

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION
BALTIMORE REGIONAL TRANSPORTATION BOARD**

RESOLUTION #19-3

**APPROVE THE SELF-CERTIFICATION REVIEW OF THE
BALTIMORE REGIONAL TRANSPORTATION BOARD**

WHEREAS, the Baltimore Regional Transportation Board (BRTB) is the designated Metropolitan Planning Organization (MPO) for the Baltimore region, encompassing the Baltimore Urbanized Area, and includes official representatives of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's, as well as representatives of the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, the Maryland Transit Administration, and Harford Transit; and

WHEREAS, the BRTB, as the MPO for the Baltimore region, has the responsibility under the provisions of the Fixing America's Surface Transportation Act (FAST Act) to develop and carry out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, the Metropolitan Transportation Planning Final Rule was jointly issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on May 27, 2016 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, §450.336 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 336 (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 Fixing America's Surface Transportation Act, known as FAST, (Public Law 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT-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); and

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 applicable federal requirements.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution at its July 24, 2018 meeting.

July 24, 2018


Date



Valorie LaCour, Chair
Baltimore Regional Transportation Board

July 24, 2018

Date



Pete K. Rahn, Secretary
Maryland Department of Transportation

BALTIMORE REGIONAL TRANSPORTATION BOARD
2018 SELF CERTIFICATION OF THE REGIONAL PLANNING PROCESS

BACKGROUND

Baltimore Regional Transportation Board

Under the Fixing America's Surface Transportation Act, known as FAST, every urbanized area in the U.S. with a population greater than 50,000 is required to have a metropolitan planning organization (MPO). The functions of the MPO include:

- coordinating federal funding for transportation,
- transportation planning in cooperation with the federal government, state agencies, and the operators of publicly owned transit services,
- ensuring that transportation expenditures are based on a continuing, cooperative, and comprehensive (3-C) planning process, and
- providing reasonable opportunity for input from the public and interested parties

The Baltimore Regional Transportation Board (BRTB) is the federally designated MPO for the Baltimore region. The BRTB includes official representatives of the cities of Annapolis and Baltimore; the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's; the Maryland Departments of Transportation, the Environment, and Planning; the Maryland Transit Administration; and Harford Transit. 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 450.336. This is evidenced by the summaries that follow.

Metropolitan planning in the Baltimore region is coordinated closely with the U.S. Department of Transportation through the Federal Highway Administration (FHWA), Delmar Division Maryland Office, and the Federal Transit Administration (FTA) Region 3 Office; the Maryland Department of Transportation; member jurisdictions; locally operated transit service providers; and the public.

Baltimore Metropolitan Council

The Baltimore Metropolitan Council (BMC) serves as the host agency of the BRTB. In this capacity, the BMC provides staff to assist the BRTB and its advisory committees. These staff include transportation planners and engineers, traffic modelers, demographers, urban designers, GIS specialists, and other planning professionals.

The BMC staff supports transportation planning for the region by providing demographic and economic analyses, travel demand modeling, air quality modeling, environmental coordination, and

GIS services. This includes developing the transportation plans and programs for the BRTB. BMC staff members also maintain a database of building permits issued throughout the region.

The BMC also serves as the host agency for other important regional functions and programs. These include the Urban Area Work Group (responsible for coordinating regional emergency preparedness activities), Reservoir Watershed Protection Committee, and Regional Cooperative Purchasing Committee.

BRTB Subcommittees and Advisory Groups

Several committees, subcommittees, and groups advise the BRTB in specific technical and policy areas. Through these committees, the BRTB is able to learn more about specific areas of interest, receive feedback and recommendations, and engage professionals in related fields and the general public. The work of the committees also aids the BRTB as it works to ensure that transportation planning is integrated into the region's efforts to address economic development and quality of life issues.

Current BRTB subcommittees and advisory groups include:

- Executive Committee
- Bicycle and Pedestrian Advisory Group
- Budget Subcommittee
- Public Advisory Committee
- Cooperative Forecasting Group
- Freight Movement Task Force
- Interagency Consultation Group
- Safety Committee
- Technical Committee
- Traffic Incident Management for the Baltimore Region
- Traffic Signal Subcommittee
- Transportation & Public Works Subcommittee

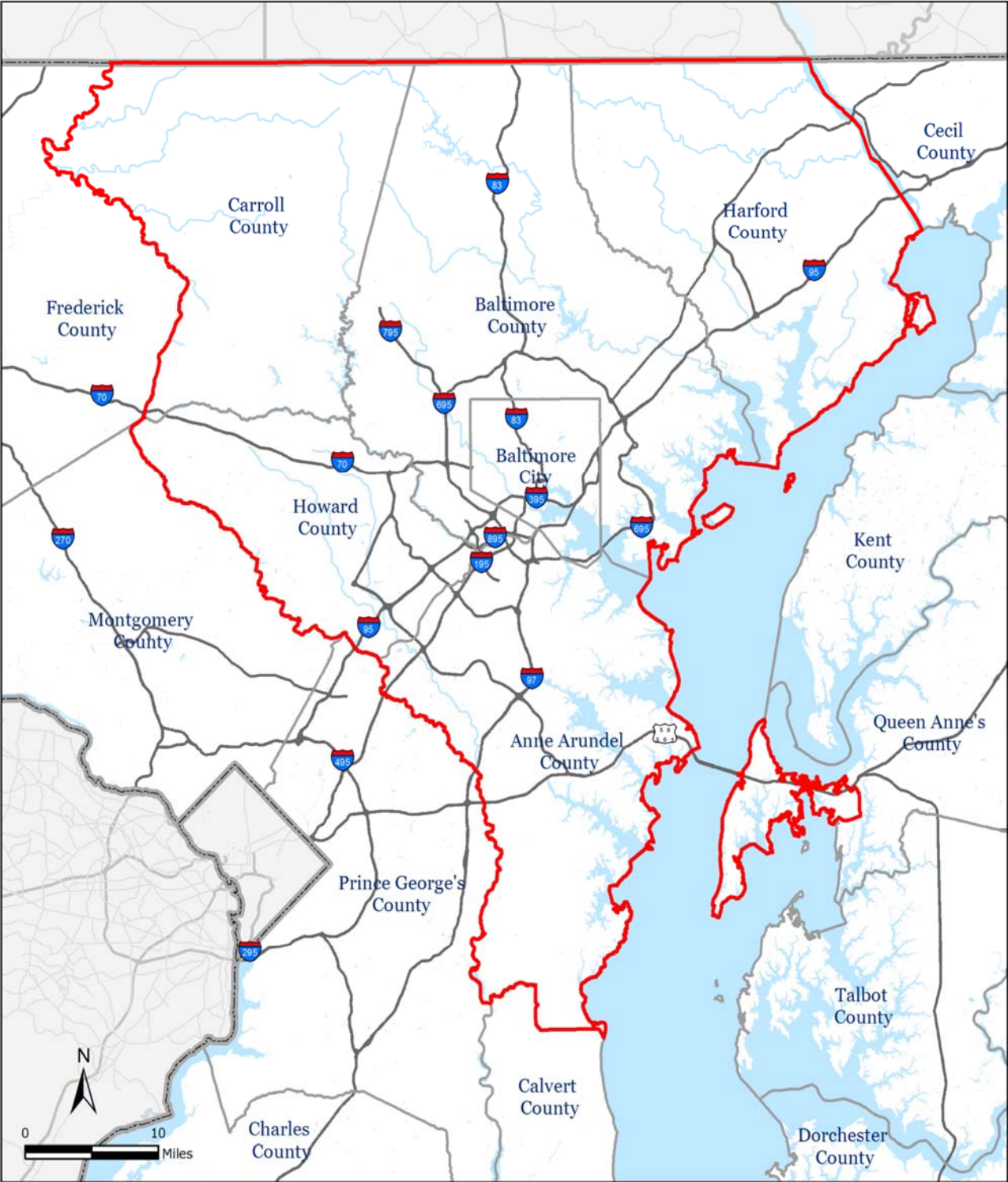
Baltimore Region Urbanized Area

On June 27, 2013 the BRTB adopted a new urbanized area boundary for the Baltimore region.

At a minimum, a Metropolitan Planning Area (MPA) must cover the urbanized area and contiguous geographic areas likely to become urbanized within the next 20 years. The Baltimore MPA consists of Baltimore City; all of Anne Arundel, Baltimore, Carroll, Harford, and Howard counties; and a portion of Queen Anne's County (see Figure 1 for the geographic location of each participating local jurisdiction).

The planning area is part of the 2010 U.S. Census Bureau's Baltimore – Columbia – Towson Metropolitan Statistical Area (MSA), containing the Baltimore Urbanized Area, the Aberdeen – Bel Air South – Bel Air North Urbanized Area, and the Westminster – Eldersburg Urbanized area. Also included within the Baltimore region are 13 smaller incorporated municipalities.

Figure 1- Baltimore Metropolitan Planning Area



TRANSPORTATION PLANNING PROCESS

Federal Planning Factors

The FAST Act and federal regulations (23 CFR 450.306) stipulate that the metropolitan transportation planning process incorporate ten specific factors reflecting sound planning principles. These factors are to be explicitly considered, analyzed as appropriate, and reflected in each MPO's planning products (including the LRTP and TIP). These 10 factors are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. 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.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

Regional Transportation Goals

To address the federal planning factors and advance regional and local priorities, the BRTB established a set of regional goals for the surface transportation system:

Improve System Safety – Make conditions safer for pedestrians, bicyclists, transit riders, and motorists.

Improve and Maintain the Existing Infrastructure – Improve the conditions of existing transportation facilities; systematically maintain and replace transportation assets as needed.

Improve Accessibility – Help people of all ages and abilities to access specific destinations.

Increase Mobility – Help people and freight to move reliably and efficiently.

Conserve and Enhance the Environment – Pass on to future generations the healthiest natural and human environments possible

Improve System Security – Provide a secure traveling environment for everyone; improve the region's ability to respond to natural or man-made disasters

Promote Prosperity and Economic Opportunity – Support the revitalization of communities, the development of activity centers, and the movement of goods and services.

Foster Participation and Cooperation among Stakeholders – Enable all interested and affected parties to participate and cooperate to find workable solutions.

Promote Informed Decision Making – Ensure that adopted transportation policies and performance measures guide the regional decision making process.

FHWA Performance Management Measures / National Goals

The FAST Act’s predecessor, known as Moving Ahead for Progress in the 21st Century, or MAP-21, placed a major emphasis on managing and measuring the performance of the surface transportation system. The FAST Act maintains this commitment. The national transportation goals for highway systems are:

Safety – Achieve a significant reduction in traffic fatalities and serious injuries on all public roads

Infrastructure Condition – Maintain the highway infrastructure asset system in a state of good repair

Congestion Reduction – Achieve a significant reduction in congestion on the National Highway System

System Reliability – Improve the efficiency of the surface transportation system

Freight Movement And Economic Vitality – Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development

Environmental Sustainability – Enhance the performance of the transportation system while protecting/enhancing the natural environment

Reduced Project Delivery Delays – Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies’ work practices

FTA Performance Management Measures / National Standards

MAP-21 also required the FTA to develop a National Transit Safety Plan and to issue minimum safety performance standards for public transportation vehicles used in revenue operations. The FAST Act continues this requirement.

Each recipient of Section 5307 or Section 5311 funds will be required to certify that it has a Transit Agency Safety Plan that conforms to the national plan. In addition, the FTA is required to develop standards for a Safety Certification Training Program, and each fund recipient must have a safety training program consistent with the national standards.

The FTA also is required to establish a National Transit Asset Management (TAM) System. All recipients and subrecipients of FTA funds must develop a TAM Plan. As part of the national TAM system, the FTA is required to define “Transit State of Good Repair” and establish standards for measuring the condition of the capital assets of fund recipients.

BRTB Performance Management Measures and Targets

Consistent with the federal legislation's emphasis on performance-based planning and programming—and in anticipation of federal regulations implementing this approach—the BRTB established several performance measures and targets in the 2015 long-range plan. These enable the BRTB to monitor and evaluate, over time, the performance of the region's transportation system relative to the regional goals.

The adopted measures cover the areas required by federal legislation:

- System Safety – Roadways
- System Safety – Transit
- System Conditions – Roadways and Bridges
- System Conditions – Transit
- System Performance – Congestion
- System Performance – Freight
- System Performance – Emissions

In addition, the BRTB adopted several non-required measures to address accessibility (bicycle/pedestrian and transit) issues.

Maximize2040 includes a set of overarching regional goals, specific implementation strategies that support these goals, and a series of performance measures and targets. These measures and targets are consistent with the performance-based approach to planning and programming set forth in MAP-21, the FAST Act, and corresponding regulations. These measures and targets help the BRTB and operating agencies gauge progress relative to regional goals and strategies.

A new set of performance measures and targets is being developed in preparation for the next long-range transportation plan. Performance measures have been or are being developed for transit asset management, transit safety, roadway safety, roadway and bridge conditions, and system performance. Target selection is being coordinated with the State and public transportation providers to ensure consistency.

All of the measures and targets will be used to guide the Maryland Department of Transportation and metropolitan planning organizations in carrying out the requirements of the applicable FHWA and FTA laws and regulations, including the Highway Safety Improvement Program (HSIP).

All Transportation Improvement Programs (TIPs) and long-range plans that will be adopted after May 2019 will follow this performance-based approach. TIPs will include a narrative explaining how the programmed projects relate to specific regional performance measures and targets. Long-range plans will include a system performance report showing data and trends for the past 5 years for each of the adopted performance measures.

AIR QUALITY CONFORMITY

According to 42 U.S.C. 7506 (c)(1): “No metropolitan planning organization designated under section 134 of title 23, shall give its approval to any project, program or plan which does not conform to an implementation plan approved or promulgated under section 7410 of this title.” The Intermodal Surface Transportation Efficiency Act of 1991 included provisions responsive to the mandates of the CAA. Subsequent implementing regulations have maintained this strong connection. Provisions governing air quality-related transportation planning are incorporated in a number of metropolitan planning regulations.

The region’s air quality State Implementation Plan (SIP) is prepared by the Maryland Department of the Environment (MDE). The SIP must demonstrate how a state will attain and/or maintain national ambient air quality standards (NAAQS) established by the U.S. Environmental Protection Agency (EPA). The EPA sets the NAAQS for certain air pollutants, called “criteria pollutants,” to protect public health. The EPA then determines the areas of the country that do not meet the NAAQS. For each MPO, “conformity” means that the programs and projects in its regional transportation plans will not cause new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS.

The Baltimore region is currently designated by EPA as a “moderate” nonattainment area for the 2008 8-hour ozone standard.

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 a congestion management process, public meeting requirements, and conformity determinations on the regional transportation plans and programs.

CONSULTATION WITH STAKEHOLDERS AND THE PUBLIC

The FAST Act requires MPOs to consult with state and local officials, transit operators, and the public when conducting transportation planning. As did its predecessor legislation, the FAST Act emphasizes the broadening of public participation to include stakeholders who have not traditionally been involved in providing input to transportation decisions.

In ensuring full and effective participation by the public and other interested parties, the BRTB adheres to the following guiding principles:

Public involvement is an important element of a high quality transportation planning process, not a simple “add on” to meet federal requirements.

Effective transportation planning must include the participation of those whose everyday lives are critically affected by how they are able to get to work, home, school, stores, and services.

It is essential to ask for public participation, not just wait for it. It is essential to respect and seriously consider input that is received, not just collect it.

Informing and educating the public about transportation planning issues and the transportation planning process is key to obtaining good quality public input.

Additional emphasis should be placed on involving persons and groups typically under-represented in transportation planning or with special transportation needs, including low-income, minority, elderly, and disabled populations.

Public Participation Plan

The most recent update of the Public Participation Plan (PPP) for the Baltimore region, approved in 2018 in accordance with the FAST Act, assists the BRTB in carrying out its responsibility to reach out to and engage the public and other interested parties. The PIP provides an open process that offers complete information, timely public notice, full public access to key decisions, and support for early and continued involvement of stakeholders.

Public Advisory Committee

The BRTB conducts various activities to engage the public in the transportation planning process. The purpose of the Public Advisory Committee (PAC) is to review and evaluate public involvement techniques, particularly as they relate to the LRTP and new strategies for public involvement and outreach and to provide independent, region-oriented advice regarding regional transportation planning and related issues. Members also assist in promoting equity and public awareness and public participation in the planning process.

BMC staff also coordinates regular meetings of the PAC and its Policy & Legislation, Public Involvement, and ad hoc transportation equity subcommittees. Recent presentations to the PAC have been on topics such as transportation equity, the PPP, performance measures, *Maximize2045*, the TIP and amendments to the TIP, and the UPWP.

Other Examples of the BRTB's Commitment to Public Involvement

All meetings of the BRTB, its subcommittees and advisory groups are open to the public. The BMC website includes minutes of past BRTB and committee meetings; agendas for upcoming meetings; documents distributed for public review; and publications.

Other features of the public involvement program include:

- surveys to evaluate public opinion of its plans, programs, and events.

- notification of new comment periods and events posted on BMC website (nearly 6,100 followers on social media; emails to over 650 interested parties);

- “What’s on Tap?” regional forums featuring well known speakers about technology and other related issues facing the region;

- scheduled public appearances at various locations throughout the region to discuss issues face-to-face;

publication of *B'more Involved* and a *COG Quarterly* e-newsletter, distributed to nearly 2,500 subscribers and cross posted on social media to nearly 6,100 followers; and cross posting of e-newsletters and press releases on social media and on the BMC website.

TITLE VI / ENVIRONMENTAL JUSTICE

As an MPO, the BRTB is required to convene its members, stakeholder organizations, interested parties and citizens in order to conduct a cooperative, comprehensive and continuing (3C) transportation planning process. Moreover, as a subrecipient of federal financial assistance via the Maryland Department of Transportation, the BRTB is required to be compliant with Title VI of the Civil Rights Act of 1964.

In particular, Title VI of the Civil Rights Act of 1964 provides that no person in the United States shall, on the grounds of race, color or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal financial assistance.

The Civil Rights Restoration Act of 1987 broadened the coverage of Title VI by expanding the definition of the term “programs or activities” to include all programs or activities of federal aid recipients, sub-recipients, and contractors, whether such programs and activities are federally assisted or not.

In accordance with Title VI, the BRTB must submit a signed assurance to the United States Department of Transportation that it will not discriminate in the administration of its programs and activities. And it must document its compliance with Title VI in accordance with Federal Transit Administration (FTA) Circular C4702.1B: Title VI Requirements and Guidelines for Federal Transit Administration Recipients (2012). This circular placed a renewed emphasis on Title VI in the transportation planning process.

On January 27, 2015, the Baltimore Regional Transportation Board approved, via BRTB Resolution #15-19, its Title VI Program. Documentation of the program details how the BRTB meets the requirements of the aforementioned authorities—in particular the requirements set forth in FTA Circular C4702.1—in the MPO planning process for the Baltimore region. The BRTB published its most recent Title VI Report in April 2016. Recent accomplishments include:

- Evaluated and updated the BMC website to improve online access to Title VI / nondiscrimination policies and information.

- Completed new Four-Factor Analysis based on the most recent American Community Survey Five-Year Estimates. Drafted and approved, via BRTB Resolution #16-5, the Language Assistance Program and Limited English Proficiency Plan.

- Developed and rolled out (to staff, BMC partners, and the public) an ArcGIS web application for the Vulnerable Population Index (VPI) and its composite data on the location and concentration of seven vulnerable populations in the Baltimore region.

Initiated the second phase of contact relationship management (CRM) implementation to better connect with vulnerable populations / interested parties in the region.

Utilized approved method to evaluate the benefits and burdens of anticipated investments from the most recent long-range plan, *Maximize2040*, and the most recent transportation improvement program (TIP).

Limited English Proficiency Plan

In accordance with “U.S. Department of Transportation Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficiency Persons,” BMC staff conducted a four-factor analysis to determine the “reasonable steps” the BRTB must take to ensure meaningful access to information and services it provides.

Based on the current low levels of residents with LEP in the Baltimore region and their limited interaction with the BRTB, full translation of all BRTB Plans and Programs is not required at this time. However, in order to engage the diverse population in the region, the BRTB is committed to providing appropriate language assistance to the LEP population. The following information outlines key actions:

BMC staff prepared an Executive Summary in Spanish for the following key documents: long-range transportation plan (draft and final), short-range transportation program (final), Public Participation Plan, Limited English Proficiency Plan, Title VI Policy and Complaint Form, and the “About the BRTB” brochure.

The BRTB will provide limited oral language services to Spanish-speaking LEP individuals.

BMC staff will review the data on which this plan is based at least every four years.

As a recipient of federal financial assistance, the BRTB has adopted a Title VI complaint procedure.

In July 2015, the BRTB approved the 2015 Limited English Proficiency Plan for the Baltimore region (Resolution #16-5).

REGIONAL TRANSPORTATION PLANNING – REQUIRED DOCUMENTS

The FAST Act requires that MPOs produce three documents:

Unified Planning Work Program (UPWP)

Long-Range Transportation Plan (LRTP)

Transportation Improvement Program (TIP), a short-range transportation plan

Unified Planning Work Program – UPWP

The UPWP is the basis for the Baltimore region annual transportation planning work scope. Every two years 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 by the agencies participating in the BRTB's metropolitan planning process during the programmed years.

The UPWP also serves as the project budget for planning tasks funded by the FHWA and FTA. In addition, the UPWP supports the BRTB's priorities. The total funding proposed for the FY 2018 transportation planning activities for the Baltimore region is \$8,646,415. In the second year of the UPWP members refresh the budget and determine if any additional tasks are to be undertaken. The total funding proposed for the FY 2019 transportation planning activities for the Baltimore region is \$7,517,700.

The development of the UPWP is a joint responsibility of the BRTB and MDOT. The public transit operators and 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 and the BRTB.

The BRTB has been timely in its submittal of the draft and final report for approval. However, the Federal Review Team recommended during the certification review that the BRTB increase its efforts to close out projects, submit invoices, and report in a timely manner. The BRTB produces monthly reports for each planning grant. These reports document staff salary, planning consultant, and other expenditures.

Transportation Plans – LRTP and TIP

The LRTP provides information on the region's transportation-related goals and policies as well as socioeconomic, environmental, and other factors that will affect the operation of the transportation system over the next 20-25 years. The document includes a list of major federally funded capital projects planned for this period, their estimated year-of- expenditure costs, and the revenues reasonably expected to be available to fund the projects. The LRTP is updated every four years.

The TIP is a 4-year listing of all federally funded transportation projects, generally updated every year. The TIP serves as the programming element of the LRTP, showing those projects with committed funds and established schedules. The TIP includes a listing of projects for which federal funds have been obligated in the preceding year. This list is compiled annually and published online.

Both the LRTP and the TIP are required by law to be fiscally constrained. In the case of the LRTP, this means projecting the amount of funding the region reasonably anticipates will be available over the next 20-25 years. The total estimated cost of the projects and programs in the LRTP cannot exceed the projected funding. For the TIP, this means providing (1) budgets showing committed funding for whichever project phase (planning, engineering, right of way acquisition, or construction) is being covered and (2) realistic implementation schedules based on when these committed funds will be available.

Another way of expressing fiscal constraint is that neither the LRTP nor the TIP can be a "wish list" of projects. Both of these documents must show how the region expects to pay for each project.

Current Long-Range Transportation Plan

The BRTB adopted the current LRTP, titled *Maximize2040: A Performance-Based Transportation Plan*, in November 2015. Federal agency approval followed in January 2016.

Regional Goals, Strategies, and Performance Measures/Targets

As part of the development of “*Maximize2040: A Performance-Based Transportation Plan*,” the current regional long-range transportation plan, the BRTB adopted broad regional goals, specific implementation strategies, regional performance measures, and regional performance targets to comply with federal requirements. These efforts will enable the region to monitor and evaluate system performance more effectively. This in turn will enable the BRTB to respond to trends indicating specific areas that may merit additional attention.

Solicitation of Public Project Ideas

To get input on the public’s perspective on regional transportation needs, the BRTB solicited public ideas for major, long-term projects to be considered for *Maximize2040*. Members of the PAC helped to collect public project ideas by assisting with outreach at local events and at transit stations. In addition, participants were able to submit project ideas on line through interactive maps.

Of the more than 1,140 public project ideas submitted by the public, 178 related to major, long-term projects that potentially could be included in *Maximize2040*. BMC staff presented all of the recommendations for major, long-term projects as well as minor, short-term projects to the Technical Committee and the BRTB for review and consideration. In addition, staff shared all comments related to minor, short-term projects, as well as general comments, with the responsible modal agencies and local jurisdictions for review and consideration.

Evaluation of Candidate Projects / Fiscal Constraint of Plan

BMC staff scored the candidate projects submitted by jurisdictions and modal agencies. This scoring applied BRTB-adopted evaluation criteria, based on regional goals and performance measures, to determine the relative technical merits of each candidate project. BMC staff provided the results to the Technical Committee and the BRTB to use as a tool in determining the best mix of major projects and programs to advance regional goals and address transportation needs.

In addition, SHA, MTA, and the jurisdictions provided 2015 cost estimates for these projects. BMC staff applied an inflation factor, consistent with Maryland Department of Transportation (MDOT) methodology, to these estimates to determine year of expenditure cost estimates. The Technical Committee and BRTB then determined the best mix of projects, ensuring that given the YOE estimated costs did not exceed anticipated revenues provided by MDOT. In this way, *Maximize2040* was demonstrated to be fiscally constrained, in accordance with federal requirements.

Public Outreach and Engagement

Throughout the nearly 2-year process to develop *Maximize2040*, the BRTB shared information through publishing flyers and e-newsletters as well as through providing links on the BMC website that people could use to follow *Maximize2040* on Twitter and Facebook. In addition, the BRTB provided the public with opportunities to comment on draft goals and implementation strategies, share ideas about critical future trends and possible future conditions, submit project ideas, attend public meetings, and give feedback throughout the process.

The BRTB made the draft *Maximize2040* available to the public for review and comment for a 45-day period in September and October 2015. The BRTB addressed these comments in preparing the final version of *Maximize2040*.

Next Long-Range Transportation Plan

The BRTB and BMC staff have begun development of the next LRTP, titled *Maximize2045: A Performance-Based Transportation Plan*.

Regional Goals and Strategies

As a first step in the development of the next plan, the BRTB adopted the same set of goals from *Maximize2040*. With input from the Technical Committee and the Public Advisory Committee, the BRTB added some implementation strategies to support these goals. These new strategies are intended to:

- strengthen planning related to two new planning factors added in the FAST Act: (1) improve resiliency and reliability, specifically with respect to system redundancy and evacuation routes, and (2) enhance travel and tourism

- acknowledge the need to consider emerging technologies (e.g., autonomous and connected vehicles, smartphone apps) and shared mobility options (e.g., ride hailing services, micro-transit services, ridesharing) in project planning and programming.

Regional Performance Measures and Targets

As noted, following the enactment of the FAST Act, the U.S. DOT published updated Metropolitan Planning Regulations on May 27, 2016. These updated regulations continue and strengthen the emphasis on performance-based planning and programming.

Maximize2040 includes a set of overarching regional goals, specific implementation strategies that support these goals, and a series of performance measures and targets. These measures and targets are consistent with the performance-based approach to planning and programming set forth in MAP-21, the FAST Act, and corresponding regulations. These measures and targets help the BRTB and operating agencies gauge progress relative to regional goals and strategies.

In accordance with federal law and regulations, the BRTB is coordinating with the Maryland State Highway Administration and the Maryland Transit Administration to develop a new set of performance measures and targets in preparation for the next long-range transportation plan. Performance measures have been or are being developed for transit asset management, transit safety, roadway safety, roadway and bridge conditions, and system performance. Target selection is being coordinated with the State and public transportation providers to ensure consistency.

Out of the set of 25 federally mandated measures and targets, the BRTB has adopted 11 to date. These include:

- four transit asset management measures and targets (adopted in June 2017): (1) percentage of non-revenue service vehicles that have either met or exceeded their Useful Life Benchmarks

(ULBs), (2) percentage of revenue vehicles within an asset class that have either met or exceeded their ULBs, (3) with respect to infrastructure (rail fixed-guideway, track, signals, systems): percentage of track segments with performance restrictions, and (4) percentage of facilities within an asset class rated below condition 3 on the TERM scale

five highway safety measures and targets (adopted in January 2018): (1) Number of fatalities, (2) rate of fatalities per 100 million VMT, (3) number of serious injuries, (4) rate of serious injuries per 100 million VMT, and (5) number of non-motorized fatalities + non-motorized serious injuries – pedestrian and bicycle

two system performance measures and targets to assess traffic congestion (unified MDOT/BRTB targets for the urbanized area; adopted in May 2018): (1) annual hours of peak-hour excessive delay per capita (PHED measure) and (2) percentage of non-SOV (single-occupancy vehicle) travel

one measure to assess on-road mobile source emissions (unified MDOT/BRTB targets for the urbanized area): total emissions reduction (adopted June 2018): 2-year and 4-year cumulative reported emission reductions of each criteria pollutant and applicable precursors (PM2.5, PM10, CO, VOC, and NOx) for which the area is designated nonattainment or maintenance [*Note: the BRTB region is in nonattainment only with respect to ozone*]

The BRTB will adopt the remaining 13 measures and targets, in coordination with MDOT, by the November 2018 due date (or, in the case of transit safety, by a due date to be determined). The remaining measures and targets are:

four measures to assess pavement condition: (1) percentage of pavement on the interstate system in good condition, (2) percentage of pavement on the interstate system in poor condition, (3) percentage of pavement on the NHS (excluding the interstate system) in good condition – state/local, and (4) percentage of pavement on the NHS (excluding the interstate system) in poor condition – state/local

two measures to assess bridge condition: (1) percentage of NHS bridges by deck area classified as in good condition and (2) percentage of NHS bridges by deck area classified as in poor condition

two measures to assess performance of the NHS under the National Highway Performance Program (expressed as Level of Travel Time Reliability (LOTTR): (1) percentage of person-miles traveled on the interstate system that are reliable (Interstate Travel Time Reliability measure) and (2) percentage of person-miles traveled on the non-interstate NHS that are reliable (non-interstate NHS Travel Time Reliability measure)

one measure to assess freight movement on the interstate system: percentage of interstate system mileage providing for reliable truck travel times (Truck Travel Time Reliability Index – TTTR)

four transit safety measures (reported by mode): (1) number of reportable fatalities and rate per total vehicle revenue miles, (2) number of reportable injuries and rate per total vehicle revenue

miles, (3) number of reportable safety events and rate per total vehicle revenue miles, and (4) mean distance between major mechanical failures. [Note that, as of the publication of this document, the final transit safety rule has not been published. Once the final rule has been published, transit agencies will have 1 year to set transit safety performance targets; MPOs will have 1 year + 180 days.]

All of the measures and targets will be used to guide the Baltimore Regional Transportation Board in carrying out the requirements of the applicable FHWA and FTA laws and regulations, including the Highway Safety Improvement Program (HSIP).

Other Components of the Maximize2045

Over the next year, the BRTB will work with stakeholders, partner agencies, and BMC staff to develop the financial plan and list of projects for *Maximize2045*. The BRTB expects to adopt this plan in July 2019.

FY 2019-2022 TIP

The BRTB and its Technical Committee reviewed the projects proposed for the 2019-2022 TIP. This included review by BMC staff for consistency with the LRTP, MDOT's Consolidated Transportation Program (CTP), the local Transit Development Plans, and adopted local government comprehensive plans. The BRTB worked with its subcommittees, particularly the Public Advisory Committee, to review and evaluate the proposed list of projects. Based on results of this evaluation, the proposed projects were selected for inclusion in the TIP.

Projects identified in the TIP are funded using current/available revenue sources listed in the state's six-year CTP. The estimated total cost of projects in the 2019-2022 TIP is \$3.20 billion.

BMC staff annually reviews the previous year's list of priority projects to determine those projects programmed in MDOT's CTP. Projects must support the LRTP goals before they can be included in the TIP. In addition, capacity projects must come from the approved LRTP and must have been considered in the congestion management process for the region.

FY 2019-2022 TIP Financial Considerations

As noted, the 2019-2022 TIP uses current and available revenue sources listed in the 2018-2023 CTP. The TIP also includes letters of financial reasonableness from agencies and jurisdictions stating that funding has been committed and will be available to apply to the listed projects. Schedules and budgets included in the TIP show the allocation of these current/available funding sources to cover the estimated year of expenditure costs of each phase of each project. In these ways, the TIP demonstrates fiscal constraint as required under the FAST Act.

FY 2019-2022 TIP Public Involvement

Public involvement for development of the TIP was provided primarily through review by the PAC. The public review period for the draft FY 2019-2022 TIP and the associated draft Air Quality Conformity Determination took place from May 23 through June 25, 2018. Staff held one public

meeting (advertised as a Transportation Fair) and a presentation at a Public Advisory Committee meeting (open to the public) to present information and accept input/comments. The public meeting included representatives from every agency sponsoring projects in the TIP. The BRTB also posted the draft TIP online along with an interactive map of TIP projects and advertised on BaltimoreSun.com.

Air Quality Conformity – FY 2019-2022 TIP and Amended Plan

The conformity rule, as it applies to the Baltimore nonattainment area, requires the LRTP and TIP to conform to the motor vehicle emissions budgets established in the SIP. The applicable SIP for the Conformity Determination of the 2019-2022 TIP is the 2012 RFP SIP for 8-hour ozone (determined to be adequate on March 27, 2009).

The results of the conformity analysis for the Baltimore nonattainment area indicate that the projected mobile source emissions are below the applicable motor vehicle emission budgets for the established analysis years of 2020, 2030, and 2040. Therefore, the BRTB, in its capacity as the Metropolitan Planning Organization for the Baltimore region, has concluded that the 2019-2022 TIP and the amended *Maximize2040* are found to be in conformity with the requirements of the Clean Air Act Amendments of 1990 and the relevant sections of the Final Transportation Conformity Regulations (40 CFR Part 93).

DISADVANTAGED BUSINESS PROGRAM (DBE) / EQUAL EMPLOYMENT OPPORTUNITY

Disadvantaged Business Enterprise (DBE) Program

The BRTB actively seeks to ensure that the planning process gains input and includes participation by minority, disabled, and elderly representatives through committee representation and public participation. In addition, the BRTB seeks to ensure equity through its consultant contracting DBE participation requirements and through equal opportunity employment practices. The BRTB adopted DBE procedures to define clearly the standards for ensuring DBE participation. DBE targets are set annually.

The BRTB-approved DBE participation target for FY 2019 is 31.7%. Specifically, the Baltimore Regional Transportation Board is using the goal of the Maryland Department of Transportation as the primary recipient of U.S. Department of Transportation funds located in the same or a substantially similar market as the BRTB.

The BRTB participates in the Regional Procurement Diversity Expo, “Meet the Primes,” which is sponsored, in part, by the Baltimore Regional Cooperative Purchasing Committee. The most recent Expo took place in October 2017 with an event planned for October of 2018. The event featured individual introductory sessions between prime contractors and minority- and women-owned subcontractors.

Additionally, all cooperative contracting led by participating entities in the Baltimore Regional Cooperative Purchasing Committee comply with the lead entity’s minority business enterprise procedures and goals. This allows for flexibility for entities that choose to participate in these

contracts to increase these goals should their individual minority business enterprise goals be higher than what is set by the lead entity.

Equal Employment Opportunity

BMC's Equal Employment Opportunity policy is included as Policy Number 101 in the BMC Policy and Procedure Manual (PPM). The new PPM went into effect on July 1, 2016. The Equal Employment Opportunity policy, unchanged since the last update of the manual (from March 1, 2007), states:

In order to provide equal employment opportunity to all individuals, employment decisions at BMC will be based on qualifications, abilities, and performance. BMC does not discriminate in employment opportunities or practices on the basis of race, color, religion, sex, national origin, age, disability, sexual orientation, or any other characteristic protected by law.

BMC will make reasonable accommodations for qualified individuals with known disabilities unless doing so would result in an undue hardship. This policy governs all aspects of employment, including selection, job assignment, compensation, discipline, termination, and access to benefits and training.

AMERICANS WITH DISABILITIES ACT

The BRTB and its subcommittees are fully committed to the spirit and intent of the ADA legislation. To facilitate participation by people with disabilities, the following guidelines and activities apply:

All public meetings and formal events of the BRTB will be held in facilities that are accessible to persons with disabilities. Additional accommodations will be provided on an as-needed basis.

All public notices of BRTB events state that accommodations for qualified individuals with disabilities will be provided on request. One-week notice is required for provisions of appropriate auxiliary aids and services.

All documents available to the public will be provided in alternative formats for qualified individuals with disabilities, upon request.

The website is accessible to and usable by individuals with vision impairments.

The telephone number of the Maryland Relay Service will be included on all agendas and materials for public review of the BRTB.

A list of resources for auxiliary aids and services has been developed and is maintained.

The Public Advisory Committee maintains a strong role in the consideration of the disabled population. In addition, the planning process now utilizes the most recent, applicable data from the U.S. Census Bureau to identify possible concentrations of disabled individuals. Such an approach, based on public input and the best possible planning assumptions, is similar to those used by the MTA and the Locally Operated Transit Systems (LOTS) in developing fixed-route and on-demand transit services across the region.

Other ADA-related Activities

The BMC undertook an ADA Self-Evaluation and the associated Transition Plan. Recognizing the importance of the offices where employees work on a regular basis as well as where public meetings are held on a regular basis, the BMC completed a review of the interior of the offices. Several areas have been noted where improvements are needed to maintain a fully compliant space, adjustments are now completed. The exterior were reviewed by the development company and a significant upgrade was completed which will be added to the next report.

BRTB staff participates in trainings and offers assistance and advice on pedestrian accessibility issues through participation in steering committees for bicycle and pedestrian plans and review of LRTP and TIP projects for pedestrian accommodations. In 2013, a staff member participated in "Understanding ADA" training (which incorporated Section 504 considerations as well) through the National Transit Institute at WMATA headquarters in Washington, DC. Staff has also given presentations on the subject of pedestrian and transit accommodations for people with disabilities to a variety of audiences, including the self-advocacy group of the Arc of Howard County.

OLDER AMERICANS ACT

The BRTB acknowledges that older 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). Information on travel studies related to the needs of the elderly (see examples below) is posted on the BMC web site: www.baltometro.org.

1999 - Baltimore Region Elderly Travel Study

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.

2012 - Naturally Occurring Retirement Communities (NORCs) in the Baltimore Region:2010 Census Update

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 31 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.

2015 – The Aging of the Regional Population and Its Effect on Travel

The Baby Boom Generation (born 1946 through 1964) began to turn 65 in 2011. As they age, the elderly population of the Baltimore region will increase, with consequences for transportation, healthcare, and economics. Part of the series "Directions: Travel Trends in the Baltimore Region."

TRANSPORTATION SERVICES FOR DISABLED PEOPLE AND THE ELDERLY

The BRTB 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 people with disabilities, the elderly, and/or others with special mobility needs. Paratransit program information is posted on the BMC web site: www.baltometro.org.

Coordinated Public Transit – Human Services Transportation Plan

The BRTB collaborated with the Maryland Transit Administration in developing the 2015 *Baltimore Area Coordinated Public Transit – Human Services Transportation Plan*. This plan meets SAFETEA-LU's federal planning requirement that projects selected for funding under the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310), Job Access and Reverse Commute (JARC), and New Freedom programs be derived from a locally developed, coordinated public transit-human services transportation plan. Although the FAST Act's predecessor, MAP-21, eliminated the JARC and New Freedom programs, these type of services continue to be eligible for funding other FTA programs.

In June 2015, two regional workshops provided a forum for stakeholders to discuss and update the transportation needs in the 2010 Plan. Strategies for how to best to serve the needs of seniors and the disabled as well as the low-income employed were finalized at an August 2015 meeting also attended by regional stakeholders

2017 – Attitudes and Behavior of Baltimore Area Residents with Access to Transit

Related to the topic of the transportation needs of the region's residents, the BRTB sponsored a survey to gather information on people's travel behavior and attitudes with respect to public transit. From November 14, 2017 to January 16, 2018, the BRTB's consultant team conducted more than 1,200 interviews of residents in zip codes served by transit. The team used the data to determine attitudes by demographic characteristics, education level, and income level. In addition, the team conducted a market segmentation analysis and provided recommendations to the BRTB on how the region could more effectively reach and serve current and potential transit riders.

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.

Anne Arundel County

Regional Transportation Agency of Central Maryland (RTA) Mobility is a specialized transportation service for individuals who cannot ride fixed route buses. RTA Mobility consists of two service components: General Paratransit and ADA Services.

Baltimore County

CountyRide provides specialized transportation services to Baltimore County residents 60 years of age or older, persons with disabilities ages 18 to 59, and rural residents of all ages. Destinations include medical appointments, shopping and other general purpose trips.

Carroll County

Butler Medical provides demand-response transportation to meet the needs of seniors, people with disabilities, and the transportation disadvantaged of Carroll County.

Harford County

Harford Transit provides services in accordance with the ADA. Vehicles are wheelchair accessible.

Howard County

Regional Transportation Agency of Central Maryland (RTA) Mobility is a specialized transportation service for individuals who cannot ride fixed route buses. RTA Mobility consists of two service components: General Paratransit and ADA Services.

Queen Anne's County

County Ride is the public transit system for Queen Anne's County and is operated under the Department of Aging. Our staff is committed to providing quality transit services for the general public and specialized services for seniors and persons with disabilities who are unable to use the fixed-route public system.

Action in Maturity (AIM)

AIM is a senior center without walls providing transportation and social services to aging adults in Baltimore City.

Neighbor Ride

Neighbor Ride provides affordable, volunteer-based supplemental transportation for Howard County's seniors.

Partners In Care

Partners In Care is a nonprofit organization that helps Anne Arundel County's older adults remain independent in their homes. It provides no-cost transportation to members for doctors' appointments, pharmacy trips, shopping and running various other errands via a team of volunteer drivers.

REHABILITATION ACT

Section 504 of the Rehabilitation Act of 1973 (29 USC 794 and 49 CFR part 27) addresses accessible features such as curb cuts, ramps, continuous sidewalks, and detectible warnings, particularly as they relate to the needs of children, the elderly, and people with physical disabilities. The activities and work done to comply with and promote understanding of the ADA also relates to the provisions of the Rehabilitation Act.