



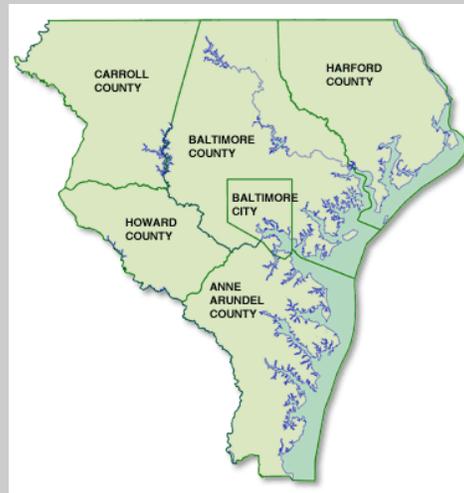
Prepared by:

Federal Highway Administration
Delmar Division
Maryland Office

Federal Transit Administration
Region III

2012 Certification Report

Baltimore Region



*Metropolitan Planning
Organization*

October 2012

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List of Acronyms

ADA - Americans with Disabilities Act
BMC - Baltimore Metropolitan Council
BPAG - Bicycle and Pedestrian Advisory Group
BREAC - Baltimore Region Emergency Assistance Compact
BRTB - Baltimore Regional Transportation Board
CAAA - Clean Air Act Amendment
CAC - Citizen Advisory Committee
CFR - Code of Federal Register
CMAQ - Congestion Mitigation and Air Quality
CMP - Congestion Management Process
CTP - Consolidated Transportation Program
EEO - Equal Employment Opportunity
FMTF - Freight Movement Task Force
DBE - Disadvantage Business Enterprise
EPA - Environmental Protection Agency
FHWA - Federal Highway Administration
FTA - Federal Transit Administration
HPMS - Highway Performance Monitoring System
HSTP - Human Services Transportation Plan
IAAP - ITS Architecture Advisory Panel
ICG - Interagency Consultation Group
ITS - Intelligent Transportation System
JARC - Job Access and Reverse Commute
ISTEA - Intermodal Surface Transportation Efficiency Act
LEP - Limited English Proficiency
LOTS - Locally Operated Transit System
LRTP - Long Range Transportation Plan
MARC - Maryland Area Regional Commuter
MAROPS - Mid-Atlantic Rail Operations
MATOPS - Mid-Atlantic Truck Operations
MDE - Maryland Department of Environment
MDOT - Maryland Department of Transportation
M&O - Management & Operation
MOA - Memorandum of Agreement
MOU - Memorandum of Understanding
MOVES - Motor Vehicle Emission Simulator
MPO - Metropolitan Planning Organization
MPA - Metropolitan Planning Area
MTA - Maryland Transit Administration
MTP - Maryland Transportation Plan
NEPA - National Environmental Policy Act
NHS - National Highway System
NOx - Nitrogen Oxides

PSA - Public Service Announcement
PIP - Public Involvement Plan
PPP - Public Participation Plan
PM2.5 - Particulate matter less than 2.5 micrometers in diameter
SAFETEA LU - Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users
SHA - State Highway Administration
SHSP - Strategic Highway Safety Plan
SIP - State Implement Plan
STIP - Statewide Transportation Improvement Program
TEA 21 -Transportation Equity Act for the 21st Century
TIP - Transportation Improvement Program
TIMBR - Traffic Incident Management for the Baltimore Region
TMA - Transportation Management Area
T&PW - Transportation & Public Work
UPWP - Unified Planning Work Program
UAB - Urbanized Area Boundary
UC - Urban Cluster
UZA - Urbanized Area
U.S.C. - United States Code
U.S.DOT - United Department of Transportation
VOC - Volatile Organic Compounds
WILMAPCO - Wilmington Area Planning Council

PREFACE

A Transportation Management Area (TMA) is an urbanized area with a population of more than 200,000. Pursuant to 23 U.S.C. 134 and 49 U.S.C. 5303 (k)(5), the FHWA and FTA must jointly certify metropolitan transportation planning in TMAs at least every four years. The Certification Review Process ensures that the planning requirements in TMAs are being satisfactorily implemented.

In general certification reviews consists of a site visit, review of planning products, and preparation of a report that summarizes the review and other findings. The formal assessment involved in a Certification Review Process provides a higher-level stewardship assessment of the TMA's transportation planning process than the day-to-day oversight. This helps ensure that major issues facing a metropolitan area are being addressed and can serve as a catalyst to improve the effectiveness and efficiency of the planning process. In addition, by identifying noteworthy practices that can be shared with other states, MPOs, and transit operators, the Certification Review Process can provide an opportunity for continued progress in expanding the art and science of transportation planning while implementing regulations.

The Certification Review Process is one of several methods used to evaluate the quality of a local metropolitan planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. Other activities provide opportunities for review and comment by FHWA and FTA, including Unified Planning Work Program (UPWP) approval, Long Range Transportation Plan (LRTP) development, Metropolitan and Statewide Transportation Improvement Program (STIP) findings, Air Quality Conformity Determinations (in nonattainment and maintenance areas), as well as a range of other formal and less formal reviews.

While the Certification Review Report may not fully document those many intermediate and ongoing checkpoints, the results of these other processes are considered during the Certification Review Process, and the findings listed in this report are based on cumulative review efforts.

EXECUTIVE SUMMARY

On June 26-28, 2012, FHWA, FTA, and EPA staff conducted a review of the metropolitan transportation planning in Baltimore, Maryland. The review was carried out in accordance with 23 U.S.C. 134(i)(5) and 49 U.S.C. 5303(k)(5) that require FHWA and FTA to certify that all metropolitan areas with population of more than 200,000 meet requirements of 23 CFR 450 Subpart C at least every four years. The last review in Baltimore MPO was conducted in June 23-25, 2008.

The 2012 review consisted of identifying key planning emphasis topics, desk audit of Baltimore MPO planning products, and a three-day site visit on June 26-28, 2012. The site visit included a public meeting on June 27, 2012. The review also included a public online presentation posted on Baltimore MPO's website May 21, 2012, and face-to-face conversations with Baltimore Regional Transportation Board (BRTB) members to discuss the MPO planning process.

The review team noted various strengths and recommendation for improvement in Baltimore MPO planning process. The notable strengths are areas where the MPO has done particularly well and is meeting or exceeding the "state of practice". The recommendations are made to improve or strengthen the planning process. The Federal review team did not identify any corrective actions.

Based on this review, the review team has determined that the metropolitan transportation planning process in the Baltimore MPO continues to meet the requirements of 23 USC 134 and 23 CFR 450.334. The result of the review is that FHWA and FTA are jointly certifying the transportation planning process for the Baltimore MPO.

This FHWA/FTA certification will remain in effect until **October 3, 2016**, for a maximum of four years from the issuance date of this report.

Notable Strengths

- The Federal Team commends the MPO's initiatives in developing a performance-based Long-Range Transportation Plan (LRTP) Plan It 2035.
- The MPO is recognized for adding livability project selection criteria in the LRTP.
- The Federal Review Team applauds the Baltimore MPO efforts to thoroughly document and define their Congestion Mitigation and Air Quality Improvement (CMAQ) Program processes. The MPO's application and evaluation process continue to be transparent and straight forward.
- The MPO is commended for its efforts in linking planning and NEPA.
- The MPO is recognized for incorporating freight planning into their transportation planning process, particularly revising the Plan It 2035 project selection process to include freight criteria.
- The most important component of the cost methodology for highway projects is SHA's *2012 Highway Construction Cost Estimating Manual*. The Federal Review Team commends the State and MPO for detailed cost estimates provided for each roadway type.

- The federal team commends the MPO for taking its message into the community at festivals and events, for utilizing library spaces, and for establishing a Public Involvement Task Force within the Citizen Advisory Committee (CAC) to support the forthcoming public involvement plan (PIP) update.
- The Federal Team acknowledges the MPO effort to include Disadvantaged Business Enterprise (DBE) goals in all their contracts with subcontracting opportunities. The MPO exceeded its DBE annual goal with an overall participation of 27.3% in FY 2011.
- The MPO is recognized for considering non-motorized access to transit when developing regional plans and when prioritizing candidate pedestrian and bicycle projects for its plans. In addition, the MPO is coordinating with the transit operator to build upon planning work previously done by the Maryland Transit Administration (MTA) and recently updated MTA's Access to Rail Stations Study. The MPO, MTA and local jurisdictions are collaborating to implement recommendations from the Study.
- The MPO is commended for maintaining a strong peer relation with staff at other MPOs and for collaborating to deal with issues that are larger than one MPO. Similarly, the MPO is a member of the I-95 Corridor Coalition and among other opportunities participates in the inter-modal committee and shares in work on the Mid-Atlantic Rail Operations (MAROPS) Study and the Mid-Atlantic Truck Operations (MATOPS) Study.

Recommendations

- The Federal Team recommends that the Baltimore MPO revise the Urbanized Area Boundary (UAB) to include, as a minimum, the 2010 urbanized area.
- The Federal Team recommends that the Baltimore MPO update the Metropolitan Area Boundary to include areas likely to become urbanized within the twenty year forecast period covered by the transportation plan.
- Once the revised UAB is established, the Federal Team recommends the MPO evaluate and functionally reclassify its highway network.
- The Federal Team encourages the Baltimore MPO to establish performance targets to track progress towards attainment of critical outcome for the next LRTP update.
- The Federal Team recommends that the MPO provide a summary of actual work completed and percent of federal funds spent for each work activity when submitting the UPWP progress report on a biannual basis.
- The Federal Team recommends the MPO explain project history to the Citizen Advisory Committee (CAC) as well as the link between the MPO's project selection process for the TIP and the State Consolidated Transportation Program (CTP) project selection process, and provide this reminder as background information during project reviews by CAC.
- The Federal Team recommends that the MPO ensure compliance with its Public Involvement Process and bylaws on public comments and reviews for all of the MPO's plans and programs.
- The MPO Title VI Program must describe its Title VI policies, goals, procedures, and accomplishments and adopt the MDOT Title VI program. It is required that the Title VI Assurance be signed by the CEO of each agency. The Executive Director of the MPO will sign the Title VI assurance. The Federal Team suggests the MPO utilize and sign a standard Title VI assurance, provided by U.S. DOT.

- To ensure continued DBE program improvement the Federal Team recommends the MPO develop a DBE Program Plan or adopt in its entirety the MDOT/SHA DBE Program Plan and its DBE overall goal methodology. In addition, the MPO should submit its DBE Uniform reports to MDOT/SHA on June 1 and December 1 every year and provide DBE training to those who are responsible for implementing its DBE program.
- The Federal Team encourages the MPO to include the participants of the programming process of Locally Operated Transit Systems (LOTS) as the projects move through the regional planning process. Increased participation in MPO workgroups and technical studies by LOTS representatives with day-to-day involvement in transit planning and operations is encouraged.
- The Federal Team recommends that the MPO develop a method to monitor the effectiveness of the current and potential new CMP strategies.
- The Federal Team recommends that the MPO continue to make significant contributions to any future 8-hour ozone or PM2.5 SIPs which may be required under any new air quality standards which EPA has or will promulgate by providing technical support to MDE in developing mobile emission budgets and emission reduction strategies which will contribute to the attainment of the air quality standard.
- The Federal Team encourages the MPO to continue increased engagement with low-income and minority residents. The MPO should take advantage of space inside the vehicle to communicate vital information about the planning process to members of the transit-riding public.
- The Federal Team recommends that the PIP update address how the MPO will consider and respond to input solicited through social media and articulate how that input is used in the decision making process, so that the community has some reassurance that online solicitation is an avenue for information exchange and real-time response back and forth, rather than a one way communication.

I. Introduction

A. Overview of the Federal Certification Process

The Intermodal Surface Transportation Efficiency Act (ISTEA) established a requirement in 23 U.S.C. 134 and 49 U.S.C. 1607 for the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to jointly certify the transportation planning processes in metropolitan areas with over 200,000 population (i.e., Transportation Management Areas (TMAs)) at least every three years. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005 continued this requirement, but extended the timeframe to at least every four years.

23 U.S.C. 134(i)(5)(B) states that these certifications may be issued if: (i) the transportation planning process complies with the requirements of 23 U.S.C. 134 and 49 U.S.C. 1607 (as amended) and other applicable Federal requirements and (ii) there is a Transportation Improvement Program (TIP) for the TMA that has been approved by the Metropolitan Planning Organization (MPO) and the Governor (or Governor's designee). Moreover, the FHWA/FTA certification finding remains in effect for four years, unless a new certification finding is issued sooner.

The FHWA Delmar Division, Maryland Office and the FTA Region 3 Office began conducting TMA Certification Reviews in Maryland in May 1995, utilizing a process that consists of four primary activities for each review:

- A “desk review” of selected TMA planning process documents;
- A site visit with staffs from the Baltimore TMA various planning agencies (e.g., Maryland Department of Transportation (MDOT), Maryland Transit Administration, and other participating State/local agencies), including opportunities for local elected officials and the general public to provide comments on the TMA planning process;
- FHWA/FTA preparation of a *TMA Certification Review Report* that documents the certification review's findings; and
- A formal FHWA/FTA presentation of the review findings and FHWA/FTA certification action at a future meeting of the respective MPO Policy Board.

B. Scope of the Certification Review

The purpose of this review was to allow FHWA and FTA to evaluate whether the transportation planning process meets joint FTA and FHWA planning regulations, and to certify, as appropriate, the planning process as required by 23 CFR 450.334, entitled “Metropolitan Planning Process: Certification.” As part of this review, the

review team considered products and materials related to the transportation planning process including the:

- Long Range Transportation Plan (LRTP);
- Transportation Improvement Program (TIP);
- Unified Planning Work Program (UPWP);
- Congestion Management Process (CMP); and
- Public Involvement.

C. Objectives of the Certification Review

The objectives of the planning certification review are to determine if:

- Planning activities of MPO, MDOT, transit operators, and other agencies with responsibilities for transportation planning are conducted in accordance with FHWA and FTA regulations, policies, and procedures including the provisions of ISTEA, TEA-21, and SAFETEA-LU:
- The transportation planning process for the metropolitan planning organization is a 3-C (continuing, cooperative, and comprehensive) process that results in the development, implementation, and support of transportation improvements;
- The UPWP adequately documents MPO's transportation planning activities and all other significant transportation planning activities occurring in the area;
- The transportation planning products, including the LRTP and TIP reflect the identified transportation needs, priorities, and funding resources;
- Products of the transportation planning process are multi-modal in perspective, complete, based on current information, and interrelated;
- Requirements and objectives of ISTEA, TEA-21, SAFETEA-LU, the Clean Air Act Amendments (CAAA), Title VI of the Civil Rights Act, and the Americans with Disabilities Act (ADA) are considered and incorporated where appropriate into the planning process and supported through development activities; and
- The issues raised during the last Federal Certification review have been addressed by the MPO.

Oversight of the compliance with federal rules and regulations by those receiving federal highway and transit funds is accomplished by the United States Department of Transportation (USDOT), FHWA, Delmar Division Maryland Office and the FTA Region III Office. Among other activities, FHWA/FTA have responsibility for: reviewing and approving the annual Unified Planning Work Program; reviewing the Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP); reviewing amendments to the LRTP; FHWA approving highway amendments to

the Statewide Transportation Improvement Program (STIP) and FTA approving transit only STIP amendments; FHWA/FTA making a finding of conformity in Air Quality areas; and making various eligibility determinations.

II. REVIEW OF MPO'S TRANSPORTATION PLANNING PROCESS

A. Federal, State, Local and Public Participation in the Review

In preparation for the site visit, a written request was sent to the MPO seeking information on recent and ongoing planning processes and products. The MPO provided comprehensive responses. This helped the Federal team to select topic areas that needed more focus during the site visit. The site visit portion of the Baltimore MPO certification review took place June 26-28, 2012. The Federal Review Team was composed of the following individuals:

- Kwame Arhin, FHWA – Delmar Division;
- Francisco Gonzalez, FHWA – Delmar Division;
- Breck Jeffers, FHWA – Delmar Division;
- Justin Morgan, FHWA – Delmar Division;
- Spencer Stevens, FHWA – Headquarters;
- Sandra Jackson, FHWA – D.C. Division;
- Gail McFadden-Roberts, FTA – Region 3;
- Faith Hall, FTA – Headquarters;
- Jeff Price, FTA – Headquarters;
- Nicolas Garcia, FTA-Headquarters;
- Amber Oniveros, FTA – Headquarters; and
- Martin Kotsch, EPA – Region 3

The review team met with representatives of the MPO, MDOT, MTA, and SHA. A list of the participants in the certification meetings is included as **APPENDIX 1**. The site visit agenda is shown in **APPENDIX 2**.

The public was provided an opportunity to present input to the review team and express their concerns on transportation planning issues during the course of the review. A public meeting, designed to elicit comments from the public on the MPO planning process, was conducted on June 26, 2012. The MPO advertised the meeting on their website and through other news media. It further informed the public that, if attendance was not possible, the review team would accept written comments during the 30 days public review period held from May 22 to June 21, 2012. Additional 30 days was added to the public comments period to allow the public to provide comments directly to FTA/FHWA and to do so by July 21, 2012. A copy of the public notices is included as **APPENDIX 3**. Comment forms were also provided for those who wanted to submit comments, but did not want to speak publicly. The summary of public comments and written testimony received are included as **APPENDIX 4**.

B. Findings from Previous Certification Review and MPO Responses

No corrective actions were issued to the Baltimore MPO as a result of the 2008 certification review. However, the Federal review team recommended various actions be initiated to improve important aspects of the Baltimore transportation planning process. Specific findings focused on air quality, TIP project evaluation criteria, regional Congestion Management Process, regional ITS architecture, UPWP, public involvement, annual self-certification, and Title VI Plan. Following is an overview of the 2008 Certification Review recommendations and the actions the Baltimore Regional Transportation Board (BRTB) has taken to address them:

Air Quality: Recommended that MPO continue to make significant contributions to future development of any new 8-hour ozone and PM 2.5 SIP development, including development of relevant CMAQ projects that will contribute to overall improved air quality. MPO can be proactive in switching from EPA MOBILE model to EPA MOVES model.

MPO can be a leader in developing mobile source control strategies in addressing greenhouse gases and climate change programs that may occur in the future, both on a State and Federal level.

Response: BMC staff is prepared to perform MOVES modeling as necessary to provide input to the Maryland Department of the Environment (MDE) in its development of State Implementation Plan budgets in 2012. Staff is prepared to provide input into the budget-setting process through use of the MOVES model in addition to travel demand model-related inputs.

A technical working group of the ICG has been meeting in person and over the phone, and has been coordinating through email, discussing the transition from the use of EPA's Mobile 6.2 model to the MOVES model. Items discussed in the coordination include the overall process and methodology for performing the MOVES modeling runs, input data assumptions, and any needed updates to the PPSuite software that serves as an interface between the region's travel demand model and MOVES. As referenced in the draft FY 2013 UPWP, staff will continue to identify MOVES local assumption options and develop inputs from existing databases. Understanding of emission results through the incorporation and varying of local assumptions will be developed and documented.

To address the need for development of CMAQ projects that reduce the Baltimore region's emissions of transportation-related air pollution, a portion of the CMAQ funds attributed to Maryland have been allocated to the BRTB to fund mobile source emission reduction projects. The BRTB is holding its fourth competitive selection process to fund CMAQ eligible projects. The competitive selection process is multi-faceted, but in general the candidates are asked to submit applications for projects that effectively reduce emissions from the "on-road" transportation system in the

Baltimore region.

TIP Project Selection and Prioritization: MPO has developed an elaborate process for project selection and prioritization for the LRTP. Similar project selection and prioritization process should also be developed for the TIP.

Response: In any given year, there are two key determinants for which projects are considered for the TIP. The first step requires any capacity project to (1) have successfully navigated the long-range plan process, including the technical and policy prioritization process, (2) be included in a financially constrained list, and (3) be subject to public review. Second, all state matched projects are included in the Maryland Consolidated Transportation Program (CTP). Projects relying on a state match must be included in a CTP that is approved by the General Assembly and the Governor.

A prioritization process for these projects is necessary for both federal and now state purposes. Therefore, the Maryland Department of Transportation has worked with the MPOs to develop a process that is consistent for project sponsors. The new state requirement is based on Chapter 725 of the 2010 Laws of Maryland to define how the state evaluates and selects proposed major capital projects. As part of the annual process for the CTP, local jurisdictions submit a letter to the state with a list of their combined highway and transit priorities that now includes details on how each project supports the five goals of the Maryland Transportation Plan (MTP) and are consistent with the County's land use plan goals. The state considers financial reasonableness and equitable representation across the state in working with jurisdictions to move capacity projects forward for inclusion in the development of the TIP and the regional long-range plan. These capacity projects, based on year of operation, then move forward into the TIP. Non-capacity projects are based on available revenue and for the most part are directed at system preservation.

Capacity-related projects are reviewed for consistency with the regional long-range plan, including year of operation and design concept and scope. Capacity projects are also reviewed for their status in the Congestion Management Process. All projects are reviewed for impact on management and operations and bicycle and pedestrian objectives. Financial match capability is also a criterion for inclusion in the TIP.

Congestion Management Process (CMP): MPO should fully document outputs of the CMP by posting all recent reports to its website. Continue to make best use of CMP. This information is essential in providing MPO with data needed to address congested locations and corridors. Additionally, report should include a section denoting proven success of implemented strategies and measures of effectiveness in CMP.

Response: Considerable progress has been made in posting CMP reports to the BMC website and in continued improvement of the CMP. BMC used the April 2011 USDOT/FHWA publication, Congestion Management Process – A Guidebook, as a reference in updating the CMP.

The Baltimore region CMP continues to apply techniques such as aerial surveys and GPS technology to monitor speed during peak and non-peak periods. In 2011, BMC began using probe data and the performance measures tool developed by the University of Maryland for the I-95 Corridor Coalition to identify congested locations based on performance measures such as travel time index.

Plan It 2035, the recently adopted and approved LRTP, contains an Appendix D that provides details on the region's CMP. This appendix, structured according to the steps in the final USDOT/FHWA CMP guidebook, includes congestion management objectives, delineates the CMP network, provides CMP performance measures, discusses data collection and performance monitoring (including maps showing congested areas), provides implementation and management strategies (both current and potential), and concludes with additional information on monitoring the effectiveness of CMP strategies.

As part of the development of the LRTP, BMC staff included a new section in the submittal form that local jurisdictions used to submit projects for consideration. This section of the submittal form required the jurisdictions to document CMP strategies that either are in place or are planned for each submitted project. These strategies became part of the Implement/Manage Strategies section of Appendix D, the goal being to provide a plan for implementing strategies that will enable the region to realize congestion management benefits.

Intelligent Transportation Systems (ITS): MPO uses the Maryland Statewide ITS Architecture to satisfy requirements of 23 CFR 940. MPO may want to consider developing a Baltimore metro area ITS architecture to more closely align regional ITS architecture development and maintenance with the local planning process.

Response: The Baltimore region falls completely within the State of Maryland and is therefore fully included in the region designated by the Maryland Statewide ITS Architecture. The Maryland Statewide ITS Architecture is closely aligned with the local planning process. Staff of the Baltimore Metropolitan Council was intimately involved in the development of the original Maryland Statewide ITS Architecture as well as the most recent update in 2009. In preparing the 2009 Update, the State held numerous stakeholder meetings to ensure input was included from all involved agencies. In attendance were representatives from various stakeholder agencies (i.e., transportation, police, and emergency management) from each jurisdiction in the Baltimore region, as well as state representatives. BMC Staff attended all of the stakeholder meetings as well.

The 2009 Update also included the creation of a process to allow organizations planning to develop and deploy ITS projects in Maryland a way to submit their plans to ensure conformity with the Maryland Statewide ITS Architecture. A Conformity Form and Package were developed for this purpose. The Maryland ITS Architecture Advisory Panel (IAAP) was created to review submissions and verify that the planned project conforms to the Maryland Statewide ITS Architecture. A member of the BMC Staff is included on the IAAP to ensure projects align with the local planning process.

Unified Planning Work Program (UPWP): Recommended that MPO and MDOT increase their efforts to close out projects, and submit invoices, in a timely manner.

Response: BMC produces monthly reports for each planning grant. These reports document staff salary, planning consultant, and other expenditures and include a progress report for each UPWP line item.

Invoices and supporting information for Planning Funds that are distributed to local jurisdictions in support of UPWP activities are completed and submitted on a quarterly basis after review and approval by the Transportation Planning Director.

Public Involvement: Recommended that MPO develop clear, focused, proactive strategies specifically intended to inform and engage low-income and minority populations, people traditionally underserved by transportation systems, transportation disadvantaged, and groups that have been historically underrepresented in the planning process and/or disproportionately negatively affected by transportation projects.

Response: The Public Participation Plan (PPP) for the Baltimore region, approved in accordance with SAFETEA-LU regulations, 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. The BRTB developed its current Public Participation Plan to solicit public advice and guidance in the regional transportation process, and in particular developed methods to garner such guidance from vulnerable populations in the region.

The Limited English Proficiency (LEP) Plan for the Baltimore region seeks to ensure to the greatest extent possible that residents who do not speak or read English proficiently 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. Also included in this plan is an LEP / Title VI Discrimination Policy and Complaint process.

In planning and developing the LRTP and the TIP, the BRTB devised a public involvement process in consultation with key stakeholders and members of the public (including members of the Citizens Advisory Committee and representatives of low-income, minority, disabled, and other targeted populations as appropriate). The

process provided an array of opportunities for the public to become informed about and involved in developing the LRTP and TIP. The BRTB placed ads in the Afro-American newspaper as well as the principal Spanish language newspaper advertising public meetings and documents available for review.

As part of the development of the LRTP and TIP, BMC staff conducted an Environmental Justice analysis to determine the effects of preferred alternative projects on minority and low-income populations. This analysis projected that no minority or low-income groups will be adversely affected by any of the proposed projects.

Annual Certification: MPO annually certifies to FHWA and FTA that the metropolitan planning process is being carried out in accordance with all applicable requirements. However, there is no documentation to support how these requirements are being met:

- implementation of EEO program
- involvement of DBEs in US DOT-funded contracts
- prohibition of gender-based discrimination
- compliance with ADA provisions
- prohibition of discrimination against individuals with disabilities, etc.

Response: The Equal Employment Opportunity policy is included as Policy Number 101 in the BMC Employee Manual. The policy was last amended March 1, 2007.

The BRTB strives to provide transportation options for individuals with disabilities as required by the Americans with Disabilities Act of 1990 (42 U.S.C. 1210 and 49 CFR parts 27, 37 and 38). 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.*
- *All public notices of BRTB events will state that accommodations for qualified individuals with disabilities will be provided upon 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 will be 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.*

The 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 2011, the DBE goal was set at 24.5%. This goal was met and exceeded with a DBE participation level of 27.3% for competitively awarded contracts.

Title VI Plan: Recommended that MPO develop a Title VI Plan that includes:

- Title VI program structure,
- Roles/responsibilities,
- Signed assurances,
- Goals,
- Accomplishments,
- Process and procedure in determining compliance; and
- Data collection.

Response: 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.

In 2007, the BRTB adopted the Limited English Proficiency Plan for the Baltimore Metropolitan Planning Organization. To determine the reasonable steps needed to ensure meaningful access to services and information to LEP individuals/populations, the BRTB utilized the Four Factor Analyses to determine plan implementation activities.

In 2011, BRTB began work to integrate the LEP Plan and the 2007 Public Participation Plan with its broader commitment to non-discrimination and Environmental Justice based upon the new Federal Circulars. The work will include an updated Four Factor Analysis based on the most recent LEP population(s) identification, and implementation strategies to support the engagement of LEP population(s), as well as other vulnerable populations. The plan will include a Notice to the Public on the Title VI program as well as an updated procedure and form for Title VI complaints.

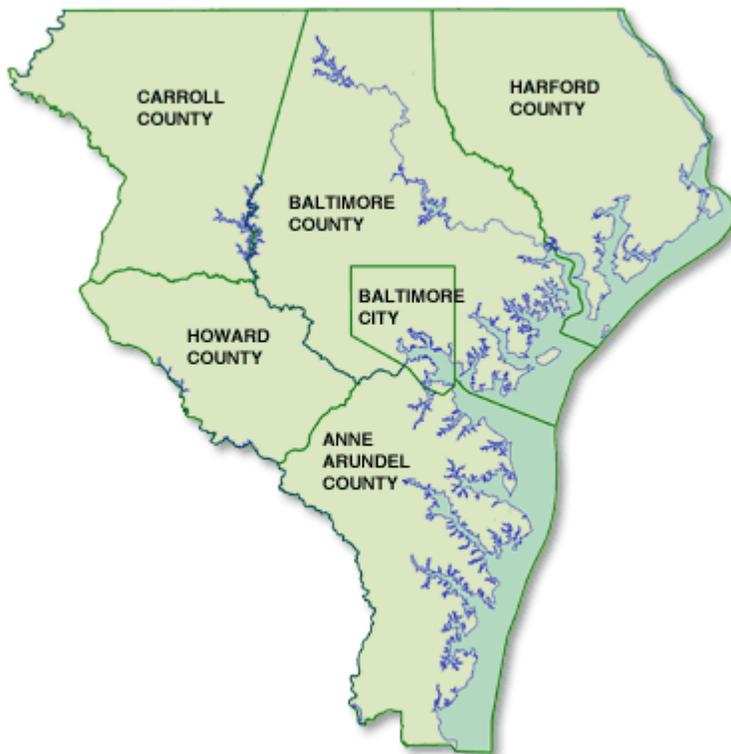
The BRTB understands that older residents are a growing percentage of the population, and continues to monitor this trend in the Baltimore region to ensure that this segment of the population is served by the transportation system as required by the Older Americans Act, as amended (42 U.S.C. 6101).

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). Due to a lack of current geographic information, a geographic approach could not be utilized to the same extent to meet the needs of the disabled population. As a result, the BRTB CAC maintains a strong role in the

consideration of the disabled population. However, future planning processes will utilize the most recent, applicable data from the US Census Bureau in identification of 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 Maryland Transit Administration (MTA) and the Locally Operated Transit Systems (LOTs) in developing fixed-route and on-demand transit services across the region.

Coordinated Public Transit – Human Services Transportation Plan – The BRTB is directly involved with federal and state efforts to provide improved transportation and related support services to assist low-income job seekers to find and retain meaningful employment. The BRTB was a partner with the state in developing the Baltimore Area Coordinated Public Transit – Human Services Transportation Plan, last updated in 2010. This Plan used the Regional Job Access and Reverse Commute Transportation Plan as a starting point to incorporate the FTA’s Job Access and Reverse Commute (JARC), New Freedom, and the Elderly and Persons with Disabilities Programs into a locally developed coordinated 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.

D. Organization and Management of the Planning Process



1. Description of the Planning Area

On October 28, 2003 the Baltimore Region Transportation Board (BRTB) adopted a new urbanized area boundary for the Baltimore region. The MPO planning area includes seven jurisdictions: the cities of Annapolis and Baltimore, 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 (1,021 people per square mile) in the nation. Based on the 2010 Census, the Baltimore region has a population of 2.66 million and ranks among the top 20 largest metropolitan areas nationally. The composition of the region's population as of 2010 is White: 61.7%; Black: 29.1%; Asian: 4.6%; American Indian, Alaska Native, Native Hawaiian, or Other Pacific Islander: 0.4%; and Hispanic: 4.6%. The regional household median income, based on a calculation made from data from the 2010 American Community Survey 1-Year Estimate, is \$66,625.

The MPO boundaries also include the following three urbanized areas: the Aberdeen-Bel Air South-Bel Air North Urbanized Area, the Baltimore Urbanized Area, and the Westminster-Eldersburg Urbanized Area.

The Bureau of the Census designates a new list of Urbanized Areas (UZAs) every ten (10) years, following the conclusion of each decennial census. A census-designated urban area is one that has a population of 50,000 residents, or more. The listing of UZAs following the 2010 Census was published on March 27, 2012. The designation of UZAs by the U.S. Census Bureau has significant implications for the metropolitan planning process. Every UZA must be represented by a metropolitan planning organization (MPO) which carries out the metropolitan transportation planning process for the UZA and surrounding areas. Furthermore, UZAs with populations exceeding 200,000 are designated as Transportation Management Areas (TMAs) bringing additional responsibilities. In addition to the release of the new list of UZAs, the Bureau of Census provides the mapping for all UZA and Urban Clusters (UCs).

The Metropolitan Planning Area (MPA) boundaries of all new and current MPOs should be updated no later than the next scheduled LRTP update that occurs after October 1, 2012, or within four (4) years of the designation of the new UZA boundary, whichever occurs first. The updated MPA boundaries must include the entire UZA boundary identified in the 2010 decennial Census and the contiguous geographic area likely to become urbanized within 20 years. The MPA boundaries for UZAs designated as non-attainment areas for ozone and carbon monoxide pollution may be further adjusted to include the entire non-attainment area identified under the Clean Air Act (42 USC 7401 et seq.).

Currently, the Baltimore MPO has MOUs with several adjoining Metropolitan Planning Organizations two of which are agreements with MPOs in neighboring

states – York, PA, Wilmington, DE, and with the Transportation Planning Board (TPB), the MPO for the Washington, DC metropolitan area. The MPO has just begun the process of reviewing the new 2010 Census UZA boundaries and how they will impact planning in the region.

The MPO must determine if there is a need to expand the Metropolitan Planning Area (MPA). The MPA boundary needs to cover the entire urbanized area as defined by the 2010 Census and also include projected urban growth over a 20 year period. FHWA/FTA suggests that if it is determined that the boundary needs to be adjusted the MPO revise the UZA boundary with coordination occurring between the MPO, locals, adjacent planning partners, and Maryland DOT, as appropriate. The updated UZA boundary mapping needs to be approved by FTA- Region III and FHWA – MD Division, and submitted to Headquarters in Washington, D.C. by June 2014. If an adjusted UZA is not accomplished by June of 2014, FHWA will consider the original census defined UZA boundaries as the official boundaries for the 2014 HPMS data submission. Any adjustments to smooth, or expand the 2010 Census defined UZA boundary:

- a. Must encompass entire UZA;
- b. Be one, single contiguous area;
- c. Include areas with urban characteristics; and
- d. Include all large traffic generators.

In addition, the MPO will need to update functional classifications along the new Urban/rural boundary of the UZA (as appropriate), and submit these updates to the FHWA Maryland Division. All requests to add or delete mileage from the NHS network will need to be submitted for review and approval by FHWA Headquarters.

Beginning in Fiscal Year 2013 the FTA will allocate funding under formula-based programs authorized by the recently passed transportation authorization, Moving Ahead for Progress in the 21st Century (MAP-21). The allocation, which takes effect on October 1, 2012, will occur in accordance with the urbanized area designations and population counts determined by the 2010 Census. The Census Bureau has identified a number of population changes since the 2000 Census that may affect how funding under FTA's Section 5307 program is awarded to grantees in Maryland. Some of these changes may require the Governor to select a Designated Recipient for a large urbanized area. The new large UZA in Maryland is Aberdeen – Bel Air South – Bel Air North (population, 213,751).

Transit providers in small UZAs that have grown above 200,000 in population will need to become knowledgeable of, and fully participate in the planning activities of their MPOs, as a more robust level of multimodal planning is involved. The change in population between the 2000 Census and 2010 Census

will also affect the amount of Federal transit funding that an urbanized area will receive under the Section 5307 program. The distribution of formula funding is based on several factors, including overall population, population density, vehicle revenue miles and other service measures reported to the National Transit Database.

The Baltimore MPO should coordinate with the appropriate neighboring planning partners to modify their agreements and MOUs as necessary.

2. Organizational Structure of the MPO for the Baltimore region

The Baltimore Regional Transportation Board (BRTB) is the Metropolitan Planning Organization (MPO) for the Baltimore Region. The BRTB comprised of eleven members representing the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford and Howard and the Maryland Department of Transportation, the Maryland Department of Environment, the Maryland Department of Planning and the Maryland Transit Administration. Alternative representatives have been designated and empowered by their elected officials or Secretary in the absence of official members of the BRTB. The Board meets every month.

Each member has one vote with the exception of the Maryland Department of Environment, the Maryland Department of Planning and the Maryland Transit Administration. These agencies serve the BRTB in an advisory role.

Staff to the MPO is provided by the Baltimore Metropolitan Council (BMC). The MPO staff develops the transportation plans and programs for the BRTB. The staff includes transportation planners, traffic modelers, demographers, urban designers and other planning professionals.

The primary committees associated with the MPO transportation planning process include: Executive Committee; Technical Committee (TC); Citizen Advisory Committee (CAC); Cooperative Forecasting Group (CFG); and Traffic Incident Management for the Baltimore Region (TIMBR).

The MPO also has a number of subcommittees and taskforce involved in the transportation planning process. These include the Traffic Signal Committee, Bicycle and Pedestrian Advisory Group, Budget Subcommittee, Freight Movement Task Force, Interagency Consultation Group, Transportation Traffic Incident Management, Transportation and Public Works Subcommittees, and Travel Analysis Advisory Group. The MPO staff stated during the Certification review that the ancillary committee members have been providing expert advice on many transportation issues enabling the MPO to utilize their resources more efficiently and producing better planning products. Table I lists MPO agreements and date of execution.

Table I
MPO Agreements

Planning Responsibility	Memoranda of Understanding/Agreements	Date Executed	Status	Changes Planned
UPWP Development	Formal MOU between MDOT and BMC establishing the BRTB as Baltimore MPO and develop an annual UPWP consistent with the 3-C planning process.	7/1/2004	In Effect	No
UPWP Development	Formal MOA between MDOT and BMC outlining managerial oversight of the UPWP.	7/1/2004	In Effect	No
Transportation Conformity and State Implementation Plan Development	Formal procedures of Interagency Consultation Process between the MPO, MDOT, MDE, EPA, USDOT, and operating agencies	1996	In Effect	No
Public Transit Operators and MPO Process	Formal MOA between MPO, MDOT and MTA defining roles and responsibilities of public transit operators and State Department of Transportation in the Baltimore regional planning process.	2/26/2008	In Effect	No
Financial Plan for Long-range Transportation Plan and Transportation Improvement Program	Formal MOA between MPO, MDOT and MTA defining roles and responsibilities of public transit operator and State Department of Transportation in the Baltimore regional planning process.	2/26/2008	In Effect	No
Corridor Planning Studies	Formal MOA between MPO, MDOT and MTA defining roles and responsibilities of public transit operator and State Department of Transportation in the Baltimore regional planning process.	2/26/2008	In Effect	No
MPO Certification	Formal MOA between MPO, MDOT and MTA defining roles and responsibilities of public transit operator and State Department of Transportation in the Baltimore regional planning process.	2/26/2008	In Effect	No

D. Products of the Planning Process

1. Long Range Transportation Plan (LRTP)

On Monday, November 14, 2011 the Baltimore Regional Transportation Board approved *Plan It 2035*, the region's current long-range transportation plan. The Plan sets aside nearly \$11.5 billion worth of projects to expand the current transportation system. This includes \$6.7 billion for new and improved highways, \$4.3 billion for expanded transit service, and \$93 million for new and improved bicycle/pedestrian facilities. In addition, the Plan designates \$24 billion for system operations and \$9.4 billion for system preservation.

To develop the LRTP, the MPO first conducted extensive public outreach initiatives known as Imagine 2060. The objectives for the vision plan were to develop a region vision, get consensus on preferred land use and transportation scenarios. Plan It 2035 contains eight goals and 27 strategies. In addition, to the MPO goals and strategies, there were other factors that shape the current Baltimore LRTP. The plan is performance-based. Performance measures for safety, pavement and bridges, congestion, mobility, environment, and connectivity were developed to identify, evaluate and prioritize projects for consideration in the financially constrained LRTP. The Federal team commends the MPO's effort in developing performance base plan. However, FHWA/FTA expect the MPO in the next plan update to establish performance targets consistent with MAP-21 requirements to track progress towards attainment of critical outcomes for the LRTP.

Some projects do not go through the prioritization process. In advance of prioritizing candidate projects, the MPO considered projects that were critically important to all jurisdictions in the region. Regionally significant projects that are not subject to the technical or policy prioritization process must meet the criteria for regional significance and regional significance must be agreed upon by all elected officials. Remaining projects in the LRTP are selected, evaluated and ranked based on the following process: (a) policy evaluation that follows the priorities of the local jurisdiction that accounts for 60 percent of the project score; (b) a technical analysis that accounts for 40 percent of the project score. The technical analysis considers such factors as safety, congestion and accessibility. Much of the output came from the regional travel demand model.

Plan It 2035 is comprehensive and multimodal, developed after analyzing and consideration of modal needs facing MPO. The Plan addresses all modes of transportation including: transit; rail; port; bicycles and pedestrians; freight and economic development; and specialized transportation. For the first time the MPO added criteria to account for highway projects that would improve the movement of freight in the region. Examples of regionally significant transit, freight, highway expansion projects include: Canton Truck Bypass; New Vail Street; MD 295, US 50/301; I-695 Baltimore Beltway; I-95; Bayview MARC

and Intermodal Station; MARC Camden Line; Red Line; and Aberdeen MARC Station

The current LRTP also includes a section on air and environmental impacts of the proposed projects. Using maps, tables, etc., the LRTP was prepared as understandable as possible to the general public. There were series of public meetings and hearings to ensure that the public had an opportunity to provide input on the LRTP. Feedback from the community was gathered through such mechanisms as: virtual open house; learning centers; speaker series, photo contest, a regional survey, newsletter, media releases and distribution of information via the Internet.

2. Transportation Improvement Program

The current Baltimore region MPO TIP and associated conformity determination was approved by the MPO Board on November 14, 2011. The TIP is a staged, multimodal, financially constrained four-year program. It lists all federally funded transportation improvement projects that have been prioritized for funding within the MPO area. The projects are listed by implementing agency. Within these groups, projects are further listed under the following: emission reduction strategy; highway preservation; enhancement program; environment; and highway capacity.

The State Consolidated Transportation Program (CTP) drives the selection process for projects included in the TIP. The CTP is Maryland's six-year capital budget for transportation projects. Annually, each jurisdiction including the City of Baltimore provides MDOT with a letter identifying priority projects. Projects are evaluated and consolidated into a draft CTP. The state then conducts the annual consultation process to present and solicit input on the draft CTP from the public and representative of local agencies and elected officials. The draft CTP is submitted to the state legislature for approval. The final CTP is used in developing the MPO TIPs.

Proposed projects received by MPO from the CTP are reviewed for consistency with the MPO LRTP, the local Transit Development Plan, and adopted local government comprehensive plans. The MPO works with its subcommittees, to review the proposed list of projects. The Bicycle and Pedestrian Advisory Group reviews all proposed projects and makes a recommendation that bicycle and pedestrian improvements be considered during resurfacing, bridge rehabilitation etc., if a project could improve biking and walking conditions based on LOS data. 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.

During the Certification Review, some citizens expressed concerns about the MPO projects selection process. We recommend the MPO provide training to the public and the CAC on the MPO's project selection process, emphasizing the link between the CTP project selection and TIP.

The MPO also include in the TIP listing of projects for which federal funds have been obligated in the preceding year. The estimated total worth of projects in the current MPO's FY 2012-2015 TIP is \$1.6 billion.

3. Financial Factors

Estimating project costs for projects in the LRTP is a joint effort that includes the aid and assistance of staff from state agencies, local jurisdictions, transportation consultants, and BMC. The State Highway Administration (SHA) provides cost estimates for state highway facilities. Cost estimates for local facilities, as well as bicycle and pedestrian projects, are supplied by sponsoring jurisdictions. The Maryland Transit Administration develops cost estimates for transit projects.

The most important component of the cost methodology for highway projects is SHA's *2012 Highway Construction Cost Estimating Manual*. The manual is intended to provide uniform and consistent guidelines for preparing engineering cost estimates on highway construction projects. It includes an internally created program with a supporting database. The State Cost Estimating Manual uses 2.5 percent inflation rate for capital projects for FY 2013. The Federal Review Team commends the State and the MPO for detailed cost estimates provided in the manual.

Revenue estimates for State and Federal funds are provided by MDOT. The Long Range Transportation Plan 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. Costs to operate and maintain the system are estimated from actual expenditures (1981 – 2009). Projected revenues to operate and maintain the system are developed by the State and provided to the MPO. Input is sought from local agencies to quantify how much money can be expected from each revenue source and each implementing agency. The MPO's main sources of revenue for both capacity and non-capacity transportation improvement projects come from three major fund categories: federal, state, and local. The federal

and state funds are derived mainly from fees on gasoline, trucks and trailers, tires, heavy vehicle use, and vehicle registration.

4. Unified Planning Work Program (UPWP)

The UPWP is the transportation planning work program that is developed annually by the MPO. The MPO begins developing the program in December with input received from technical committee and from members and staff who attend the annual MPO retreat. Tasks recommended for UPWP funding are discussed with the CAC prior to MPO adoption of the UPWP and the MPO solicits comments from FHWA and FTA before adoption in early spring. The projects are then initiated in mid-summer. The MPO adopted the most recent UPWP on April 24, 2012.

The UPWP includes a description of planning tasks and an estimated 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. 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 Coordinating Committee.

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 2008 Certification Review that the MPO increase its efforts to close out projects, submit invoices, and report in a timely manner. The MPO submits monthly progress reports for each UPWP activity to MDOT along with invoices and supporting information for planning funds that are distributed to local jurisdictions for the conduct of UPWP planning activities. While monthly progress reports are reviewed and approved by the Transportation Planning Director before submission to MDOT, FHWA receives reports on an inconsistent basis and FTA does not receive a copy of the UPWP progress reports from MDOT. The Federal Review Team recommends the MPO send FTA/FHWA the quarterly progress reports, by copying FTA/FHWA on progress reports submitted to MDOT. Every other quarter the Federal Team recommends the MPO provide a summary of actual work completed and percent of federal funds spent for each work activity when submitting the UPWP progress report.

The State and transit operator, MTA, were involved in development of the UPWP which contains all of the required elements: task descriptions with purpose, objectives, previous work, work products, agency responsibilities; budget with costs, funding sources, agency roles. All members and subcommittees recommend planning activities for inclusion in the UPWP. An

example is a transit study that examines ways to coordinate MTA service and locally operated transit services (LOTS) which was proposed by MTA and subsequently included in the UPWP. Another regional planning activity that emerged from this process is the examination of the parking needs and limitations for freight trucks.

A planning process improvement that has been addressed through the UPWP is an effort to address FHWA's Everyday Counts initiative by link planning and NEPA. BRTB has adopted a good practice from another MPO, a checklist (Everyday Counts) that shows agencies involved in planning and documents that involvement for future reference when NEPA gets underway for the corridor. Local jurisdictions now invite the MPO to participate in local project review teams.

5. Public Involvement

Since the last certification in 2008, the MPO has expanded its use of a variety of media to raise awareness of and increase direct public involvement in the planning process. Some of its anchor outreach activities include: website updates, e-newsletters, and staff attendance at local events.

MPO staff indicated that the 2007 Public Involvement Plan (PIP) and CAC occupy a core function in the MPO's public involvement strategy. The MPO and CAC conducted a PIP review in 2009. The review was coordinated between the CAC and the BRTB Chair who attended all CAC meetings during the discussions. Starting with the 2007 PIP, the group considered a range of suggestions. In the end, the document did not need to be reprinted since strategies could be implemented based on the menu already available. Some of the suggestions that are ongoing are monthly public involvement reports to the BRTB (in addition to the open public comment section of the agenda), dissemination of a FHWA video on public involvement and additions to the web site. A formal update, initiated by the MPO, is pending and will be informed by recently updated Environmental Justice guidance from USDOT.

Over the past four years, the MPO has undertaken a variety of creative applications of online technology and social media to engage the public, most notably through a map-based activity affiliated with Plan It 2035 that solicited online users for project suggestions. The MPO reported that some of the projects suggested by online users will be undertaken.

The MPO repeatedly remarked on the continuing challenge staff face in motivating sustained public involvement on more abstract aspects of transportation planning like visioning and the LRTP as opposed to activities that are project specific. People have an easier frame of reference when the MPO is able to identify a particular activity on a map rather than more diffuse concepts that have a long time horizon. The role of the MPO as steward of the decision making process that puts projects

onto the map instills in it a unique responsibility to engage the public early and often in that process.

The MPO provides many options for the public to submit comments. For those who regularly take advantage of that, CAC members, for example, there continues to be some skepticism within the group that their input is considered in a meaningful way and is actually making an impact on how transportation planning decisions are made. The public would like clarification on the new state requirement (Chapter 725 of the 2010 Laws) for selecting major projects into the CTP. There may be an issue that could be addressed with training such as “*Bridging the Gap*”; a daylong workshop by the Center for Neighborhood Technology (CNT) on public involvement for transportation projects. While changes have been implemented by the MPO in the past, more background information may be needed by the CAC and public on individual projects so they better understand the relationship between the CTP and the regional project selection process from which these projects emerge.

The MPO is currently working with transit operators across numerous jurisdictions. It is also looking for support in its work with MTA to create a more seamless experience for travelers on public transportation. Local planning efforts are tied closely to the Maryland Transit Administration due to the level of funding the state provides as well as to the development of the CTP. In recognition of limited staff levels at all transit agencies, staff at the MPO have chosen to attend state transit conferences and training sessions to augment regional collaboration.

The MPO has well documented policies for offering comment opportunities and responding to written comments. It also offers opportunities for attendees to speak publicly at meetings. The Federal team commends the MPO for taking its message into the community at festivals and events, for utilizing library spaces, and for establishing a Public Involvement Task Force within the CAC to support the forthcoming PIP update.

The MPO maintains a spreadsheet to organize outreach to connect LEP, Section 106, ethnic groups, youth, seniors, business groups, and all the jurisdictions they cover. However, it is not clear how that information is evaluated.

6. Title VI//Transportation Disadvantaged Program

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.

BMC General Counsel, Mr. Michael Kelly, serves as the Title VI Officer for the BRTB. The Title VI program includes the LEP element and also includes a formal process for handling complaints submitted under Title VI. It is suggested

that the MPO utilize and sign a standard Title VI assurance provided by U.S. DOT, describe its Title VI policies, goals, procedures, and accomplishments or adopt MDOT Title VI program. MDOT shall provide technical assistance to the Baltimore MPO to ensure they fully comply with Title VI program requirements pursuant to FTA's Title VI programmatic requirements outlined in 4702.1B.

The planning process has also prompted the development of a demographic profile of the metropolitan planning area that includes identification of the locations of socioeconomic groups, including low-income, and minority populations as covered by Title VI provisions.

The Baltimore Regional Transportation Board is using the DBE goal and goal methodology of the Maryland Department of Transportation, the primary recipient of US Department of Transportation funds. The Federal Team acknowledges the MPO effort to include DBE goals in all their contracts with subcontracting opportunities. The MPO exceeded its DBE annual goal with an annual overall participation of 27.3% for FY2011. However, to ensure continued DBE program improvement we recommend that the MPO adopt in its entirety MDOT/SHA DBE Programs. In addition, the MPO should submit its DBE Uniform reports to MDOT/SHA on June 1 and December 1 every year. Further, DBE training should be provided to those who are responsible to implement its DBE program.

7. Transit

Federal regulations for the metropolitan transportation planning process require that "the MPO in cooperation with the State and with the operators of publicly owned transit services shall be responsible for carrying out the metropolitan transportation planning process... and shall cooperatively determine their mutual responsibilities in the conduct of the planning process". Agreements between the BRTB, the state, and the public transportation operator cooperatively determine responsibilities for carrying out the metropolitan planning process. The BRTB, MDOT and MTA have agreed to conduct a cooperative, comprehensive, and continuing transportation planning and programming process for the Baltimore region. The mutual responsibilities for carrying out a cooperative, comprehensive, and continuing planning and programming process are defined in a formal agreement that was adopted on February 26, 2008.

Consideration of transit in the planning process is accomplished in various ways. Individuals who represent transit riders are members of the MPO's CAC. There are transit advocates from local organizations who are members of the CAC as citizen members and not as official representatives of a transit organization. Some members are also members of the MTA's CAC but that

membership is independent of their role as a member of MTA's Advisory Council. They bring knowledge of transit issues and needs to CAC discussions, in part, because of their affiliation with various transit groups.

MTA, the region's transit operator, is an ex-officio (non-voting) member of the MPO. As a non-voting member, the MTA is involved in the development of the LRTP and the TIP and in developing cost estimates for transit projects in the LRTP and the TIP. MDOT is the parent agency of the Maryland Transit Administration and both are active participants in the regional planning process. MTA coordinates submission of transit information for inclusion in the various BRTB documents.

MTA has a representative on the Technical Committee that has responsibility for providing technical advice to the BRTB on plans and programs and for developing initial drafts of the UPWP and TIP. In addition to MTA's participation in UPWP development as an ex-officio Technical Committee member, the statewide transit agency also has joint responsibility with the MPO and MDOT for the UPWP as stated in the February 26, 2008 memorandum of agreement (MOA). This responsibility includes documenting the transit planning activities anticipated within the region during the upcoming year.

MTA provides system performance data to the MPO. Revenue forecasts are used by the MPO in the development of the regional long range plan and TIP. Data on local transit operators are collected by the MPO from the Service Performance Summary that is compiled by the State. It summarizes passenger trips, service miles, service hours, operating cost, farebox receipts, other local operating revenue, vehicle information, and safety data. Survey data of the State operated transit modes are inputs to the regional travel demand model.

A major issue facing the region's transit operators is the impact of uncertain revenues and increasing costs on the transportation planning and programming processes. Efforts to identify and maintain critical services and programs should be the priority.

In 2010-2011, the MPO updated the Baltimore Region Access to Rail Stations Study that was completed by MTA in 2000. The Study collected baseline data for factors such as presence of sidewalks, crosswalks, curb ramps, trails and bike lanes or other accommodations within .6 miles for pedestrian facilities, and with 3.0 miles for bike facilities of MTA's MARC, Light Rail, and Metro stations. Subsequent to this study, the MPO is collaborating with MTA and several jurisdictions to implement some of the recommendations of the Study.

Locally operated transit systems (LOTS) in the region are publically operated entities. There is no agreement that explicitly describes roles, responsibilities and procedures for participation/involvement by publicly owned local transit

systems in the transportation planning process. These publically operated transit systems are usually directed by the chief locally elected official of the local jurisdiction and, as a result, local operators are represented at the various BRTB levels through their local jurisdiction. Either elected officials from the respective jurisdictions or their appointed representatives serve on the BRTB's Board, Technical Committee, other BRTB committees and work groups where they represent the interests of the transit system serving their jurisdiction. Transit Development Plans are developed by the LOTS. Applicable projects from the Transit Development Plans are submitted for consideration in the TIP and LRTP. The results of planning and programming efforts by transit operators are considered for inclusion in the MPO planning process; however the efforts that contribute to the processes do not appear to be integrated. The Federal Team encourages the MPO to include the participants of the programming process of Locally Operated Transit Systems (LOTS) as the projects move through the regional planning process.

8. Bicycle and Pedestrian Planning

The MPO has a Bicycle/Pedestrian Coordinator position on staff who dedicates half of her time with the responsibility for implementing the Bicycle and Pedestrian program. The other half of her time is dedicated to activities for the implementation of the Coordinated Public Transit-Human Services Transportation Plan. Activities of the Bicycle/Pedestrian Coordinator include: providing staff support to the Bicycle and Pedestrian Advisory Group (BPAG) managing the Transportation Enhancements Program and bicycle/pedestrian planning studies funded through the UPWP; distributing information on bicycling and walking upon request, and making presentations.

The overall goal of the BPAG is update and implement the MPO adopted *Action Plan 2001: A Plan for Bicycling and Walking in the Baltimore Region*, review TIP, LRTP projects and advise the TC and BRTB and set the BPAG "Action Plan". The BPAG meets bi-monthly and includes members from each jurisdiction and several state agencies.

In keeping with the goals and objectives of the plan, BPAG conducts more detailed study of specific aspects of bicycle and pedestrian planning and serves as a forum for education and exchange of ideas as the region's various governments move towards having their own robust bicycle and pedestrian planning programs. Reports are regularly presented to the BRTB and Technical Committee on BPAG's ongoing activities as well as UPWP-funded bicycle and pedestrian plans at the county or city level. Funds for the implementation of the bike/pedestrian plan are included in the financially constrained element of the regional plan. This activity has also been included in the UPWP for the last 20 years. One key plan was the Access to Rail Station project which identified pedestrian and bicycle access gaps at over 60 rail stations in the region.

Bicycle and pedestrian travel are included in the design of state roadway projects and coordinated between SHA and the MPO. Also, Maryland Transit Administration permits bicycles on Baltimore Metro Subway and Light Rail trains, and has installed bicycle racks on many buses.

As part of the development of the region's new LRTP, BMC staff performed a robust effort to prioritize bicycle and pedestrian improvements submitted on behalf of the local government members of the MPO. The system expansion funding allocated in the *Plan It 2035* preferred alternative includes approximately \$93 million (year of expenditure dollars) for stand-alone bicycle and pedestrian facilities such as trails and multi-use paths. Beyond this dedicated amount, many of the non-interstate roadway improvement projects in the *Plan It 2035 preferred* alternative include improvements to adjoining pedestrian and bicycle facilities.

The MPO is involved in many different public involvement activities regarding bicycle and pedestrian issues. These efforts include: Bike-to-Work Day activities in 18 sites across the region with over 1,500 participants, and conducting an annual pedestrian safety education, outreach, and enforcement campaign known as StreetSmart, which has been modeled after a highly successful program in the Washington, DC region.

The BPAG has also been coordinating with the development of local plans including Baltimore City, Howard County, Anne Arundel County and most recently in Annapolis in 2011. The Annapolis Bicycle Master Plan was UPWP funded.

9. Congestion Management Process (CMP)

The review team recognizes BRTB's continued leadership in advancing congestion management goals within the framework of the MPO as well as through participation in program development of the State DOTs, counties, municipalities, and transit providers. Data pertaining to the CMP network is incorporated into BRTB's analysis of projects for the Long-Range Transportation Plan and the Transportation Improvement Plan. The CMP as described, made up of potential congestion reduction and mobility strategies, is not a static document; it consists of a number of tools, strategies, and performance monitoring measures to monitor congestion on an ongoing basis. The CMP is an integral part of much of the work that BMC does on a daily basis. System monitoring is an annual process that includes travel time runs on major corridors, traffic counts, and aerial surveys of congestion. In addition, BMC collects vehicle classification and occupancy counts at activity centers each year. The idea behind this is to provide BRTB and local jurisdictions ways to deal with congestion and mobility problems beyond traditional roadway widening projects.

The BRTB has also developed performance measures for the purpose of assessing daily and peak- period levels of service and congestion. At the time of the on-site review visit, the CMP has influenced the work activities of the metropolitan planning process in many ways. Three of the eight goals that have been identified in the region's long-range plan relate directly to the CMP- safety, accessibility, and mobility. These overarching goals provide the direction for the region and significantly influence the project prioritization process included in the plan. The CMP work plan addresses appropriate analysis of all reasonable multimodal, travel demand reduction, and operational management strategies for existing and future congested corridors.

Current CMP activities involve measuring and monitoring data over several of these modes of transportation and future efforts will be expanded to include broader coverage and determining performance measures for the entire transportation system. We commend BRTB for working closely with the MDOT modal administrations in the development and monitoring of the system. For example, the aerial survey of congestion is a collaborative effort between State Highway Administration, Maryland Transit Administration, and the BRTB. Traffic counts, travel speeds and other performance measures are routinely shared with transportation partners. The Baltimore region strives to integrate management and operations strategies in an effort to continue to improve system performance and reliability. One way this is done is through CHART, the Coordinated Highways Action Response Team. This is an area-wide congestion management program operated by MDOT and the Maryland State Police. It focuses on addressing nonrecurring congestion, such as crashes. Through the Statewide Operations Center and satellite operations centers in the region, roadways are surveyed to quickly identify incidents. During peak traffic periods, traffic patrols are available on state highways to address vehicle crashes and breakdowns. With the combination of quick incident detection and the prompt availability of traffic patrols to respond to the incidents, crashes can be cleared more quickly.

The CMP web site contains detailed information provided by local jurisdictions when submitting projects for consideration in *Plan It 2035*, the LRTP, that includes congestion management strategies either in place or under consideration and that could provide congestion management benefits for individual projects and the region. The MPO staff continues to monitor performance measures related to these strategies as part of the CMP.

The BRTB's documented CMP meets the requirements of 23 CFR 450.32 and includes all eight elements, as specified in the USDOT Final CMP Guidebook. Recognizing that the CMP is not prescriptive ("although a CMP is required in every TMA, federal regulations are not prescriptive regarding the methods and approaches that must be used to implement a CMP"), the BRTB's CMP

demonstrates compliance with the requirements by adopting congestion management principles which shape how congestion is addressed from a policy perspective. The MPO is encouraged to continue the work to provide additional information on monitoring the effectiveness of the current and potential new CMP strategies.

10. Intelligent Transportation Systems

23 CFR 940.5 states, “ITS projects shall conform to the National ITS Architecture and standards in accordance with the requirements contained in this part. Conformance with the National ITS Architecture is interpreted to mean the use of the National ITS Architecture to develop a regional ITS architecture, and the subsequent adherence of all ITS projects to that regional ITS architecture. Development of the regional ITS architecture should be consistent with the transportation planning process for Statewide and Metropolitan Transportation Planning.”

The applicable ITS Architecture for the Baltimore Region is the Maryland Statewide ITS Architecture. The Maryland State Highway Administration led the development of the MD Statewide ITS Architecture and the Baltimore Metropolitan Council staff was actively involved in its update in 2009 and is a member of the ITS Architecture Advisory Panel to ensure that that projects align with the local planning process.

The MPO has implemented a number of programs and strategies to address congestion through its management and operations committee. The management and operations committee structure includes stakeholders from local, state, and federal agencies as well as neighboring regions and other relevant organizations, such as universities. Many of the sub-committees include representatives from emergency response agencies to ensure their views are considered and incorporated in plans, programs, and projects.

The Management and Operations Partnership is the MPO’s oversight committee for ITS. In the past it met quarterly and provided general guidance and direction for the region’s ITS program and to its subcommittees. This group has not met for a number of years. The work of the subcommittees has continued, but it would be good to have the M&O Partnership continue to provide a place to get an overview of all of the M&O activities.

In FY 2007, the BRTB completed the *M&O Strategic Deployment Plan (SDP)*, which provides a framework for continued implementation of M&O and ITS in the region as well as identifying eight high priority projects. A wide range of stakeholders were involved in the development of the M&O SDP, including transportation, transit, emergency responders, and neighboring MPOs.

The Traffic Incident Management for the Baltimore Region committee (TIMBR) (formerly the Baltimore Regional Operations Coordination Committee) has been meeting since 2000 and addresses multi-agency coordination in daily traffic incident management operations. The committee, which meets bi-monthly, includes representatives from a wide variety of response agencies operating in the region. In the spring of 2012, the On-line Traffic Incident management course was posted for access for responders. The TIMBR Committee will continue to meet to identify and address daily traffic incident management issues in the region. The TIMBR Committee also performs FHWA's traffic incident management self-assessments on a yearly basis.

The Traffic Signal Subcommittee, which has been meeting quarterly since 2001, identifies and addresses operation and coordination issues related to the regions traffic signals. This subcommittee holds Traffic Signal Forums about every 18 months to provide an opportunity for traffic signal engineers, supervisors, and technicians to share ideas and learn from each other. This subcommittee has been very instrumental in the installation of two Adaptive Signal Control projects in Anne Arundel County and Baltimore City.

11. Intermodal Activities/ Freight Planning

Baltimore has had a Freight Movement Task Force (FMTF) since the 1990's and has seen continued benefit to bringing this high-level of focus to regional freight discussions. The FMTF represents a mix of freight experts from different modes including: railroad operators, port operators, trucking firms, airport operators, freight shippers, economic development organizations, and academics. The review team was pleased to see that the Port of Baltimore is currently the chair of the FMTF, this shows the breadth and depth of the freight discussion in this diverse region. Beyond the good work of the FMTF, the Federal Review Team was pleased to see many other commendable freight efforts occurring in this region:

- The State of Maryland is funding the development of freight scans for all of the MPOs in the State to help them identify regional freight flows;
- The region had funded the Port of Baltimore Rail Served Properties report as a means to better understand rail use and capacity opportunities for economic development; and
- The region has begun forming a Freight Regional Oversight Group (FROG) which will be used to identify and prioritized regional freight corridors and better coordinate freight-related projects.

The region is commended for the extensive freight discussion that is being facilitated by the State and MPO and the continued coordination and cooperation that this affords.

The MPO has strong partnership with staff and participants at the Delaware Valley Regional Planning Commission to ensure mid-Atlantic interests are represented. This relationship encourages issues that are larger than one MPO. Similarly, the MPO is a member of the I-95 Corridor Coalition and among other opportunities participates in the inter-modal committee and shares in work on the Mid-Atlantic Rail Operations Study (MAROPS) and the Mid-Atlantic Truck Operations Study (MATOPS).

Among some of its current initiatives is a study to evaluate rail served properties in proximity to the Port of Baltimore. The purpose of the study is to understand land uses, capacity opportunities and to develop a generic database. In addition, the MPO in 2010 conducted a truck movement study in the Town of Union Bridge. The study identified existing and optimal routing on existing and future roadways.

The current FY 2013 UPWP includes \$152,500 in freight initiatives including: regional freight analysis for growth of the Port of Baltimore as a result of the expansion of the Panama Canal; exploring the use of the Investigative Intermodal Transportation and Inventory Cost Model; establishing data on highway truck usage and growth rates by types of facilities; developing regional freight performance measures, in coordination with the Congestion Management Process; and developing GIS information regarding warehousing facilities and distribution centers

12. 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, U.S.C. 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 ISTEA 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 be the primary focus of one or several regulations. For MPOs that are declared to be air quality non-attainment 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 CMP, public meeting requirements, and conformity findings on the Transportation Plan and TIP.

The Baltimore metropolitan area is a serious non-attainment area for the 1997 8-hour ozone standard and a moderate nonattainment for the 2008 8-hour ozone standard. In addition; the area is also non-attainment of the 1997 PM2.5 annual standard. This area encompasses Anne Arundel, Baltimore, Carroll, Harford, Howard counties as well as Baltimore and Annapolis Cities. The BRTB is the lead organization responsible for providing documentation for a determination that the TIP and LRTP conforms to the region's air quality State Implementation Plan (SIP). These determinations are based upon the technical analyses conducted by the BRTB staff, in conjunction with the MDOT and the MDE. In addition the MPO shares relevant transportation planning data with the Transportation Planning Board, which is the MPO for the Washington D.C. metropolitan planning area and works with WILMAPCO the New Castle/Cecil County MPO to the north on regional planning issues.

The traffic volume and speed data required for running the emissions model are obtained through network travel demand modeling by BRTB staff. The MDE uses the traffic volumes and speeds to run the appropriate MOBILE emissions model for comparison of emissions results against the appropriate SIP emissions budgets. The BRTB staff also has the ability of running the MOBILE emissions model, and uses the model to analyze the emission reduction potential of control measures and emission impact of alternative transportation scenarios. For the purpose of conformity determinations, the emissions analysis is coordinated between the BRTB staff and MDE.

Clean air planning has been identified as a regional work task priority in order to assure timely attainment of the air quality standards and to protect human health. The BRTB has continued to improve their transportation modeling capabilities on a continuous basis. The following travel demand model enhancements have been carried out in order to develop "state of the practice" capabilities: validation of a new base year of 2008, including an updated Transportation Analysis Zone (TAZ) structure, transportation networks in the GIS, new truck and commercial vehicle models, equilibrium assignment methodology, and network speed and capacity updates.

An Interagency Consultation Group (ICG) was established in 1996 to provide coordination in meeting regional air quality conformity through a MOU between the BRTB, and the MDOT and MDE. The MPO interagency consultation agreements for conformity are in place and were submitted to the U.S. EPA as an amendment to the State Transportation Conformity SIP as revised and approved by EPA in 2011 which is a part of the overall state SIP.

The region is involved in several innovative programs to help meet its air quality goals. A contractor was hired to review and recommend potential emission control strategies for potential endorsement for the region.

The EPA has recognized the BRTB for the initiatives that are being undertaken. These activities include transportation model improvements such as updating mode choice, use of the VOYAGER model, sponsoring Clean Commute Month, participation in the Clean Cities, Program; participation in the Mid-Atlantic Diesel Collaborative, participation in the Clean Cars for Clean Air Campaign, and participation in the Clean Air Partners. The BRTB is also being recognized for being proactive in looking at green house gases and climate change efforts within the region.

The conformity analysis for the 2012-2015 TIP and the 2035 Baltimore RTP demonstrates that Volatile Organic Compounds and Nitrogen Oxides emissions are lower than the 2008 ozone SIP mobile emissions budgets and the PM_{2.5} mobile emissions are lower than the 2002 base year. In addition, the MPO has:

- Developed and maintained a high level of public participation in the air quality planning and conformity processes;
- Addressed all EPA requirements for each conformity analyses done and submitted.
- Provided ample opportunities for governmental and public entities to participate in the air quality and conformity planning process.
- Continued to provide technical support to MDE during the SIP planning process in terms of developing motor vehicle emissions budgets which contribute to the State air quality attainment goals for both ozone and PM_{2.5}.

The MPO can continue to make significant contributions to any future 8-hour ozone or PM_{2.5} SIPs which may be required under the new air quality standards which EPA has promulgated by providing technical support to MDE in developing motor vehicle emission budgets and emission reduction strategies which will contribute to the attainment of the air quality standard.

13. Safety Considerations in the Planning Process

The Baltimore MPO proactively includes safety and educational activities in the transportation planning process. The MPO has been an active member on the steering committee of the State Strategic Highway Safety Plan (SHSP). It assisted in developing the SHSP emphasis areas, strategies and action steps for the 2011 update of the document. MPO staff plays an active role on the 2011-2015 SHSP implementation teams including the Infrastructure and Pedestrian teams. The Infrastructure team is currently leading a pilot corridor effort along MD 26 (Liberty Road in Baltimore County).

Since 2009, the MPO has been implementing StreetSmart, a bicycle and pedestrian safety campaign, aimed at reducing fatalities, injuries and crashes. The 2011 campaign included a press event in Howard County featuring County

Executive Ken Ulman and Police Chief William McMahon. The MPO has also conducted a regional public safety campaign that began in June 2008 as radio PSA targeted at the parents of teen drivers in an effort to reduce distracted driving crashes, injuries, and fatalities involving young drivers. Other safety and educational activities supported by the MPO included the Community Traffic Safety Team, Pedestrian Awareness Day and other initiatives to inform and educate the public on roadway safety issues.

Safety is an explicit goal in the MPO planning process and is one of the factors in the prioritization of candidate projects for LRTP funding. Crash history for the most recent three-year period is used for project prioritization in the planning process.

14. Security Considerations in the Planning Process

The Baltimore MPO addresses security and emergency preparedness through its management and operations plans, programs and activities. The primary committee that addresses security issues for the MPO is the Transportation and Public Works Subcommittee. Other committees such as the Management and Operations Partnership, TIMBR and Traffic Signal Subcommittee address security issues as needed. Subcommittees of the Management and Operations committee include representatives from MDOT, local public works departments and departments of transportation. These subcommittees provide forums for the representatives to discuss security.

The Transportation & Public Works (T&PW), also serves as a committee of the Urban Area Homeland Security Work Group, on homeland security efforts. The T&PW Committee uses both homeland security and transportation funds to support priority evacuation-related projects. T&PW projects have included: developing a computer model to evaluate how to better handle traffic flow during evacuations; developing a Contraflow Decision tool to help identify roads that may be suitable for contraflow operations and providing guidance on what retrofits might be needed for safe operations; and developing a Terrorism Awareness Training course for Transportation and Public Works Field Staff. In the last four years, the Disaster Debris Planning Task Force has held three debris exercises and the T&PW Committee has held one evacuation exercise.

In FY 2007, the BRTB adopted the Regional Protective Action Coordination Guidelines to provide a framework for coordination in the event of a large-scale emergency. The guidelines include the Regional Protective Action Coordination Agreement that tries to ensure that protective actions are coordinated regionally in a major emergency that affects multiple jurisdictions in the Baltimore metropolitan area. The agreement addresses specific elements of a regional response that require multi-jurisdictional coordination to effectively protect the public in a severe, widespread, or prolonged emergency. Elements include

command and management, communications, public information and warning, evacuation, and reception and shelter. The agreement builds upon the existing Baltimore Region Emergency Assistance Compact (BREAC), a document developed by the BMC Board.

MPO staff participates on security committees and in emergency preparedness exercises to help convey the transportation perspective to those stakeholders as well as to bring back the security perspective to the MPO. Specifically, MPO staff attends meetings of the Urban Area Homeland Security Work Group, Maryland Shelter and Evacuation Task Force, and Regional Transit Security Work Group.

E. Findings from the Current Planning Process Review

The following section summarizes the overall findings and recommendations for further action that are included in this Certification Review Report. The findings, described as recommendations and noteworthy practices included in the Report, are intended to not only help ensure continuing regulatory compliance of the Baltimore MPO transportation planning process with Federal planning requirements, but to improve the transportation planning program and process in the Baltimore Regional Transportation Planning area.

The review has shown that the Baltimore region has made significant improvements to its transportation planning process in many areas since the last Certification Review. The MPO has instituted a number of noteworthy practices that indicate a commitment to continually improving its planning process, practices that may be used as examples for other MPOs. There are no corrective actions, however, the Federal Review team made a number of recommendations that the MPO should consider.

Based on the review, the FHWA and FTA have determined that the metropolitan transportation planning process for the Baltimore MPO is to be certified as meeting the requirements of 23 USC 134 and 23 CFR 450.334. In addition, since the Baltimore MPO is a nonattainment area for transportation related pollutants, FHWA and FTA have determined that the MPO has an adequate process to ensure conformity in accordance with procedures contained in 40 CFR, Part 51.

The result of this review is that FHWA and FTA jointly certify the transportation planning process for the Baltimore MPO. This FHWA/FTA certification will remain in effect until **October 3, 2016**, for a maximum of four years from the issuance date of this report.

APPENDIX 1

MPO for the Baltimore Region Certification Review Meeting Participants June 26-28, 2012

Federal Review Team

Kwame Arhin *FHWA DelMar Division*
Francisco Edwin Gonzalez *FHWA DelMar Division*
Sandra Jackson *FHWA DC Division*
Breck Jeffers *FHWA DelMar Division*
Justin Morgan *FHWA DelMar Division*
Spencer Stevens *FHWA HQ*
Gail McFadden-Roberts *FTA-Region 3*
Amber Ontiveros *FTA HQ*
Nicolas Garcia *FTA HQ*
Faith Hall *FTA HQ*
Jeff Price *FTA HQ*
Gregory Becoar *EPA-Region 3*
Martin Kotsch *EPA-Region 3*

Baltimore MPO

Bala Akundi	Michael Kelly
Regina Aris	Todd Lang
Charles Baber	Eileen Singleton
Robert Berger	Heather Strassberger
Dunbar Brooks	Ed Stylc
Terry Freeland	Sara Tomlinson
Monica Haines Benkhedda	Russ Ulrich
Victor Henry	

MDOT

Tyson Byrne
Mike Nixon
Robin Underwood
Nicole Katsikides
Deborah Bowden

MTA

Diane Ratcliff

SHA

Mary Deitz *SHA*
Jim Dooley

Derek Gunn
Egua Igbinosun
Dami Kehinde
Justin Kuzan
Steve Rochon
Brittany Spell
Timisse Thornton

LOCAL/OTHER

Emery Hines *MPO representative, Balto. Co*

Chris Letnaunchyn *Carroll Co DPW*

Iain Banks *City of Annapolis*

APPENDIX 2

MPO for Baltimore Region Certification Review Agenda

<u>Tuesday June 26, 2012</u> <u>Meeting Location:</u> MPO for the Baltimore Region 1500 Whetstone Way, Suite 300 Baltimore, MD 21230		
<u>Time</u>	<u>Item</u>	<u>Participants</u> *
9 a.m.	Welcome / Introductions Purpose of the Certification Process Review schedule and close-out process	Federal Review Team, MPO and MDOT, MTA SHA,
9:15 a.m.	Overview of the Baltimore Metropolitan Planning Organization and Transportation Planning Process; Opportunity to Share "Best Practices," "Lessons Learned" and Future Needs	MPO, MDOT and Federal Review Team
9:30 a.m.	Discussion of Previous Review Findings <ul style="list-style-type: none"> • Recommendations 	Federal Review Team, MPO and MDOT, MTA SHA,
10:30 a.m.	Break	
10:45 a.m.	Organization and Management of the Planning Process (Discuss the flow of input from subcommittees to the MPO and staff coordination with other agencies and MPOs); Planning Area; Agreements & contracts	Federal Review Team, MPO and MDOT, MTA SHA,
12:00 noon.	Break for Lunch:	

- **Bold text indicates discussion lead**

MPO for Baltimore Region Certification Review Agenda

Tuesday June 26, 2012

Meeting Location:
MPO for the Baltimore Region
1500 Whetstone Way, Suite 300
Baltimore, MD 21230

<u>Time</u>	<u>Item</u>	<u>Participants</u> *
1:30 p.m.	Discussion of the following topics: <ul style="list-style-type: none"> • Long Range Transportation Plan • Cost and Revenue Estimate/Fiscal Constraint • Freight 	Federal Review Team, MPO and MDOT, MTA SHA,
3:00 p.m.	<ul style="list-style-type: none"> • Transportation Improvement Program • Unified Planning Work Program • Public Involvement 	Federal Review Team, MPO and MDOT, MTA SHA,
4:30 p.m.	Adjourn	
6:00 p.m.	Public Involvement Workshop for Certification	Federal Review Team
7:45 p.m.	Closing and Adjourn	

• **Bold text indicates discussion lead**

Wednesday June 27, 2012

Meeting Location:

MPO for the Baltimore Region
1500 Whetstone Way, Suite 300
Baltimore, MD 21230

<u>Time</u>	<u>Item</u>	<u>Participants</u> *
9:00 a.m.	<ul style="list-style-type: none"> • Transit • Bicycle & Pedestrian 	Federal Review Team, MPO and MDOT, MTA SHA,
10:30 a.m.	Break	
10:45 a.m.	Discussion of the following topics: <ul style="list-style-type: none"> • Travel Demand Forecasting • MPO Self Certification • SAFETEA-LU Compliance 	Federal Review Team, MPO and MDOT, MTA SHA
12:00 noon	Lunch	
1:00 p.m.	Discussion of the following topics: <ul style="list-style-type: none"> • Air Quality • Environment • Livability 	Federal Review Team, MPO and MDOT, MTA SHA
2:00 p.m.	Discussion of the following topics: <ul style="list-style-type: none"> • Title Vi • Disadvantage Business Enterprise • Transportation Disadvantage/Welfare-to-work 	Federal Review Team, MPO and MDOT, MTA SHA
3:00 p.m.	Adjourn	
4:30 p.m.	Elected Officials	MPO
7:00 p.m.	Closing and adjourn	

- **Bold text indicates discussion lead**

Baltimore TMA Certification Review Agenda

Thursday June 28, 2012

Meeting Location:

MPO for the Baltimore Region
1500 Whetstone Way, Suite 300
Baltimore, MD 21230

<u>Time</u>	<u>Item</u>	<u>Participation*</u>
9:00 a.m.	Discussion of the following topics: <ul style="list-style-type: none"> • Intelligent Transportation System (ITS) • Safety • Security • Congestion Management Process 	Federal Review Team, MPO and MDOT, MTA SHA,
11:30 a.m.	Lunch	
12:30 p.m.	Break/Federal Review Team to Discuss early findings	
2:00 p.m.	Discussion of Preliminary Findings & MPO Needs	
3:00 p.m.	Adjourn	

* **Bold text indicates discussion lead**

APPENDIX 3

Baltimore TMA Regional Public Meeting Notices

HOW ARE WE DOING?

*We're working to improve the quality of life and planning for
the future of the Baltimore region.*

*You're invited to learn more about the BRTB and to share
feedback on the how we're doing at a public workshop.*

**TUESDAY
JUNE 26, 2012
6:00 - 7:45 PM**

**Baltimore Metropolitan Council
Offices @ McHenry Row
1500 Whetstone Way, Suite 300
Baltimore, MD 21230**

*(Transit accessible by MTA #1 bus and
Charm City Circulator Banner Route)*



The U.S. Department of Transportation is required to certify that the transportation planning process carried out by the Baltimore Regional Transportation Board (BRTB) meets federal requirements.

Comments from the public on the BRTB planning process are also welcome at the BRTB meeting on June 27 at 4:30 pm at BMC; or in writing through June 21 via mail or to comments@baltometro.org.

For more information, and to RSVP, visit www.baltometro.org.

The BRTB operates its programs and services without regard to race, color, or national origin in accordance with Title VI of the Civil Rights Act of 1964, and other applicable laws.

*Appropriate services can be provided to individuals who need language assistance, or qualified individuals with disabilities, who submit a request at least seven days prior to a meeting.
Call (410) 752-0500.*

Appendix 4

2012 Federal Certification Review of the Baltimore Metropolitan Planning Process

Public Meeting

June 26th, 2012

6:00pm—7:45pm

Attendees:

Federal Team:

Gail McFadden-Roberts, *FTA*

Nicolas Garcia, *FTA*

Faith Hall, *FTA*

Kwame Arhin, *FHWA*

Spencer Stevens *FHWA*

Sandra Jackson *FHWA*

Justin Morgan, *FHWA*

Maggie Duncan-Augustt, *FHWA*

Guests:

Mary Alexander, *CAC*

Regina Aris, *BMC*

Kal Bhatti, *Mimar Architects*

Betty Bland-Thomas, *CAC*

Ben Cohen, *BWI Business Partnership*

Edward K. Cohen, *TBAC (Transit Riders
Action Council of Metropolitan Baltimore)*

Chris Costello, *CAC*

Vernon Crenshaw

John Cutonilli

Chris Diaczok, *CAC (Baltimore County)*

John Eberhard, *CAC (Howard County)*

Terry Freeland, *BMC*

Barbara Glick, *CAC*

Monica Haines Benkhedda, *BMC*

Mark P. Howard, *MPHoward & Assoc.*

Jon Hyman, *CAC (Baltimore City)*

Dami Kehinde, *MD State Highway Administration*
Todd Lang, *BMC*
Steve Lauria, *CAC (Baltimore City)*
Sara Miller, *citizen—Carroll County*
Wesley Mitchell, *McCormick Taylor*
Hudson Myers III, *Harford County Department of Public Works*
Michele Rosenberg, *CAC (Baltimore City)*
Ted Rosenberg, *citizen—Baltimore City*

Ronald Rye, *CAC*
Greg Shafer, *CAC*
Heather Strassberger, *BMC*
Heather Weir, *citizen*
Marnie Wilson, *citizen—Baltimore City*
Beth Wiseman, *Baltimore County Association of Senior Citizens Organizations (BCASCO)*
Chris Yoder, *Sierra Club (Greater Baltimore Group)*

The Public Hearing began at 6:00pm and was held at the Baltimore Metropolitan Council, 1500 Whetstone Way, Suite 300, Baltimore, MD 21230.

	Summary of Comments	Received From	Response
1	<ul style="list-style-type: none"> a. Very angry that a quadriplegic at Mercy Hospital waited hours for Mobility – MTA response was “the bus is en route.” b. Need jobs for community, affordable transportation options throughout the region, and better transit service (people 3 hours late for job, no benches at bus stops). 	<p>Mary Alexander Baltimore City resident</p> <p>Verbal on June 26</p>	<ul style="list-style-type: none"> a. The comment regarding the delay in MTA Mobility pickup is very concerning. MTA Mobility service standards indicate that a ride may occur up to 30 minutes beyond the scheduled ready time and the commented delay well exceeds the standard. MTA should meet its advertised service standard or provide backup measures to ensure adequate service. b. Local jurisdiction members of the BRTB are all working on providing a range of job opportunities, as well as share a commitment to improving transportation options through the regional planning process. Additionally, one focus of the HUD grant that was awarded to the BMC includes work force development.
2	<ul style="list-style-type: none"> a. There is a need for additional funding to support the budget of the Mobility program. b. Hopes the CAC can coordinate prior to the next certification meeting to provide positive comments and that the BRTB can do more communication with the public so that more positive comments are given. 	<p>Beth Wiseman Baltimore County resident</p> <p>Verbal on June 26 and 27</p>	<ul style="list-style-type: none"> a. The MPO supports providing increased and more efficient mobility services in the Baltimore region. b. The certification process is one means of understanding what is working and what is not working. While many comments did not relate to the planning process under review, we understand this was an opportunity to express frustrations that many folks would not otherwise have.
	<ul style="list-style-type: none"> a. There is a process to comment but they have never resulted in initiating or stopping a project. b. MTAs SAACs do not represent transit riders. c. MTA held some hearings on bus route changes, but these comments were being asked on changes already made with union. d. Red Line doesn't have support of transit riders. e. Planning is not based on geography but land ownership, which is backwards. f. Concerns over connectivity and schedules. g. Questions air quality analysis of the Red Line. 	<p>Ed Cohen Transit Riders Action Council</p> <p>Verbal on June 26</p>	<ul style="list-style-type: none"> a. The BRTB feels that numerous process changes have resulted from public comment (for example, the public involvement and the project prioritization process) as well as some modifications to projects or withdrawing highway projects and replacing with transit. b. The SAACs were designed to be a collaborative working committee of community stakeholders, designers, planners, architects, and land-use experts to plan and design the Red Line stations. The comment that there are few transit riders has been forwarded to the project sponsor for their consideration. c. MTA has indicated that the route changes were put together based upon a proposal, but those changes were not implemented until after the required timeframe. MTA does make adjustments to its proposals based upon comments received at Public Hearings, and the following comment period. d. The MPO respects that there are individuals or groups that do not support any given project and the Red Line is no exception. It is unlikely however that there are no current transit users in support of the proposed Red Line.

			<p>e. Both geography and zoning play a part in transportation related decisions.</p> <p>f. The BRTB recognizes the challenges in providing connectivity and coordinating transit schedules and is working with Baltimore regional systems.</p> <p>g. The Red Line was included in the regional conformity assessment and approved by the appropriate Federal agencies. If there are questions regarding air quality benefits in the NEPA process conducted by the project sponsor then the MTA can respond.</p>
4	<p>a. Transit service generally should be seamless and accessible. Her commute on the 150 QuickBus and the 310 Commuter Bus between Columbia and SSA is plagued with long headways, no-show buses, buses that don't stop or are late.</p> <p>b. There must be a better way to help people take transit, especially those who ride every day.</p>	<p>Vicki Jenkins-Long Howard County resident</p> <p>Verbal on June 26</p>	<p>a. This comment has been forwarded to MTA. Transit services often involve transfers between transit lines (rail & bus) that cross each other, and may not be seamless. Transit lines will have service levels based upon transit ridership, meaning some lines will operate at 15-minute intervals and others may operate at 60-minute intervals. MTA will address late service individually by incident.</p> <p>b. The BRTB recognizes the challenges in providing connectivity and coordinating transit schedules and is working with Baltimore regional systems.</p>
5	<p>a. On May 17, 2012, while traveling on an MTA bus to Bayview he was punched in the face. MTA has not responded despite repeated contact.</p>	<p>Kevin Racine Harford County resident</p> <p>Verbal on June 27</p>	<p>a. It is our understanding that following this comment an MTA representative has spoken with Mr. Racine, and will write him a letter.</p>
6	<p>a. Some bus routes are too long and can't keep on schedule. For example, #11 through Fells Point up to Rogers Forge – impossible for it to stay on schedule during rush hour.</p> <p>b. Quick Bus 48 is awesome, but frequently has 2 buses back to back. Why can't buses consistently run 10-15 min apart?</p> <p>c. Use bus tracking system and keep in touch with drivers (who are awesome workers!) about schedule. As last resort, empty one bus to the other and have 2nd bus wait 7 minutes.</p>	<p>Terry Hollon</p> <p>In writing</p>	<p>a.-c. These comments have been forwarded to MTA. Having MTA "at the table" provides for another avenue for public comments.</p>
7	<p>a. Needs more information in the early stages of projects, bike and pedestrian accommodations are last minute thoughts. Can FHWA do a retrospective of when bike/pedestrian features were included in projects?</p>	<p>John Eberhard Howard County resident</p>	<p>a. The Maryland State Highway Administration (SHA) has indicated that they will strive to provide more details concerning bicycle or pedestrian improvements associated with projects submitted for BRTB action. The SHA has also provided the PowerPoint entitled "Planning and Delivering Transportation Projects in Maryland" which describes the project development process in</p>

		Verbal on June 26	Maryland that can be presented to the Technical Committee and the Citizen Advisory Committee. The desired outcome is for committee members to be better informed about the project development process, where a given project is in that process, and the specific details of the given project. The SHA's policy on accommodating bicyclists and pedestrians on State roads is "The SHA shall make accommodations for bicycling and walking a routine and integral element of planning, design, construction, operations and maintenance activities as appropriate." An overview presentation of the policy document to the TC and the CAC should also be considered.
8	<p>a. Grateful for SHA studies about I-695, but are not posted or the results are shared too late for community to influence outcome (example: recent noise mitigation study).</p> <p>b. Wants SHA to install noise walls on I-695 at Leeds Avenue before widening.</p>	<p>James Moore Baltimore County resident</p> <p>In writing</p>	<p>a. SHA is currently completing a noise analysis that covers the areas of the Leeds Ave Ramp Realignment and Leeds Ave/US1/Amtrak/Benson Ave Bridge Replacement projects. Noise abatement will be provided in accordance with the results of the study and noise abatement guidelines (on the SHA's web site) at http://www.sha.maryland.gov/index.aspx?pageid=828&d=107.</p> <p>b. Once completed, SHA will post this document at the following SHA Projects Page link: http://apps.roads.maryland.gov/WebProjectLifeCycle/ProjectDocuments.aspx?projectno=BA417213</p>
9	<p>a. Disapproves of changes associated with access to I-695 at Leeds Avenue/US 1. Concerned about traffic, safety and loss of vet.</p> <p>b. Feel that decision-makers and agencies do not care about the community and the people that live there.</p>	<p>Mrs. Loyce Gordon Baltimore County resident</p> <p>In writing</p>	<p>a. SHA has considered comments from area residents in developing the alignment of the Ramp from US 1 (Southwestern Blvd.) over Leeds Ave to the Inner Loop of I-695. SHA is proposing a revised ramp realignment adjacent to the I-695 (Baltimore Beltway) that does not impact the Veterinary Hospital building; although right-of-way would need to be acquired from the property which could potentially impact the parking lot. At the public meeting, held on May 23rd at the Arbutus Middle School, the revised alignment that eliminated the impact to Veterinary's building was very well received and the vast majority of residents felt that SHA heard, and was addressing the public concerns regarding the Veterinary's office. In particular, the owners of the Arbutus Veterinary Hospital expressed their gratitude that SHA eliminated the impact to their building. Attached is the public newsletter from that meeting. Also, here is the link to the public meeting display: http://apps.roads.maryland.gov/WebProjectLifeCycle/ProjectDocuments.aspx?projectno=BA417213#.</p> <p>b. There are several benefits to relocating the Ramp's access point to US 1. These include alleviating commuter traffic on Leeds Avenue as well as providing a more direct route for both MARC commuters and an accelerated route for Arbutus's emergency-response services to access the Inner Loop of I-695. Also, SHA's District Office is looking at the placement of a signal at US 1 and Linden Avenue, which will address the community traffic concerns associated with getting onto US 1.</p>
10	<p>a. BRTB follows process but doesn't actually do anything. They do not truly want people involved and comments are not taken seriously.</p> <p>b. Lost a comment of his with no tracking. Not answered questions about maps following an in-office visit.</p> <p>c. The BRTB members do not understand travel in the</p>	<p>John Cutonilli Baltimore City resident</p> <p>Verbal on June 26</p> <p>In Writing July 23</p>	<p>a. The BRTB and staff strive to provide a proactive and responsive public involvement process. We work with the public including making staff available for in-office consultations. We continue to look for ways to improve the process of public engagement.</p> <p>b. This issue (regarding a Red Line discussion with a previous Director of Transportation Planning) has been raised and responded to several times. Public involvement has many facets, yet in the end a good process is not based on acting on every comment to a commenter's satisfaction.</p> <p>c. The BRTB and staff continue to try to understand and predict the complex travel patterns in a</p>

	region and one said he lied.		major metropolitan region. We regret any personal offense that may have been taken by any comment by a Board members or staff.
11	<p>a. Poor previous land use decisions require costly safety improvements now. Those decisions caused sprawl, congestion, and safety issues.</p> <p>b. Comments often asked on projects that feel like they are already a “done deal”, such as:</p> <ul style="list-style-type: none"> o Concerned about current TIP amendment near APG in Harford County. The Lt. Gov. announced 2 weeks before comment period on the project was opened by the BRTB. o Suggestions on bike/pedestrian accommodations often made, public told too soon. Then when inquire about it later in the process, told it’s too late in the process to include. 	<p>Chris Yoder Greater Baltimore Sierra Club</p> <p>Verbal on June 26</p>	<p>a. The <i>Imagine 2060</i> vision process continues to aid in the better alignment of transportation and land use planning.</p> <p>b. BRTB approval is required for the expenditure of federal transportation funding in the Baltimore region. A local jurisdiction or State agency can propose a project but it cannot move forward without BRTB approval.</p> <p>As mentioned in another response, The BRTB, staff and partner agencies such as SHA will work to better describe the project development process and project milestones where certain comments are most appropriate.</p>
12	<p>a. Stated a need for additional funding to support transportation needs in Maryland. We can plan but not build and the dollars in MD TTF are going to pensions at a rate of \$800 M/year.</p> <p>b. Help public understand stumbling blocks to adequate transportation funding.</p>	<p>Chris Costello Baltimore City resident</p> <p>Verbal on June 26 and in writing</p>	<p>a. The BRTB recognizes the challenging fiscal environment and is adjusting plans and programs to match the available resources.</p> <p>b. There is a great deal of information already available, the BRTB will consider how best to utilize that information and make it available to residents in the region.</p>
13	<p>a. She has experienced exceptional paratransit service, likes Quick Bus and Circulator, sees improvements like bike lanes and curb cuts.</p> <p>b. BRTB does facilitate feedback from public in things like the UPWP</p> <p>c. Groups like the BRTB strive to be inclusive of different interests and preserve delicate balance between past, present and future.</p> <p><i>High feedback (very good) on survey questions regarding public involvement notification and participation</i></p>	<p>Heather Weir Baltimore City resident</p> <p>Verbal on 27</p> <p>In writing - survey</p>	<p>Thank you for your comments. We encourage your ongoing involvement in the planning process.</p>
14	<p>a. Disturbed by continuing emphasis on sprawl (I-95 toll lanes will make it more convenient to drive further, rewarding sprawl) and investments in highway over transit.</p> <p>b. Transportation priorities are skewed. Low-paid, elderly, students need transportation options,</p>	<p>Morita Bruce Harford County resident</p> <p>In writing</p>	<p>a. The Maryland Transportation Authority has collected data on their facilities (I-95) and undertaken studies of future travel needs that lead to their decision to add lanes to I-95, the most significant north/south highway on the east coast.</p> <p>b/c. The BRTB recognizes the need for transportation options as evidenced by the increased emphasis on transit and continued investment in bicycle and pedestrian facilities in <i>Plan It 2035</i>.</p>

	<p>especially as gas prices continue to rise and energy security becomes a national security concern.</p> <p>c. Appreciates limited amount of bike, pedestrian, safety and light rail, but it is not enough.</p> <p>d. Redirect transportation funding to public transit capital and operating expenses; repair existing roads without expansion.</p>		<p>d. Funding levels for operating and maintaining the entire transportation system consistently remain at high levels of available revenue – at approximately 75%.</p>
15	<p>a. Would like to see transit options from Carroll County to the metro area:</p> <ul style="list-style-type: none"> o Extend metro from Owings Mills to Finksburg o Provide rail connection from Westminster to Penn Station 	<p>David Highfield Carroll County resident</p> <p>In writing</p>	<p>a. We thank you for your comments. Project suggestions have been forwarded to the appropriate agencies and jurisdictions.</p>
16	<p>a. Consider marine transit on the Chesapeake Bay as part of regional transportation system.</p>	<p>Craig Purcell</p> <p>In writing</p>	<p>a. The BRTB reiterates our previous response: Over the last 2 decades, Maryland has undertaken numerous studies investigating possible cross-bay ferry service. These studies have allowed MDOT to stay abreast of the latest technologies, trends and public opinions. Although a ferry service has not yet been implemented due to prior uncertainties in achieving financial and political viability, local interest in funding a cross-bay ferry service remains high, particularly within Maryland. One of the supporting reasons cited for providing ferry service across the Chesapeake Bay is an anticipated mode shift allowing for congestion relief on the Chesapeake Bay Bridge. Visit this page for details: http://www.mdot.maryland.gov/Office%20of%20Planning%20and%20Capital%20Programming/Ferry_Boat/Ferry_Boat_Planning.html</p>
17	<p>a. Staff is supportive and responsive to the CAC.</p> <p>b. BRTB is responsive to and interested in comments from the CAC.</p>	<p>Stuart Stainman Baltimore County resident</p> <p>In writing</p>	<p>Thank you for your comments in support of the BRTB and staff</p>
18	<p>a. States the BRTB is uniquely able to provide a comprehensive regional perspective for the removal of transportation barriers to participation in the workforce by folks with a range of physical and cognitive disabilities.</p>	<p>Thomas Curtis MD Dept. of Disabilities</p> <p>In writing</p>	<p>a. The BRTB supports providing a range of transportation options for the disabled, including support of initiatives to ensure compliance with the American with Disabilities Act. We consider an ongoing relationship with the MD Dept. of Disabilities vital to addressing this critical issue.</p>
19	<p>a. The public meeting for certification is ineffective and insincere – does not meet intent of the President’s Open Government Memorandum. A 105 minute meeting does not qualify as sufficient public</p>	<p>Art Cohen Baltimore City resident</p>	<p>a. Beyond the public meeting for the Certification review, the public comment period began on May 21, 2012 with a posting of the presentation for the June 27, 2012 Public Meeting. Additionally, the comment period was extended to July 21, 2012. This report also contains comments received after that July 21, 212 period.</p>

	<p>participation for feedback on the quality of the BRTB’s planning process.</p> <p>b. Web site is virtually non-functional.</p>	In writing	<p>b. While the web site was impacted by an off-site server going down on more than one occasion we disagree with a blanket statement that it is “virtually non-functional.” The BMC is currently reviewing new options for supporting the web site and incorporating new applications.</p>
20	<p>a. CMTA participates in the planning process in a variety of ways.</p> <p>b. BMC, staff to the BRTB, are a valuable resource for information and analysis on transportation in the region. They have also worked very hard and successfully on the HUD SCI grant.</p> <p>c. Hopes BRTB will continue to build upon its role as convener, yet also be a leader on transportation issues. BRTB will be more effective if they can set a strategic vision for the region and support this vision when setting funding priorities and applying for federal grants.</p>	<p>Brian O’Malley The Central Maryland Transportation Alliance</p> <p>In writing</p>	<p>The BRTB and staff appreciate working with our non-profit partners such as CMTA.</p>
21	<p>a. Need a greater commitment to informing and involving transit consumers outside of the MTA service area (i.e. Carroll County)</p> <p>b. Recommend outreach via local media (print and radio) as many do not have access to internet or cable/satellite TV.</p> <p><i>Low feedback (poor/fair) on survey questions regarding public involvement notification and participation</i></p>	<p>Sara Miller Carroll County resident</p> <p>In writing - survey</p>	<p>a. The BRTB and staff are always striving to improve and expand outreach and involvement throughout the region and will learn from these comments.</p> <p>b. An outreach team is exploring the cost of several options to disseminate information relevant to the transportation process.</p>
22	<p>a. Need more money and transit projects for the region.</p> <p>b. Need more decisions between people and the BRTB.</p> <p><i>Moderate feedback (mostly fair, 1 good, 1 very good) on survey questions regarding public involvement notification and participation</i></p>	<p>Vernon Crenshaw Baltimore County resident</p> <p>In writing - survey</p>	<p>a. The BRTB recognizes the challenging fiscal environment and is adjusting plans and programs to match the available resources.</p> <p>b. The BRTB also recognizes the need for transportation options as evidenced by the increased emphasis on transit and continued investment in bicycle and pedestrian facilities in <i>Plan It 2035</i>.</p>

23	<p>a. Sees a disconnect between the transportation planning process and grass roots input. There is a lot of information available, but many of the public do not know about opportunities for input.</p> <p>b. Suggest that the BRTB ask for regional input, concerns, questions, comments about projects/proposals that are familiar/of concern in local areas.</p> <p>c. Be careful with acronyms – people don’t know the meaning the way professionals do.</p> <p>d. Improve communications and information between jurisdictions and region in order to get more information out to the public.</p> <p><i>Moderate feedback (3 fair, 2 good) on survey questions regarding public involvement notification and participation</i></p>	<p>Gerald Fuss Carroll County resident</p> <p>In writing - survey</p>	<p>a. The BRTB and staff are always striving to improve and expand outreach and involvement throughout the region; however we are competing for attention against many issues important to people’s everyday lives.</p> <p>b. The BRTB and staff would like to expand on the experience on meetings in every jurisdiction for <i>Plan It 2035</i> and for the workshops in <i>Imagine 2060</i> where local projects were highlighted.</p> <p>c. Yes, acronyms are associated with many professions but should not be used when communicating with anyone not in the profession.</p> <p>d. We will continue to work on communications, particularly relevant to a mobile society and to changing personnel.</p>
24	<p>a. Pleased to provide letter of support to BRTB for certification.</p> <p>b. BIP is working with BRTB on challenges around equity and unemployment through Sustainable Communities Initiative.</p> <p>c. The BRTB is helping to foster collaborative approaches to regional workforce and housing issues.</p>	<p>Kurt Sommer Baltimore Integration Partnership</p> <p>Verbal on June 27 and in writing</p>	<p>The BRTB and staff appreciate working with our non-profit partners such as the Baltimore Integration Partnership.</p>

25	<p>a. Urged the public to participate in the certification process to share how broken, dysfunctional and unsustainable the system is – how can they not listen?</p> <p>b. There are better models to draw upon – Gary Toth article “<i>Toward a Robust and Accountable Transportation Planning Process</i>” cited.</p>	<p>Stuart Sirota Envision Baltimore</p> <p>In writing via Facebook page for Envision Baltimore</p>	<p>a. The BRTB appreciates the dialogue that Envision Baltimore is engaged in and suggests that it is valuable that Mr. Sirota and others continue to participate in the process and share approaches they feel will address issues regarding the system.</p> <p>b. One of the articles cited by Mr. Sirota discusses the need for transportation planning to address issues such as environmental protection, energy use, housing, economic development, land use, and equity. As part of the development of the recently adopted long-range plan for the region, the BRTB incorporated additional strategies and project evaluation criteria intended to address these and other issues. These include strategies and performance criteria included in, or suggested by, the livability principles jointly developed by US DOT, US EPA, and HUD.</p> <p>Also of note is the region’s receipt of a Sustainable Communities Initiative grant from HUD. Using funding from this grant, the region is in the process of developing a Regional Plan for Sustainable Development. This planning initiative will draw on the contributions of a consortium of local jurisdictions, nonprofit organizations, local advocacy groups, and academic institutions—as well as extensive public engagement—to address topics such as housing, workforce development, sustainability, and transportation connections.</p>
26	<p>a. Time lines are usually tight when reviewing and commenting.</p> <p>b. Wants to work in tandem with planners, not just be asked for praise, suggestions or recommendations on existing plans.</p> <p>c. Information not distributed early enough in the process. Recommend a 30-day review begin after the public meeting (to allow time to comment after information is received at the meeting).</p> <p>d. Concerned general public is not seeing notices of public comment opportunities.</p> <p>e. Wants to see a tally of how often a Press Release is picked up by a newspaper.</p> <p>f. Why aren’t a range of elected officials informed about various meetings?</p> <p>g. Restore the number of meetings where elected officials are expected to attend.</p> <p>h. Follow Maryland’s Open Meeting laws.</p> <p>i. Use technology and do not schedule meetings on the same night throughout region, this may be considered a conspiracy.</p> <p>j. Has less than 24 hours’ notice to comment after the</p>	<p>Michele Rosenberg Baltimore City resident</p> <p>Verbal on June 27 and in writing</p>	<p>a. The BRTB follows the review period guidelines set forth in the Public Participation Plan and has extended the time frame for long range plan reviews. Committees are currently engaged in a review of comment periods as well as scheduling of committee meetings such as the CAC.</p> <p>b. The BRTB and staff are working with the CAC and sponsoring agencies to provide improved processes to garner public input earlier and more frequently in the plan and project development process.</p> <p>c. Public meetings have generally been held in the middle of the comment period in order to allow at least 10-14 days’ notice, as directed in the Public Participation Plan. This also allows time following the meeting for someone to submit comments and questions.</p> <p>d. The BRTB and staff are continuously updating our outreach methods and identifying new ways to spread information in a cost-effective manner. For example, since the 2008 MPO Certification we have implemented social media (Facebook, Twitter, YouTube, etc) accounts on a variety of subjects. Each of these accounts continues to grow as staff conduct outreach in the community and advertise these methods of staying informed and engaged. In addition, staff continuously evaluates these methods of outreach, using tools such as Google Analytics for web site and social media engagement, Constant Contact Statistics for e-newsletters, etc. One example related to e-newsletters is the open and click rates. Currently, we have a 29.8% open rate and a 23.6% click through rate. These significantly higher than industry averages for similar organizations (government and nonprofit). In fact, the click through rate is approximately double the standard rate. Another example is the use of online ads with Facebook and at the BaltimoreSun.com. These ads are targeted to reach thousands of individuals in the region. Again, we have seen much success in our click through rates on these types of ads. Finally, we continue to work with the CAC to identify new and additional methods of reaching out to the public on an ongoing basis.</p> <p>e. The Communications Coordinator will continue to work to ensure media contact mailing lists</p>

	<p>Federal Certification public meeting where recertification process is explained.</p> <p>k. Per Robert Keith in 2008 – “the MPO fails to recognize and assert any responsibility for public involvement in specific transit projects; The BRTB may have a good process, but the members of the MPO do not have a good public participation process.</p> <p>l. The MPO process is sometimes decent, but is not consistent.</p> <p>m. MDOT planners appear not to want public involvement because of the way information is shared (or not shared in a timely manner).</p> <p>n. How can the BRTB influence specific agencies so that the process is more open?</p> <p>o. No reason BRTB shouldn’t be recertified, but hope her suggestions are not ignored in the coming 4 years.</p>		<p>are up-to-date and see if there is a way to improve the spread of information.</p> <p>f. Key elected officials in affected areas are typically notified on behalf of the BRTB by BMC staff, state or local jurisdiction agencies.</p> <p>g. Although the BRTB voted in 2007 to meet with elected and appointed officials once per year, they have in the last two years been meeting more frequently (twice per year) and, as the BRTB bylaws only sets a minimum number of such meetings, members may choose to do so in the future as well.</p> <p>h. The BRTB follows Maryland’s Open Meetings Laws.</p> <p>i. Meeting dates are contingent on many factors and staff and jurisdictions try to identify conflicts prior to scheduling.</p> <p>j. The notice of a 30-day review for the Certification process was widely distributed and directed individuals to the BMC web site which had background information on the purpose of the Federal review process, previous reviews in the region and the PowerPoint to be presented. The purpose of providing information on a project or review at the beginning of the 30-day review is to allow folks to come to the meeting with their intended comments ready.</p> <p>k. Project development process public involvement is usually under the purview of the project sponsor. The BRTB and staff continue to strive to improve public involvement during the project development working with our local and state partners.</p> <p>l. Appreciate the comment and will continue to strive to improve.</p> <p>m. MDOT is committed to genuine public involvement. MDOT planners continue during the review process to expand the knowledge base and provide complete and accurate information.</p> <p>n. The BRTB is committed to an open process and will continue to work with agencies and to update training to new and ongoing members.</p> <p>o. Suggestions are always welcome and sincere efforts are made to incorporate as intended.</p>
27	<p>Brief summary of CAC comments that result in mixed results throughout process.</p> <p>Meaningful input is limited due to insufficient justifications and the absence of alternatives.</p> <p>a. Justifications are insufficient. CAC requests for better justifications have yet to be fulfilled.</p> <p>b. Alternatives are not listed and it is unclear how projects are selected; information about how the project fits into regional plans and priorities are not mentioned.</p> <p>c. Major work products (LRTP, TIP, UPWP) need more than 30-days for review and comment.</p>	<p>Steve Lauria CAC Chair</p> <p>Verbal on June 26 and 27 as well as in writing</p>	<p>a. The request for better justifications has been shared with project sponsors.</p> <p>b. As described by SHA in the response to comment #7, the overall process will be shared with the CAC and a way to indicate where in the process a project is will be shared. Many times alternatives were defined and discussed at an earlier stage and need to be revived when projects move ahead as funding is secured.</p> <p>c. Both the LRTP and TIP have more than one comment period to allow for input during the development of the work. As technology allows for easier and less costly communication methods such as twitter, background information, agendas, minutes and reports are more readily available and allow the public to follow and participate in the development of plans that make a final review possible within a timeframe.</p> <p>d. The BRTB is reviewing the suggestions that fall into 6 categories and will follow-up with staff and the CAC on a continuing basis.</p>

	d. List of suggestions for improving the process		<ol style="list-style-type: none"> 1. Implement and sustain meaningful Public Outreach and Participation (list) 2. Process (list) 3. Understand the transportation needs relative to changes in economics and demographics (list) 4. Assure a balanced allocation of resources for transportation for (list) 5. Assure that transportation projects are appropriate to land use and congruent with community needs 6. Emphasize projects that (list)
28	<i>Moderate feedback (3 very good, 1 good, 1 fair, 1 don't know) on survey questions regarding public involvement notification and participation</i>	<p>Anonymous</p> <p>In writing - survey</p>	Thank you for participating in the survey.