we know that diseases don’t know boundaries,” she said. “The tenet of public health is collaboration. I work very closely with my counterparts to prevent disease outbreaks, to prepare for emergencies, to respond - to combine public health resources toward these significant challenges.”

For the Baltimore region, that collaboration will mean public health agencies partnering with emergency management, housing, workforce and other entities to address the opioid epidemic and get to the root of the problem, Wen said. Wen also stresses a greater emphasis on prevention when it comes to public health.

“We need to look at the landscape in our region and work with our partners who are facing the same challenges to tackle these problems,” Wen said. “There needs to be an understanding that if we want to improve health, we have to improve the economy, education, jobs, and the underlying issues of poverty, violence and structural racism.”

To do its part for the region, Baltimore City launched the **Healthy Baltimore 2020 Strategic Plan** with the goal of cutting health disparities in half during the next 10 years, Wen said. The plan will serve as a blueprint for health in the city with the overall goal of targeting areas of greatest need and addressing issues as early as possible.

“I think that regionalism is about collaboration, partnership, and devoting resources to the areas of greatest need,” Wen said. “I am fortunate to have fantastic counterparts across this region. Our teams work together routinely, share resources and help each other. This is what allows us to fulfill our mission of protecting the health, safety and well-being of our residents.” ■



Dr. Leana S. Wen, health commissioner with the Baltimore City Health Department. Photo: Courtesy of the Baltimore City Health Department

Board of Directors hear from Port of Baltimore, Sagamore Development



The Baltimore Metropolitan Council (BMC) hosted a **meeting of its Board of Directors** on Tuesday, January 24, 2017 at 9 a.m. at the Maryland Port Administration Cruise Terminal in Baltimore City.

The BMC Board of Directors unanimously approved **Howard County Executive Allan H. Kittleman** as its 2017 chair, and **Anne Arundel County Executive Steven Schuh** as its vice-chair.

“As the incoming chair of the BMC Board of Directors, I am committed to advancing the spirit of regional cooperation and coordination,” said Kittleman. “I am proud to work with my elected and appointed colleagues from each of our member jurisdictions to build upon our strengths and continue our progress for all of the families and businesses that make the Baltimore region their home.”

More than 65 people attended the meeting.

“County Executive Kittleman is a leader whose years of experience representing

Howard County at both the state and local level will be an invaluable resource to our organization,” said BMC Executive Director Michael Kelly.

The Baltimore Regional Transportation Board (BRTB) also hosted its January meeting that morning. The meeting featured informational presentations by representatives of the **Maryland Port Administration** and Sagamore Development, as well as the release of **BMC’s 2017 Metropolitan Report**.

The Maryland Port Administration is the “Most Productive Port in the Nation” for the third consecutive year. Representatives highlighted how Baltimore is ranked as the top port among all U.S. ports for handling autos and light trucks, farm and construction machinery, imported gypsum, imported sugar, and imported aluminum. Overall, Baltimore is ranked ninth for the total dollar value of cargo, and 13th for cargo tonnage for all U.S. ports.

In addition, approximately 200,000 passengers sailed on 90 cruises that departed from the Port of Baltimore in 2015. The Port of Baltimore ranks sixth on the East Coast, 11th in the U.S., and 20th in the world for cruise passengers.

The Port of Baltimore boasts 33,400 jobs, and salaries that are 16 percent higher than the average.

BRTB also received a presentation by representatives from **Sagamore Development**, who briefed the group on the proposed redevelopment in South Baltimore, one of the largest urban renewal projects in the U.S.

The redevelopment will include the Under Armour headquarters and Sagamore Whiskey, as well as retail and residential mixed use for a total of \$7.6 billion in economic activity.

Redevelopment will bring more than 54,000 construction jobs to Maryland and 34,000 permanent jobs once it’s completed.



(Left page) Michael Kelly, BMC executive director, speaks to the Board of Directors during its January 24 meeting. (Above) Representative from Sagamore Development brief the BRTB on the proposed Port Covington redevelopment project. (Below) Michael Kelly, BMC executive director; Carroll County Commissioner Steve Wantz; Baltimore County Executive Kevin Kamenetz; Harford County Executive Barry Glassman; Howard County Executive Allan Kittleman; and Ramond Robinson, Anne Arundel County director of transit. BMC honored Glassman, BMC's 2016 Board of Directors chair, for his service. Photo: By the Baltimore Metropolitan Council





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!**

B'more connected to B'more Involved:



Public Advisory Committee welcomes new members, sets 2017 goals to address equity and better connect region to transportation planning process

On January 11, the Baltimore Regional Transportation Board's (BRTB) **Public Advisory Committee (PAC)** met to welcome new members and discuss its goals and potential activities for 2017.

The PAC participated in a Post-It note cardstorming exercise to spur discussion of how it could be most effective throughout the calendar year. All members wrote down their thoughts and ideas, which were then sorted, clustered and categorized. Top ideas included:

- Learn more about and take more action on transportation equity
- Advocate for better data availability and communications
- Conduct more and better outreach
- Advocate for decision-makers to listen more to public comments
- Offer support for better outreach
- Learn more from each other and outside organizations/people
- Talk about priorities

On February 1, the PAC took a first step in addressing transportation equity by establishing an Ad hoc subcommittee. The PAC will further discuss these goals and define action items and activities to allow them to be met. ■



Photo by the Baltimore Metropolitan Council



Transportation affects all of us. By getting involved in the BRTB's planning process, you can help to shape the future.

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**.

All meetings take place at BMC, located at the Offices @ McHenry Row, 1500 Whetstone Way, Suite 300, Baltimore, MD 21230. Visit www.baltometro.org for a full list of upcoming public meetings.

17 FEB	FY 2018 Budget and Work Program public comment period begins
28 FEB	BRTB February meeting 9 a.m.
1 MARCH	PAC March meeting 5:30 p.m.
28 MARCH	BRTB March meeting 9 a.m.
5 APRIL	PAC April meeting 5:30 p.m.
25 APRIL	BRTB April meeting 9 a.m.



Extrême weather, pandemics, terrorist and cyber attacks happen every day around the world. Are you and your family prepared for an emergency?

The first 72 hours into an emergency situation are critical, and the public needs to be prepared at home. Put aside a portable, battery-powered radio, flashlight and one gallon of water per person, per day to help get you through those first critical hours when basic services are down.

“Ready? Set? Good!” is funded through the Baltimore Urban Area Security Initiative (UASI) For more preparation tips, including a disaster supply checklist, visit www.readyssetgood.org. Take the time to make sure that you’re prepared. It could save your life.

We invite your business or organization to sponsor Bike to Work Day. Reach thousands of people in the Baltimore region and show them that your business is working to help reduce traffic congestion, enhance health, and improve the environment. It’s easy, just download and complete the sponsorship form, and return it with a check to the Baltimore Metropolitan Council. Remember that your donation is tax-deductible.

Become a regional Bike To Work Day 2017 Sponsor



16 FEB

NEC Future virtual meeting

Visit www.necfuture.com for more information.



16 FEB

U.S. Census Bureau Tools & Updates Workshop

Visit [Eventbrite](https://www.eventbrite.com) to register for the event.

NEC FUTURE is a comprehensive planning effort by the Federal Railroad Administration (FRA) and Federal Transit Administration (FTA) to define, evaluate, and prioritize future investments in the Northeast Corridor (NEC), from Washington, D.C., to Boston, Mass.

The FRA invites the public to attend an open house in Baltimore or one of two virtual meetings (webinars) in February to learn more about the proposed route, investment plan, and Final Environmental Impact Statement (EIS), and to answer questions in an informal setting.

Please join us for this informational session that will update you on recent and upcoming changes to the U.S. Census Bureau website, introduce you to features you may not know about and reacquaint you with functionality on the site you may have forgotten. In addition, learn about some of the tools and services provided by the Baltimore Metropolitan Council’s Regional Information Center (RIC).

Data Dissemination Specialist Nesreen Khashan will present and provide demonstrations, as well as take your questions. The demonstration session will be participant driven so feel free to bring data queries from your own daily workflows.

31 MARCH

Light City Baltimore begins

Visit www.lightcity.org for more information.

1 APRIL

Distracted Driver Awareness Month begins

3 APRIL

National Public Health Week begins

3 APRIL

National Workzone Awareness Week begins

22 APRIL

Clean Commute Initiatives kick off with Earth Day celebrations

21 MARCH

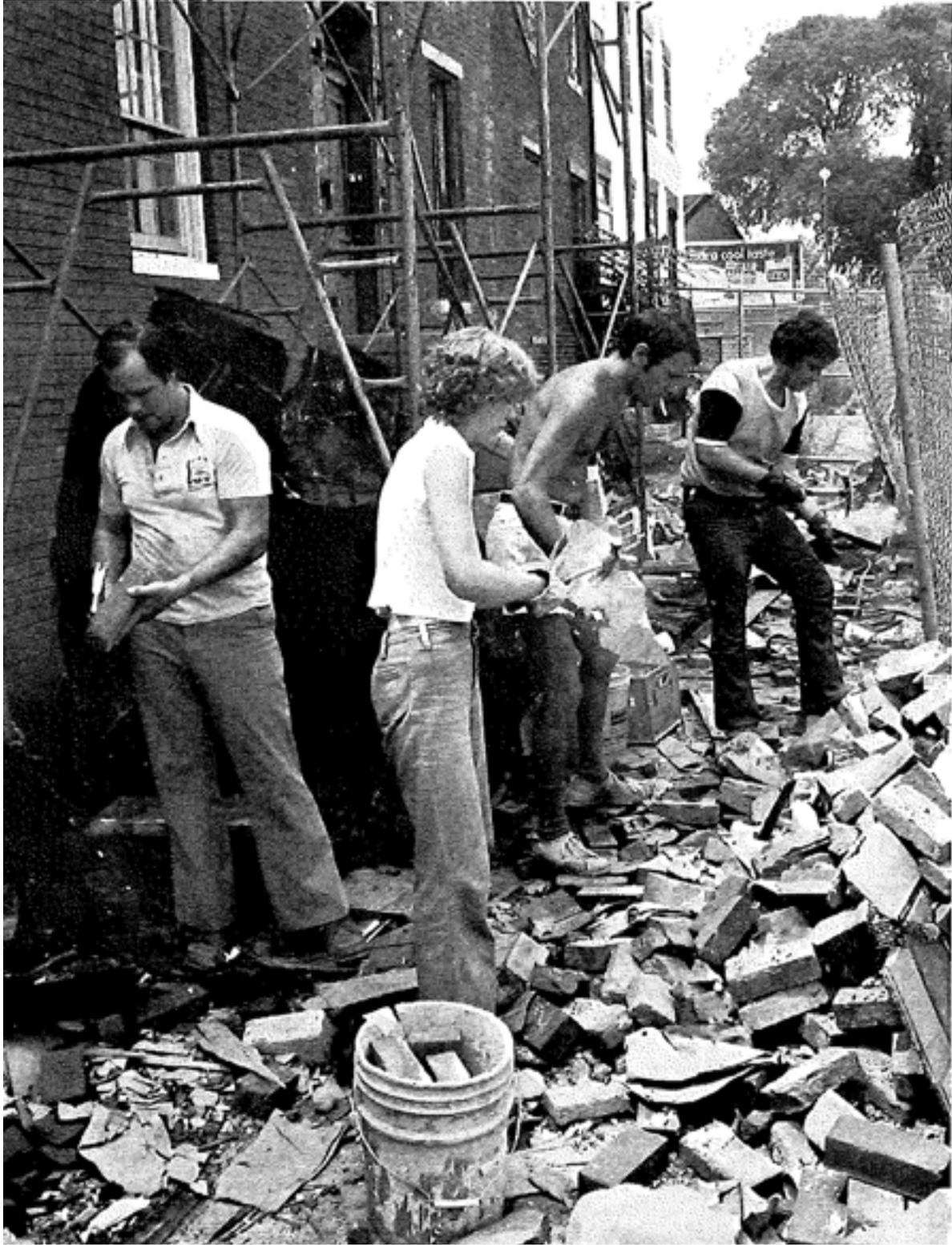
What's on Tap: Complete Streets, 5:30 p.m.

Diamondback Brewing Company
1215 E. Fort Avenue
Baltimore, MD 21230

Complete Streets is a transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. It emphasizes good planning and design of roadways and adjoining facilities to facilitate safety, accessibility, and mobility.

The Baltimore Metropolitan Council and Bikemore invite you to an join us for a series of film shorts and conversation about Complete Streets from 5:30 – 8 p.m. on **Tuesday, March 21**, at the Diamondback Brewery, 1215 Fort Avenue, in the rear of Banner Building at McHenry Row under the smokestack.

The “What’s on Tap” speaker series is a forum to discover, understand and share knowledge of current and emerging issues, solutions and innovations that can meet today’s challenges and foster a better Baltimore region. Come build the network.



Baltimore residents seen restoring homes purchased under the homesteading program in 1976. Baltimore's homesteading program began in 1973 in order to attract suburbanites back to the city and breathe new life into the scores of Baltimore's vacant neighborhoods. Many of Baltimore's historic row houses were sold for as little as \$1 while low-interest renovation and construction loans were made available to the new homeowners. Over 600 Baltimore homes were newly restored and inhabited during the program. Photo: Courtesy of the City of Baltimore Annual Report (Photograph). 1977. Baltimore, MD.