

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #20-15**

ACCEPTING THE TITLE VI ANNUAL REPORT

WHEREAS, the Baltimore Regional Transportation Board is the designated Metropolitan Planning Organization 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 purpose of the Title VI 2019 Annual Report is to provide an update on implementation of the Baltimore Regional Transportation Board (BRTB) Title VI Program, and will be appended to the most recently approved Title VI Program documentation.

WHEREAS, as an MPO, the BRTB is required to convene its members, stakeholder organizations, interested parties and residents in order to conduct a cooperative, comprehensive and continuing (3C) transportation planning process. As a sub-recipient 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.

WHEREAS, 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. The BRTB 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) – that placed a renewed emphasis on Title VI in the transportation planning process.

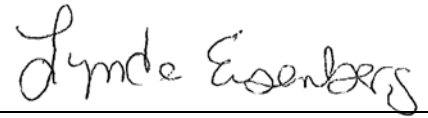
WHEREAS, On May 28, 2019 the BRTB approved, via BRTB Resolution #19–22, a Title VI Program. Documentation of the program details how the Board meets the requirements of the aforementioned authorities – in particular the requirements set forth in *FTA Circular C4702.1B* – in the MPO planning process for the Baltimore region.

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board accepts this Title VI Annual Report.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution at its June 23, 2020 meeting.

6-23-20

Date

A handwritten signature in black ink that reads "Lynda Eisenberg". The signature is written in a cursive style with a large initial "L".

Lynda Eisenberg, Chair
Baltimore Regional Transportation Board

Attachment 1

The Title VI Annual Report provides an update on implementation of the Baltimore Regional Transportation Board Title VI Program in calendar year 2019. It follows the format of the approved program documentation, with work activities reported in three sections: Program Administration, General Requirements, and MPO-Specific Requirements. The report finishes with an overview of work activities planned to enhance the Title VI Program in 2020.

1. Program Administration

- BMC staff participated in an EJ peer exchange held as part of the 2019 AMPO conference on October 22, 2019.
- Reviewed EJ analysis methods utilized by other MPOs and reports from state and federal agencies throughout the calendar year.
- Evaluated DBE participation for FY 2019; and adopted DBE participation goal (31.7%) for FY 2020, via BRTB Resolution #19-19.
- Participated in a daylong MACO event titled: Policy Applications of a Racial Equity Lens, Creating More Equitable Policies for an Economically Vibrant Maryland.
- Attended FHWA Travel Model Improvement Program webinar on Equity Analysis Data, Measures, and Methods for MPOs and Transit Agencies on February 15, 2019.

2. General Requirements

- Received no Title VI complaints.
- Completed a questionnaire from MDOT upon completion of the Title VI Program adoption.
- Participated in MDOT MTA's Triennial Review during the discussions on Title VI and the relationship with MPOs.
- Participated in a DBE briefing at MDOT. Have begun to develop a list of DBE-qualified consultants that have been under contract with BMC or are on a list to receive notice of RFPs. Beginning to check for DBE firms under relevant NAICS codes to add to the notification list.
- During the recent renovation of the BMC offices, the architect incorporated ADA accommodations as appropriate.

3. MPO-specific Requirements

- Met with all local jurisdiction members of the BRTB to discuss public involvement and equity issues. The purpose was to enhance/extend the reach of the BMC staff and to gauge interest in new tools or techniques to benefit both the jurisdiction and the MPO.
- Edits were made to the Vulnerable Population Index, previously approved in 2018, to fix an error in the data. Changes were made to the model, database, maps, and charts to reflect the correct numbers.
- Completed a full update to the Limited English Proficiency Plan which was approved by the BRTB in May 2019. The LEP document has been translated into Spanish.
- The *Look Alive* safety campaign continued in 2019 with materials translated into Spanish to reach at-risk populations.
- Completed a full update to the Title VI Program which was approved by the BRTB in May 2019.

- Ms. Tracee Strum-Gilliam, PRR, gave a presentation on environmental justice and equity in transportation planning as part of an orientation to new PAC members.
- Updated EJ analysis methods utilized for the long-range transportation plan, *Maximize2045*. The EJ analysis addressed the impact of the preferred alternative on EJ and non-EJ transportation analysis zones in the context of the following accessibility and mobility measures, each of which were evaluated for both auto and transit:
 - Average number of jobs accessible
 - Average number of shopping opportunities accessible
 - Average commute time
 - Average travel time for shopping purposes
 - Average travel time to closest hospital
 - Percent of population within 15, 30, 45, and 60 minutes of a supermarket
 - Percent of population within 15, 30, 45, and 60 minutes of a hospital
 - Percent of population within 15, 30, 45, and 60 minutes of a college or university
- EJ analysis continues to be enhanced for purposes of long-range transportation planning with the assistance of Cambridge Systematics. The CS team helped develop the new InSITE model and was tasked to create a module to extend EJ analysis moving forward.
- Presented proposed updated EJ analysis methodology to the Technical Committee on March 5, 2019.
- Presented EJ analysis results for *Maximize2045* to the Technical Committee on May 7, 2019.
- Presented the updated EJ analysis methodology and results for *Maximize2045* to the Public Advisory Committee on October 2, 2019.

Planned Enhancements in 2020

- Every Voice Counts is intended to be held in the fall of 2020.
- Expand in-house non-discrimination training module.
- Continue to enhance contact relationship management (CRM) database with spatial data.
- Continue the advancement of an access-based benefits and burdens measure. Continue to advocate for research at the National Academies of Science for EJ analysis that extends to preservation and operations funding in the Plan and TIP.
- As Connected and Automated Vehicles move toward deployment (as well as other technologies), monitor deployment in all areas, not just higher economic areas. Look at early data around Uber and Lyft services.