

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #11-2**

**APPROVING SELF CERTIFICATION OF THE BALTIMORE REGIONAL
TRANSPORTATION BOARD**

WHEREAS, the Baltimore Regional Transportation Board is the designated Metropolitan Planning Organization for the Baltimore region, and includes official representatives of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, and Howard, the Maryland Departments of Transportation, the Environment, and Planning; and

WHEREAS, the Metropolitan Transportation Planning Final Rule was issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on February 14, 2007 and requires that the MPO shall annually certify to the FHWA and the FTA that the planning process is addressing the major issues facing the metropolitan area and is being conducted in accordance with all applicable requirements as listed below; and

WHEREAS, in the September 3, 2008 report: *2008 Certification Report, Baltimore Region Metropolitan Planning Organization*, FHWA and FTA found six Noteworthy Practices and nine Recommendations regarding the planning process and determined that "the transportation planning process of the Baltimore Regional Transportation Board of the Baltimore Region Transportation Management Area met the requirements of the Metropolitan Planning Rule at 23 CFR Part 450 Subpart C (FHWA) and 49 CFR Part 613 (FTA)"; and

WHEREAS, §450.334 of the Metropolitan Planning Rule directs all Transportation Management Areas, meaning urbanized areas with a population of 200,000 or more, concurrent with the submittal of the proposed Transportation Improvement Program to the FHWA and the FTA as part of the Statewide Transportation Improvement Program approval, to certify that the metropolitan transportation planning process is being carried out by the State and the MPO in accordance with all applicable requirements (see Attachment 1) including:

- 1) 23 U.S.C. 134, 49 U.S.C. Section 5303 and 23 U.S.C. 450 Subpart 334 (Metropolitan Planning);
- 2) In nonattainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93 (Conformity Determination);
- 3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21 (Nondiscrimination-Civil Rights);

- 4) 49 U.S.C. Section 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity (Nondiscrimination- General);
- 5) Section 1101(b) of the SAFETEA-LU (Pub. L.109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects (DBE);
- 6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts (Equal Employment Opportunity);
- 7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38 (Nondiscrimination-ADA);
- 8) The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance (Nondiscrimination-Aging),
- 9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender (Nondiscrimination-Gender); and
- 10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities (Nondiscrimination-Disabilities).

NOW, THEREFORE, BE IT RESOLVED the Baltimore Regional Transportation Board has reviewed and documented that the transportation planning process is addressing the major issues in the Baltimore metropolitan planning area and is being conducted in accordance with all the federal applicable requirements.

WE HEREBY CERTIFY that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the aforementioned resolution at its July 27, 2010 meeting.

Date

Emery Hines, Chairman
Baltimore Regional Transportation Board

Date

Don Halligan, Director
MDOT Office of Planning & Capital Programming

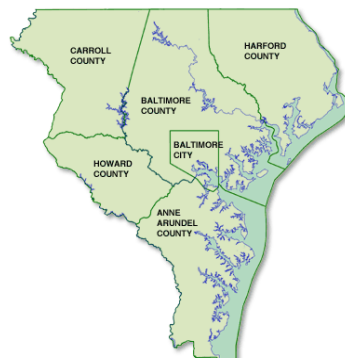
BALTIMORE REGIONAL TRANSPORTATION BOARD SELF CERTIFICATION

Background

The Baltimore Regional Transportation Board (BRTB) is the designated Metropolitan Planning Organization (MPO) for the Baltimore region, and includes official representatives of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, and Howard, and the Maryland Departments of Transportation, the Environment, and Planning. The BRTB certifies that the Baltimore region metropolitan transportation planning process complies with applicable requirements, noted in the resolution, to meet the requirements of 23 USC 134 and 23 CFR 450.334. This is evidenced by the summaries that follow, including links to the Baltimore Metropolitan Council (BMC) web site at www.baltometro.org/ that includes supporting documentation.

Metropolitan planning in the Baltimore region is coordinated closely with the United States Department of Transportation, Federal Highway Administration (FHWA), Delmar Division Maryland Office and the Federal Transit Administration (FTA) Region 3 Office, Maryland Department of Transportation, member jurisdictions, locally operated transit service providers and the public. Staff to the MPO is provided by the BMC. The MPO staff develops the transportation plans and programs for the BRTB. The staff includes transportation planners and engineers, traffic modelers, demographers, urban designers and other planning professionals.

On October 28, 2003 the BRTB adopted a new urbanized area boundary for the Baltimore region. The MPO planning area includes six jurisdictions: Baltimore City and the counties of Anne Arundel, Baltimore, Carroll, Harford and Howard. This area includes approximately 2,608.5 square miles, making it one of the most densely populated metropolitan areas (1,019 people per square mile) in the nation. Due to the expanse of the area, challenges exist regarding the MPO's outreach efforts. Based on 2006 estimate, the Baltimore region has 2.6 million population and ranks among the top 20 largest metropolitan areas nationally. This composition of population includes 65.8 White, 28.7% African-American, 3.7 Asian, Hawaiian and other Pacific Islanders, and 2.9% Hispanic. The region per capita personal income in 2005 is \$41, 320.



Transportation Planning Process

The Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires that the metropolitan transportation planning process explicitly consider and analyze a number of specific planning factors assumed to reflect sound planning principles. SAFETEA-LU requires that the planning process provide for consideration and analysis of projects and strategies that:

- Support the economic vitality of the metropolitan area by enabling global competitiveness, productivity, and efficiency;
- Increase safety of the transportation system for motorized and nonmotorized users;
- Increase security of the transportation system for motorized and nonmotorized users;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- Enhance the integration and connectivity of transportation systems across and between mode, for people and freight;
- Promote efficient management and operation; and
- Emphasize the preservation of the existing transportation system.

Support Economic Vitality

BMC conducted a truck movement study of container truck movement through residential neighborhoods in the Dundalk area to understand port container movement in support of the Seagirt and Dundalk Marine Terminals and the Fairfield Auto Terminal of the port of Baltimore.

BMC is exploring a freight education initiative to education stakeholders and the public of the importance of freight as part of their everyday lives.

Safety

The Maryland Strategic Highway Safety Plan (SHSP) is a statewide, coordinated, comprehensive, traffic safety plan that provides the framework for reducing highway fatalities and serious injuries on all public streets and highways. Maryland is currently

updating the SHSP with BMC leading the infrastructure emphasis area to address safety issues related to intersection, run off the road and work zone crashes, fatalities and injuries

The BRTB, with funding from the Maryland Highway Safety Office, is implementing a pedestrian and cyclist safety program called *Street Smart* to raise awareness of this issue. Lives can be saved by simply following the rules of the road and looking out for one another. The *Street Smart* campaign in the Baltimore region includes billboards, print ads, transit ads, radio spots and posters, all carrying the message "Cross like your life depends on it." Pedestrians are urged to use crosswalks, obey signals, and look left, right and left again before crossing the street.

Distracted driver education focused on student messages with prizes for videos that students created to educate their peers on the importance avoiding activities that distract their attention while driving. Prizes were given to a student at Westminster High School in Carroll County and two prizes went to students at Reservoir High School in Howard County.

Security

Increasing regional security through emergency preparedness was addressed at events that included transportation and public works stakeholders. Scenarios were considered in the format of table top exercises; scenarios relating to the coordination of emergency response to events that require evacuation and disaster debris removal were acted out, discussed and reviewed.

In addition, BMC has continued work on developing an evacuation model for the Baltimore region.

Accessibility

BMC did outreach to a broad sampling of people in the region in the form of focus groups to identify how to get the public and stakeholders more involved in regional transit planning aspects of the MPO process.

Guaranteed Ride Home will be expanded into the Baltimore region through the Commuter Connections Guaranteed Ride Home Program in response to needs expressed by the BRTB. Guaranteed Ride Home Program (otherwise known as GRH) provides commuters who regularly vanpool, carpool, bike, walk, or take transit with a reliable ride home when one of life's unexpected emergencies arises. Commuters are able to use GRH for personal emergencies and unscheduled overtime up to four times per year.

Environment, promote energy conservation, and improve the quality of life

Imagine 2060, a regional vision effort grew out of the BRTB's desire to work with community leaders and other regional stakeholders to develop general agreement on goals and values for a balanced 21st century transportation system. In addition, a key focus of *imagine 2060* is to improve accessibility for all and promote livable and sustainable communities throughout the metropolitan area.

Efficient management and operation

The Traffic Signal Subcommittees of the BRTB and the National Capital Region Transportation Planning Board conducted a 4th Baltimore-Washington Regional Traffic Signal Operations Forum as part of their on-going efforts under Management and Operations to highlight the importance of signal operations in tackling regional congestion.

Current Long Range Transportation Plan (LRTP) – *Transportation Outlook 2035*

The above planning factors are reflected in the following seven LRTP goals: 1) improve safety; 2) maximize transportation system and operation; 3) increase accessibility and mobility; 4) preserve the environment; 5) improve transportation system security; 6) link transportation investment to land use and economic development; 7) foster inter-jurisdictional participation and cooperation.

The MPO adopted a new LRTP on November 27, 2007. The *Transportation Outlook 2035* LRTP serves as the cornerstone for comprehensive transportation planning throughout the Baltimore region over the next 27 years. The plan is a collective effort to address the development of a balanced, community-wide transportation system.

The plan addresses the following modes of transportation including: transit; light and heavy rail; bicycles and pedestrians; freight; and specialized transportation. It incorporates a number of strategies to address: safety; congestion, environment and preservation of the existing transportation infrastructure.

Several investment alternatives were reviewed to select a Preferred Alternative that included projects from 2013 out to 2035. These projects were further evaluated and ranked based upon a screening process that identifies projects that are most important based on their policy, regional significance and technical merit. Projects that are fully funded and will be completed by 2012 were considered Committed and are included in the adopted TIP. Because transportation needs exceed available revenues, the projects in the LRTP are prioritized so that the highest priority projects are in the "cost feasible" part of the Plan. Regionally Significant projects are not subject to the prioritization process yet do meet an initial set of criteria.

A detailed description of the project prioritization measures and listing of the priority corridors is given in the LRTP document. www.baltometro.org/content/view/566/401/

The plan envisions transportation improvements designed to reinforce the desired growth patterns for the five counties and the City of Baltimore. The principal forces guiding land use planning and growth management in the region has been the State Smart Growth Priority Funding Areas (PFAs). PFAs are locations where the State and local governments want to target their efforts to encourage and support economic development and new growth. To ensure consistency of the LRTP with local government comprehensive plans, the MPO typically reviews its goals, principles and objectives for consistency with local documents.

The estimated expansion, operation and preservation costs of improvements able to be funded between 2008 and 2035 are \$35.5 billion. Looking at all funds, 54.5% are used for highway projects and 45.5% for transit. The 2035 Plan further breaks down improvement cost as follows: expansion 25.6 percent, operation 51.4 percent, and preservation 23 percent.

An extensive public involvement process was conducted during the recent update of the 2035 LRTP, including specific efforts to engage minority and other traditionally under-represented groups. All of these outreach efforts were in addition to the public hearings required to adopt the LRTP. More information on the public involvement efforts for the LRTP is included in the Public Involvement and Title VI sections of this report.

The plan includes projects from the MPO's Congestion Management Process (CMP) Program, which studies some of the region's most heavily trafficked roadways. The plan also includes bicycle and pedestrian projects to enhance mobility and improve the safety and convenience for pedestrians and cyclists. Intelligent Transportation Systems (ITS), using computerized traffic control and communication technology, is also included in the 2035 LRTP.

Annually, the local jurisdiction members, with assistance of technical staff of the MPO, reviews and updates the population and socio-economic data that serve as inputs to the Baltimore Region Travel Demand Model.

***Plan It 2035* – Development of the new Long Range Transportation Plan (LRTP)**

The BRTB is currently undertaking a vision effort called '*imagine 2060*' that will be considered as the update moves forward. *imagine 2060* includes an extensive public outreach effort to create a dialog with the public through surveys, public workshops and open houses, news letters, social media and networking. The BRTB has begun the development of the long range transportation plan called '*Plan It 2035*'. The BRTB expects to adopt both plans no later than November 2011 to allow federal sign-off of the LRTP by February 2012. *imagine 2060*, grew out of the BRTB's desire to work with community leaders and other regional stakeholders to develop general agreement on goals and values for a balanced 21st century transportation system. In addition, a key focus of the '*imagine 2060*' is to improve accessibility for all and promote livable and

sustainable communities throughout the metropolitan area. So far fifteen public events have been held throughout the region.

The BRTB will be reaching out to gain extensive input on the public's vision of the future of transportation in the Baltimore region. The input gathered through '*imagine 2060*' will guide the development of the federally mandated, financially constrained 2011 Baltimore Region Long-Range Transportation Plan.

Transportation Improvement Program

The Baltimore region Transportation Improvement Program (TIP) is a four-year listing of all federally funded transportation improvement projects that have been prioritized for funding within the MPO area. http://bmc.baltometro.org/tips_web In addition, non-federally funded projects are included for air quality consideration and public information. Projects identified in the first two years of the TIP are funded using current/available revenue sources listed in the State six-year Consolidated Transportation Program (CTP). MPO staff annually reviews the previous year's *List of Priority Projects* to determine those projects programmed in the Maryland Department of Transportation's (MDOT's) CTP. Projects must support the MPO's long-range transportation plan goals before they can be included into the TIP. In addition, capacity projects must come from the region's approved long-range transportation plan.

Proposed projects received by MPO staff are reviewed for consistency with the MPO LRTP, MDOT's CTP, the local Transit Development Plan, and adopted local government comprehensive plans. The MPO works with its subcommittees to review the proposed list of projects. Projects are evaluated by the subcommittees and based on results of the evaluation the proposed projects are ranked. Public involvement for development of the TIP is provided primarily through the CAC. The MPO further holds a TIP adoption hearing to provide greater opportunity for public comments. The MPO also publishes a listing of projects for which federal funds have been obligated in the preceding year. The estimated total cost of projects in the 2011-2014 TIP is \$1.2 billion.

Financial Factors

The LRTP incorporates all existing dollars and anticipated funding sources as identified through the statewide transportation revenue forecasting process. A financial analysis identifies the source and amount of money reasonably available to build and operate projects during the period of the LRTP. Input is sought from state and local agencies to quantify how much money (cost and revenue estimates) can be expected from each revenue source and each implementing agency. Revenue estimates for State and Federal funds are provided by MDOT. The federal and state funds are derived mainly from fees on gasoline, trucks and trailers, tire, and vehicle registration. The MPO uses historical financial information to forecast Local capital and operating expenditures.

These revenue and cost estimates include operating and maintenance costs for transit and local facilities. Once the financial resources are determined and compared to the prioritized needs, those projects identified for funding compose the “cost affordable plan.” The State and the MPO are currently using 2.4 percent to convert current to constant dollars for their financially constrained LRTP and TIP.

Operations and maintenance costs, for both highway and transit are included in the LRTP, as part of the Financial Resources document and project cost analyses. For the highway component, the costs include ordinary/routine maintenance work such as patching, landscape maintenance, traffic signals and signal maintenance and bridge maintenance. Highway operations and safety costs could include exceptional work, such as resurfacing, traffic control devices, safety lighting and signals, guardrails, and pavement markings. For the transit system, the operations and maintenance costs are funded through revenues from passenger fares, state operating assistance, and local funds.

For operation and maintenance costs associated with state roads, revenue is allocated statewide through MDOT. The Department has provided written correspondence to the MPO indicating that sufficient funding will be available to maintain the state facilities within the MPO boundaries.

When amendments are needed in the future, fiscal constraint will be maintained by either identifying a new revenue source or deleting or deferring an existing cost affordable project.

On Tuesday, February 17, 2009, President Obama signed the American Recovery and Reinvestment Act (ARRA), a \$787 billion package of spending and tax cuts designed to stimulate the national economy.

The final bill contains approximately \$49 billion in transportation-related spending, including \$27 billion for highways and \$16.4 billion for public transit, including high speed rail. The federal recovery legislation will provide at least \$610 million for transportation projects across Maryland, all of which will be invested in maintaining and improving the state’s existing transit systems, roads and bridges. Specifically, these funds will be distributed across a wide range of “fix-it first” projects and will be implemented in two phases: Phase One delivers \$365 million in highway and transit federal formula-funded projects that have been advertised by mid-March 2009 (highway) or late June 2009 (transit), supporting approximately 10,000 jobs. Example projects include bridge improvements, ADA compliant sidewalks, safety guardrails, hybrid bus purchases, MARC station improvements, and replacement buses for locally operated transit system (LOTS) programs. Phase Two will deliver \$273 million in additional highway and transit federal formula-funded projects, supporting approximately 7,500 jobs, as well as other transportation projects that are funded through redistribution.

Air Quality/CMAQ Considerations

Section 176(c)(1) of the 1990 Clean Air Act Amendment (CAAA) states: “No metropolitan planning organization designated under section 134 of title 23, United States Code, shall give its approval to any project, program or plan which does not conform to an implementation plan approved or promulgated under section 110” The Intermodal Surface Transportation Efficiency Act of 1991 subsequently included provisions responsive to the mandates of the CAAA. Implementing regulations have maintained the strong connection.

Provisions governing air quality-related transportation planning are incorporated in a number of metropolitan planning regulations, rather than as the primary focus of one or several regulations. For MPOs that are declared to be air quality nonattainment or maintenance areas, there are many special requirements in addition to the basic requirements for a metropolitan planning process. These include formal agreements to address air quality planning requirements, requirements for setting metropolitan planning area boundaries, interagency coordination, transportation plan content and updates, requirements for congestion management process, public meeting requirements, and conformity findings on the Transportation plan and TIP.

The Baltimore metropolitan area is a moderate nonattainment area for the 8-hour ozone standard and is also nonattainment of the PM_{2.5} annual standard. This area encompasses Anne Arundel, Baltimore, Carroll, Harford, Howard Counties as well as Baltimore City and Annapolis. The BRTB is the lead organization responsible for providing documentation for a determination that the Transportation Improvement Program and long range plan conforms to the region’s air quality State Implementation Plan (SIP). These determinations are based upon the technical analyses conducted by the BMC staff, in conjunction with the Maryland Department of Transportation (MDOT) and the Maryland Department of the Environment (MDE). In addition, the Baltimore MPO shares relevant transportation planning data with the Transportation Planning Board, which is the MPO for the Washington D.C. metropolitan planning area.

Based on this analysis, the BRTB believes that the following major criteria are hereby satisfied: The projects in the 2011-2014 TIP come from a conforming transportation plan that has been developed in concert with the spirit of the metropolitan planning requirements of SAFETEA-LU; The Plan and TIP are consistent with the most current motor vehicle emissions budgets for volatile organic compounds (VOC) and oxides of nitrogen (NO_x); The Plan and TIP are consistent with the most current motor vehicle emissions budget for carbon monoxide (CO); The Plan and TIP are consistent with the most current motor vehicle emissions budgets for direct fine particulate matter (PM_{2.5}) and the PM_{2.5} precursor NO_x; and the TIP provides for the expeditious implementation of emission reduction strategies that attempt to reduce mobile source emissions by reducing vehicle trips, cold start emissions, vehicle miles of travel and highway congestion. Therefore, it is the conclusion of the BRTB, in its capacity as the MPO for the Baltimore region, that implementation of the projects in *Transportation*

Outlook 2035 and the 2011-2014 TIP does not worsen the region's air quality or delay the timely attainment of national ambient air quality standards.

www.baltometro.org/environmental-planning/environmental-planning

Unified Planning Work Program

The Unified Planning Work Program (UPWP) is the basis for the Baltimore region annual transportation planning work scope. Annually, the MPO begins developing the program in November and FHWA/FTA approves it by June. The UPWP identifies the planning budget and the planning activities to be undertaken during the program year. The total funding proposed for the FY 2011 transportation planning activities for the Baltimore region is \$7,875,590. The development of the UPWP is a joint responsibility of the MPO and MDOT. Other local agencies responsible for carrying out transportation and related planning activities also assist in the development and approval of the UPWP through their participation on the Technical Committee.

The UPWP includes a description of planning tasks and a budget for each task to be undertaken by the agencies participating in the MPO's metropolitan planning process. The UPWP also serves as the project budget for planning tasks funded by the FHWA and FTA. In addition, the UPWP supports the MPO's priorities.

In most cases, the MPO has been timely in their submittal of the draft and final report for approval. However, the Federal Review Team recommended during the Certification review that the MPO increase its efforts to close out projects, submit invoices, and report in a timely manner. The MPO produces quarterly reports for each planning grant, which document staff salary, planning consultant, and other expenditures. www.baltometro.org/content/view/92/174/

Public Involvement

The BMC web site HTML version can be translated into 12 other languages using Babel Fish. See link at the upper right of each web page. Print versions are also available at the Regional Information Center.

The MPO continues to implement various efforts to engage citizens in the transportation planning process. The Citizens Advisory Committee's (CAC) purpose is to review and evaluate recent public involvement techniques, particularly as they relate to the LRTP, and new strategies for public involvement and outreach.

www.baltometro.org/content/view/417/305/

All meetings of the BRTB, its subcommittees and advisory groups are open to the public. The public can see the Calendar of Events for a listing of upcoming meetings and events. Recent minutes are also available online.

Current BRTB subcommittees and advisory groups include:

- Baltimore Regional Transportation Board
- Executive Committee
- Baltimore Regional Operations Coordinating Committee
- Bicycle & Pedestrian Advisory Group
- Budget Subcommittee
- Citizens Advisory Committee
- Cooperative Forecasting Group
- Freight Movement Task Force
- Interagency Consultation Group
- Safety Committee
- Transportation Management & Operations Partnership
- Technical Committee
- Traffic Signal Subcommittee
- Transportation & Public Works Subcommittee
- Travel Analysis Advisory Group

The MPO has developed a Public Participation Plan (PPP) which is periodically reviewed and, as necessary, revised based on input from staff, the MPO's advisory committees and the public.

- The MPO maintains a web site that includes minutes of past MPO committee meetings; agendas for upcoming meetings; documents distributed for public review; and publications.
- The MPO sends direct mailings to 80+ interested parties regarding new public review and comment periods.
- The MPO schedules public appearances at various locations throughout the region to discuss issues face-to-face.
- The MPO conducts surveys to evaluate public opinion of its plans and programs.
- The MPO provides a free online translation tool that allows users to translate web-based documents into 12 languages including, Spanish, Russian, Portuguese, Korean, Japanese, Italian, Greek, German, French, Dutch and two Chinese languages.
- The MPO translates a summary of the TIP and long range transportation plan in Spanish.
- The MPO publishes several e-newsletters

Current BRTB e-newsletters:

- B'More Involved - Transportation planning issues. Sent 2-4 times per month.
- BikePed Beacon - Biking and walking. Sent once per month.
- Environmental News Brief - Air quality and transportation. Sent quarterly.
- Legislative Weekly Report - Legislation in the Maryland General Assembly. Sent weekly, January - April only.
- Maryland Moves: A Freight News Monthly - Freight community. Sent monthly.

- On Transit - On Transit. Periodic updates.
 - Press Releases - Keep up-to-date on the work of the Baltimore Metropolitan Council. Notices are sent out as needed.
- All are located at www.baltometro.org/content/view/618/411/

The MPO hosts a library, called the Regional Information Center, in partnership with the Enoch Pratt Free Library (Baltimore City's public library system).

Title VI/Transportation Disadvantaged Program (DBE)

Title VI of the Civil Rights Act of 1964 states that no person in the United States shall, on the basis of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. The BRTB seeks to ensure that the needs of all communities, particularly low-income and minority communities, are addressed in transportation policy and the transportation planning process and that transportation investments work to ensure that both the benefits and impacts are distributed equally.

www.baltometro.org/content/view/1233

BRTB actively seeks to ensure that the planning process gains input and includes participation by minority, disabled and elderly representatives through committee representation, public participation, consultant contracting DBE requirements and as an equal opportunity employer. The BRTB adopted DBE procedures to ensure that the standards developed to ensure DBE participation are clearly defined. DBE goals are set annually. In FY 2010 the DBE goal was set at 20% which was met and exceeded with a DBE participation level of 35% for contracts that were awarded.

www.baltometro.org/content/view/104/182/

In November 2007, the BRTB finalized the 2007 Limited English Proficiency (LEP) Plan for the Baltimore MPO. The intent of this plan is to ensure that where substantial numbers of residents of the Baltimore region exist, who do not speak or read English proficiently, these LEP individuals have access to the planning process and published information, and that public notification is provided in other languages. The LEP includes a four-part analysis and a plan for providing services to LEP individuals: www.baltometro.org/content/view/882/552/ It can also be viewed in PDF format: download pdf [in English](#) or [en español](#) or [view in HTML](#).

<http://www.baltometro.org/content/view/801/523/>

Americans with Disabilities Act and Older Americans Act

The BRTB acknowledges that elderly residents are a growing percentage of the population and continues to monitor aging residents of the Baltimore region to ensure that this segment of the population is served by the transportation system as required by the Older Americans Act, as amended (42 U.S.C. 6101). The BRTB also strives to provide transportation options for individuals with disabilities as stated by the Americans with Disabilities Act of 1990 (42 U.S.C. 1210 and 49 CFR parts 27, 37 and

38. There are a number of travel options for the elderly, people with disabilities and/or others with special mobility needs. Paratransit program information and elderly travel studies are posted on our web site:

1999 Baltimore Region Elderly Travel Study (pdf: 716 KB) - This study explores the activity patterns and travel characteristics of the elderly in the Baltimore region. In addition, the study also documents the major causal factors which directly affect how, when, and where the elderly travel, including the pervasive influence of the in-place retirement phenomena on elderly travel behavior. This study was one of the first regional elderly travel studies in the United States. Its findings have been since been confirmed by other elderly travel studies.

2004 Naturally Occurring Retirement Communities in the Baltimore Region (pdf: 2,710 KB) - This study documents the distribution of the elderly population in the Baltimore region. The findings of this study show that the existing elderly population is widely scattered throughout low density suburban areas where public transportation service is not available and possibly not feasible. The study also documented that portions of the existing elderly population are concentrated in 29 population clusters throughout the region. These elderly population clusters could serve as the basis for planning transportation services to meet the travel needs of elderly residents that are no longer able to drive.

A summary version of these two studies is available in a paper titled *Summary of Findings Concerning Elderly Travel in the Baltimore Region* (pdf: 63 KB) which was prepared in conjunction with the 2005 White House Conference on Aging.

MTA Mobility/Paratransit - *Mobility/Paratransit* is a specialized, curb-to-curb service for people with disabilities who are not able to ride fixed-route public transportation including lift-equipped buses. <http://www.mtmaryland.com/mobility/>

Carroll Area Transit System - <http://www.gobycats.org/> - CATS provides *demand-response* transportation to meet the needs seniors, people with disabilities, and transportation disadvantaged of Carroll County.

Harford Services for Citizens with Disabilities - Harford Transit provides services in accordance with the Americans with Disabilities Act of 1990. Vehicles are wheelchair accessible.

HT Ride - www.howardtransit.com/htride/Default.aspx is a specialized transportation service for individuals who cannot ride fixed-route buses.

Neighbor Ride - www.neighborride.org For Howard County's older residents, this is a reasonably priced, reliable, supplemental transportation service that utilizes community volunteers and resources.

Coordinated Public Transit-Human Services Transportation Plan - The MTA, with cooperation from the BRTB and other interested stakeholders, has created a *Baltimore Area Coordinated Public Transit-Human Services Transportation Plan*.

This plan meets SAFETEA-LU's federal planning requirement for the FTA's Section 5310 (Elderly Individuals and Individuals with Disabilities), Section 5316 Job Access and Reverse Commute – (JARC) and Section 5317 (New Freedom) Programs of developing a locally coordinated public transit - human services transportation plan. This plan is being used by the BRTB to review applications for the JARC and New Freedom grants. Projects must come from this coordinated plan to be considered eligible for federal funding under these two programs.

In developing this plan a regional forum was held on March 26, 2007, to gather input from interested parties. A Regional Coordinated Planning Committee was created to shape the final plan and was supported by participants from the forum. After several meetings the plan was sent to and endorsed by the BRTB on September 25, 2007.

www.baltometro.org/content/view/814/541/

Rehabilitation Act

To address issues that relate to the needs of children, the elderly, and people with physical disabilities as required by the Section 504 of the Rehabilitation Act of 1973 (29 USC 794 and 49 CFR part 27) which addresses accessible features such as curb cuts, ramps, continuous sidewalks, and detectable warnings.

In March 2005, a series of eight Walkable Community Workshops were held throughout the Baltimore region. The WCW program works with communities to identify real-world pedestrian problems and possible solutions. During each workshop, the trainers deliver a presentation on the elements of a walkable community, as well as ways to address common problems. The workshops are not just about listening to presentations, however. Rather, the focus is on a neighborhood walking tour (called a “walkabout” or “ped audit”). During the walkabout, trainers emphasize thinking about and trying to understand the perspective of a pedestrian in the community. Special attention is placed on the needs of children, the elderly, and people with physical disabilities. www.baltometro.org/content/view/513/343/

The Baltometro.org web site HTML version can be translated into 12 other languages using [Babel Fish](#). See link at the upper right of each web page. Print versions are also available at the Regional Information Center. Included in this plan is an LEP/Title VI Discrimination Policy and Complaint process. View the complaint process or [download the complaint form](#).

Transit ads and posters were produced in English and Spanish. An additional handout carries the message "Use the crosswalks" in English, Spanish, Russian, French, Chinese, Korean, Vietnamese and Amharic.

Whether walking or driving, each of us plays a key role in keeping pedestrians safe.
<http://www.baltometro.org/content/view/508/342/>