

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

BALTIMORE REGIONAL TRANSPORTATION BOARD

RESOLUTION #16-2

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

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

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

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

- 1) 23 U.S.C. 134, 49 U.S.C. Section 5303 and 23 U.S.C. 450 Subpart 334 (Metropolitan Planning);
- 2) In nonattainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93 (Conformity Determination);
- 3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21(Nondiscrimination-Civil Rights);
- 4) 49 U.S.C. Section 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity (Nondiscrimination- General);
- 5) Section 1101(b) of the Moving Ahead for Progress in the 21st Century Act, known as MAP-21, (Public Law 112-196) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in US DOT-funded projects (DBE);

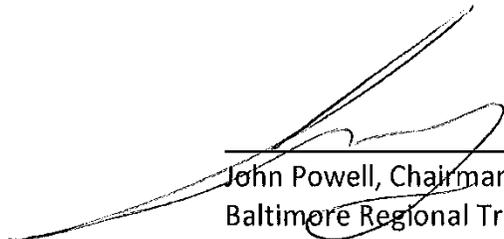
- 6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts (Equal Employment Opportunity);
- 7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27,37, and 38 (Nondiscrimination-ADA);
- 8) The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance (Nondiscrimination-Aging),
- 9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender (Nondiscrimination-Gender); and
- 10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities (Nondiscrimination-Disabilities); and

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

WE HEREBY CERTIFY that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the aforementioned resolution at its July 28, 2015 meeting.

7-28-15

Date



John Powell, Chairman
Baltimore Regional Transportation Board

7-22-1

Date



Pete K. Rahn, Secretary
Maryland Department of Transportation

BALTIMORE REGIONAL TRANSPORTATION BOARD 2013 SELF CERTIFICATION

BACKGROUND

Baltimore Regional Transportation Board

Under the Moving Ahead for Progress in the 21st Century Act, known as MAP-21, every urbanized area in the U.S. with a population greater than 50,000 is required to have a metropolitan planning organization (MPO). The functions of the MPO include:

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

The Baltimore Regional Transportation Board (BRTB) is the federally designated MPO for the Baltimore region. The BRTB includes official representatives of the cities of Annapolis and Baltimore; the counties of Anne Arundel, Baltimore, Carroll, Harford, and Howard; the Maryland Departments of Transportation, the Environment, and Planning; and the Maryland Transit Administration. The BRTB certifies that the Baltimore region metropolitan transportation planning process complies with applicable requirements, noted in the resolution, to meet the requirements of 23 USC 134 and 23 CFR 450.334. This is evidenced by the summaries that follow.

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

Baltimore Metropolitan Council

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

The BMC staff supports transportation planning for the region by providing demographic and economic analyses, travel demand modeling, air quality modeling, environmental coordination, and GIS services. This includes developing the transportation plans and programs for the BRTB. BMC staff members also maintain a database of building permits issued throughout the region.

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

BRTB Subcommittees and Advisory Groups

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

Current BRTB subcommittees and advisory groups include:

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

Baltimore Region Urbanized Area

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

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



Figure 1- Baltimore Metropolitan Planning Area

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

TRANSPORTATION PLANNING PROCESS

Federal Planning Factors

MAP-21 and federal regulations (23 CFR 450.306) stipulate that the metropolitan transportation planning process incorporate eight specific factors reflecting sound planning principles. These factors are to be explicitly considered, analyzed as appropriate, and reflected in each MPO's planning products (including the LRTP and TIP). These eight factors are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase security for transportation system users.
4. Increase the accessibility and mobility options available to people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize preservation of the existing transportation system.

FHWA Performance Management Measures / National Goals

MAP-21 places a major emphasis on managing and measuring the performance of the surface transportation system. Relative to highways, MAP-21 states:

Performance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision making through performance-based planning and programming.

As noted in the preceding passage, MAP-21 establishes several national transportation goals for highway systems. These include:

- Safety – Achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- Infrastructure Condition – Maintain the highway infrastructure asset system in a state of good repair
- Congestion Reduction – Achieve a significant reduction in congestion on the National Highway System
- System Reliability – Improve the efficiency of the surface transportation system
- Freight Movement And Economic Vitality – Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- Environmental Sustainability – Enhance the performance of the transportation system while protecting/enhancing the natural environment
- Reduced Project Delivery Delays – Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

FTA Performance Management Measures / National Standards

Under MAP-21, the Federal Transit Administration is required to develop a National Transit Safety Plan and to issue minimum safety performance standards for public transportation vehicles used in revenue operations. Each recipient of Section 5307 or Section 5311 funds will be required to certify that it has a Transit Agency Safety Plan that conforms to the national plan. In addition, the FTA is required to develop standards for a Safety Certification Training Program, and each fund recipient must have a safety training program consistent with the national standards.

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

adopting performance measures that provide a direct measure of each transit agency's State of Good Repair backlog.

BRTB Performance Management Measures

The BRTB's recent efforts to monitor and evaluate the performance of the region's surface transportation systems are described in detail in the sections titled "Ongoing Performance Monitoring Related to *Plan It 2035*" and "*Maximize2040: A Performance-Based Transportation Plan*," (see pages 14-15 of this attachment).

As part of the development of the next regional long-range transportation plan, the BRTB has adopted performance measures and established specific targets to comply with MAP-21 requirements. These efforts will enable the region to monitor and evaluate system performance more effectively. This in turn will enable the BRTB to respond to trends indicating specific areas that may merit additional attention.

AIR QUALITY CONFORMITY

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

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

The Baltimore region is currently designated by EPA as a "moderate" nonattainment area for the 2008 8-hour ozone standard, a "maintenance" area for carbon monoxide (CO), and a maintenance area for annual PM 2.5.

For MPOs that are declared to be air quality nonattainment or maintenance areas, there are many special requirements in addition to the basic requirements for a metropolitan planning process. These include formal agreements to address air quality planning requirements, requirements for setting metropolitan planning area boundaries, interagency coordination, transportation plan content and updates, requirements for a congestion management process, public meeting requirements, and conformity determinations on the regional transportation plans and programs.

CONSULTATION WITH STAKEHOLDERS AND THE PUBLIC

MAP-21 requires MPOs to consult with state and local officials, transit operators, and the public when conducting transportation planning. As did its predecessor legislation, MAP-21 emphasizes the broadening of public participation to include stakeholders who have not traditionally been involved in providing input to transportation decisions.

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

- Public involvement is an important element of a high quality transportation planning process, not a simple “add on” to meet federal requirements.
- Effective transportation planning must include the participation of those whose everyday lives are critically affected by how they are able to get to work, home, school, stores, and services.
- It is essential to ask for public participation, not just wait for it. It is essential to respect and seriously consider input that is received, not just collect it.
- Informing and educating the public about transportation planning issues and the transportation planning process is key to obtaining good quality public input.
- Additional emphasis should be placed on involving persons and groups typically under-represented in transportation planning or with special transportation needs, including low-income, minority, elderly, and disabled populations.

Public Involvement Plan

The Public Involvement Plan (PIP) for the Baltimore region, approved in 2014 in accordance with MAP-21, assists the BRTB in carrying out its responsibility to reach out to and engage the public and other interested parties. The PIP provides an open process that offers complete information, timely public notice, full public access to key decisions, and support for early and continued involvement of stakeholders.

Public Advisory Committee

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

BMC staff continues to coordinate monthly meetings of the PAC and the two subcommittees: Policy & Legislation and Public Involvement. Recent presentations to the PAC have been on topics such as amendments to the TIP, elements of the long-range transportation plan currently in development, FTA funding programs, and MTA’s online bus tracking system. In addition, recently the PAC held one of its meetings at the CHART Statewide Operations Center. This meeting included a tour of the facilities.

Members of the PAC helped to staff the April 2014 event launching the development of the next long-range plan and soliciting public input on regional transportation goals for the region. PAC members also participated in two scenario planning workshops that considered possible future trends and conditions that could significantly affect the performance of future transportation systems.

Other Examples of the BRTB's Commitment to Public Involvement

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

Other features include:

- direct mailings to 80+ interested parties regarding new public review and comment periods
- scheduled public appearances at various locations throughout the region to discuss issues face-to-face
- surveys to evaluate public opinion of its plans and programs
- use of Google Translate – this is a free translation service that provides instant translations between 58 different languages. It can translate words, sentences and web pages between any combination of Google supported languages. (although not appropriate for all situations, machine translation provides a quick grasp of foreign text)
- translation of a summary of the LRTP and TIP into Spanish
- publication of several e-newsletters

Current BRTB e-newsletters:

- *B'More Involved* – Transportation planning issues. Sent 2-4 times per month.
- *BikePed Beacon* – Biking and walking. Sent once per month.
- *Environmental News Brief* – Air quality and transportation. Sent quarterly.
- *Maryland Moves* (focusing on freight news). Sent six times a year.
- *On Transit*. Sent six times a year.
- Press releases – Sent as needed.

All e-newsletters and press releases can be accessed through links on the BMC web site: www.baltometro.org.

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

TITLE VI / ENVIRONMENTAL JUSTICE

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. Executive Order 12898, "Federal Actions to Address Environmental Justice in

Minority and Low Income Populations,” was signed on February 11, 1994. The Executive Order and accompanying memorandum reinforced the requirements of Title VI of the Civil Rights Act of 1964 that focus federal attention on the environmental and human health condition in minority and low-income communities.

The BRTB seeks to understand and acknowledge the needs and concerns of the public and interested parties, including minority and low-income communities, in developing transportation policies and in conducting activities as part of the transportation planning process. Further, the BRTB attempts to ensure that both the benefits and impacts of transportation investments are distributed as equitably as possible.

BMC staff continues to update a document to demonstrate Title VI compliance; most of the general requirements have been or are nearly completed. Most notable are the processes used to enhance and update the Public Involvement Plan and the Language Assistance Program / Limited English Proficiency Plan.

Language Assistance Program / Limited English Proficiency Plan

In FY 2015, BMC performed a review of the 2007 plan, updated the four-factor analysis based on the most recent data available, and updated the plan for providing services based on the current state of the practice. The updated plan, the *Language Assistance Program and Limited English Proficiency Plan*, will be available for public review from June 12 to July 13, 2015 with expected approval at the July BRTB meeting. The intent of this plan is 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 results of the four-factor analysis did not lead to necessary translation services; however the BRTB recognizes the growing Hispanic community and decided to provide key materials in Spanish. CTS Language Link provided the translation of the LEP document prior to public review as well as for the Public Participation plan. It is expected that some version of the 2016-2019 TIP, *Maximize2040*, and a brochure about the BRTB and planning process will be translated in early FY 2016.

As part of the update (and consistent with the US DOT’s policy related to “four-factor analysis”), BMC gathered the most recent LEP data for the Baltimore region from the 2007-2011 American Community Survey. This information will help staff to determine which populations in which jurisdictions might require additional attention with respect to outreach and engagement activities. The LEP Plan update also will document recent and planned efforts to meet with representatives of local jurisdictions and community groups to (1) gather additional information on LEP populations and (2) discuss more effective ways to reach and engage those populations.

Other Examples of the BRTB’s Commitment to Title VI and Environmental Justice

In addition to LEP data, BMC gathers data on six additional “vulnerable populations” in order to guide outreach to those populations. Staff published a web-based application to share the dataset — called the Vulnerable Population Index (VPI) — in FY 2015.

In addition, the BRTB refined its approach to prioritization of individual transportation investments to include the extent to which low income and minority populations are served. And it will once again perform a technical evaluation of all planned investments to make sure low income and minority populations share equal access to the benefits of the long range plan.

REGIONAL TRANSPORTATION PLANNING – REQUIRED DOCUMENTS

MAP-21 requires that MPOs produce three documents:

- Unified Planning Work Program (UPWP)
- Long-Range Transportation Plan (LRTP)
- Transportation Improvement Program (TIP), a short-range transportation plan

Unified Planning Work Program – UPWP

The UPWP is the basis for the Baltimore region annual transportation planning work scope. Annually, the MPO begins developing the program in November and FHWA/FTA approves it by June. The UPWP identifies the planning budget and the planning activities to be undertaken by the agencies participating in the BRTB's metropolitan planning process during the program year. The UPWP also serves as the project budget for planning tasks funded by the FHWA and FTA. In addition, the UPWP supports the BRTB's priorities. The total funding for the FY 2014 transportation planning activities for the Baltimore region is \$ 6,606,080.

The development of the UPWP is a joint responsibility of the BRTB and MDOT. The public transit operators and other local agencies responsible for carrying out transportation and related planning activities also assist in the development and approval of the UPWP through their participation on the Technical Committee.

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

Transportation Plans – LRTP and TIP

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

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

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

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

Current Plan (Plan It 2035) – adopted in 2011

Development of Plan It 2035 – *Plan It 2035* maintains the general emphasis of the region on maintaining system operations, preserving existing facilities, and judiciously adding new capacity. For *Plan It 2035*, the total estimated expansion, operation, and preservation costs able to be funded between 2016 and 2035 are \$44.9 billion. The percentage breakdown of these costs is: 53.6 percent for operation, 20.9 percent for preservation, and 25.5 percent for expansion.

Goals and Strategies

The federal planning factors are the basis of the regional goals and policies that inform Plan It 2035. The next LRTP, to be adopted in 2015, will continue this emphasis on the federal planning factors.

Working from this basis, the BRTB also considered comments from the public, comments from partner agencies, and insight gained from new federal policy directions relating to livability and sustainability in developing the goals and strategies of *Plan It 2035*. Also important was input from the *imagine 2060* transportation / land use scenario planning process conducted in 2010.

The eight LRTP goals are:

- Improve Transportation System Safety
- Preserve the Existing Infrastructure
- Improve Accessibility
- Increase Mobility
- Preserve the Environment
- Improve Transportation System Security
- Promote Prosperity and Economic Opportunity
- Foster Participation and Cooperation among All Stakeholder Groups.

Fiscal Constraint

MDOT and the BRTB demonstrated fiscal constraint for *Plan It 2035* by including in the Preferred Alternative only those projects and programs for which there were sufficient reasonably anticipated funds. This involved a process of (1) forecasting federal, state, local, and other revenues reasonably anticipated to be available for the 2016-2035 timeframe and (2) developing estimated year of expenditure costs for proposed projects and programs. Proposed projects and programs that were not able to be funded (given the revenue forecasts) were either included in the list of illustrative projects or dropped from further consideration. These projects and programs can be reconsidered if and when additional funding becomes available (as occurred with the 2013 Plan It 2035 amendments).

Public Involvement Process

In planning and developing *Plan It 2035*, the BRTB devised a public involvement process in consultation with key stakeholders and members of the public. These include members of the PAC and persons representing low-income, minority, disabled, and other targeted populations as appropriate. The process provided an array of opportunities for the public to become informed and involved in helping to develop *Plan It 2035*.

Ongoing Performance Monitoring Related to *Plan It 2035* – As part of the development of *Plan It 2035*, the BRTB adopted several measures to help the region monitor and evaluate, over time, the performance of the region’s surface transportation systems. The BRTB adopted at least one measure for every regional transportation goal.

The BRTB intended these performance measures to provide a high-level, region-wide look at how programs and projects in *Plan It 2035* and in the 4-year Transportation Improvement Program (TIP) collectively are helping the region address its transportation needs. As such, the BRTB made a conscious decision to keep these measures at a more general level rather than assign specific target years or numbers.

The BRTB directed BMC staff to report annually on progress relative to the performance measures. In accordance with this directive, BMC staff presented material to the Technical Committee and the BRTB each year. This material compared performance measure data from the baseline years shown in the plan to the most recent MDOT, SHA, and MTA data.

2013 Amendments to Plan It 2035

The Maryland State Highway Administration (SHA) has proposed adding four projects to *Plan It 2035*. The projects are segments of larger projects that had been included in the final preferred alternative in the 2007 Plan. The BRTB dropped these larger projects from the final preferred alternative in *Plan It 2035* because of the federal requirement for a fiscally constrained plan. These larger projects were included in the list of illustrative projects in *Plan It 2035*.

The SHA amendments cover:

- Upgrading I-695 to eight lanes to match adjoining segments for two sections: (1) from MD 41 to east of Providence Road and (2) from south of US 40 to MD 144 (outer loop).

- Improvements to MD 32: (1) new access lane from MD 144 to Nixon's Farm Lane and (2) new interchange at Rosemary Lane.

The Maryland Transit Administration (MTA) has proposed a significant increase in the cost estimate for the Red Line project. This increase is the result of a combination of estimate adjustments, scope changes, and design development factors.

MDOT and the BRTB have maintained fiscal constraint for these SHA and MTA amendments by identifying additional funding from Maryland's Transportation Trust Fund. This additional funding is possible because of increases in the state's fuel taxes resulting from the enactment of the Transportation Infrastructure Investment Act of 2013.

Public involvement for the 2013 amendments to *Plan It 2035* was provided primarily through review by the PAC. The public review period for these amendments took place concurrently with public review for the draft FY 2014-2017 TIP and the associated draft Air Quality Conformity Determination. The review period ran from September 16 through October 18, 2013.

FY 2016-2019 TIP

The BRTB and its Technical Committee reviewed the projects proposed for the 2016-2019 TIP. This included review by BMC staff for consistency with the LRTP, MDOT's Consolidated Transportation Program (CTP), the local Transit Development Plans, and adopted local government comprehensive plans. The BRTB worked with its subcommittees, particularly the Public Advisory Committee, to review and evaluate the proposed list of projects. Based on results of this evaluation, the proposed projects were ranked and selected for inclusion in the TIP.

Projects identified in the first two years of the TIP are funded using current/available revenue sources listed in the state's six-year CTP. The estimated total cost of projects in the 2016-2019 TIP is \$3.3 billion.

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

FY 2016-2016 TIP Financial Considerations

As noted, the 2016-2019 TIP uses current and available revenue sources listed in the 2015 CTP. The TIP also includes letters of financial reasonableness from agencies and jurisdictions stating that funding has been committed and will be available to apply to the listed projects. Schedules and budgets included in the TIP show the allocation of these current/available funding sources to cover the estimated year of expenditure costs of each phase of each project. In these ways, the TIP demonstrates fiscal constraint as required under MAP-21.

FY 2016-2019 TIP Public Involvement

Public involvement for development of the TIP was provided primarily through review by the PAC. The public review period for the draft FY 2016-2019 TIP and the associated draft Air Quality Conformity Determination took place from June 12 through July 13, 2015. One public meeting and an open Public Advisory Committee meeting were held to present information and accept input/comments. Additionally, the BRTB provided six short webcasts (based on the six major jurisdictions) featuring highlights of the jurisdictions and related regional or nearby projects. The BRTB advertised in seven major newspapers and also sent flyers to all 77 libraries in the Baltimore region.

Air Quality Conformity – FY 2016-2019 TIP

The conformity rule, as it applies to the Baltimore nonattainment area, requires the LRTP and TIP to conform to the motor vehicle emissions budgets established in the SIP. The applicable SIPs for the Conformity Determination of the 2016-2019 TIP are the 2008 RFP SIP for 8-hour ozone (determined adequate on March 27, 2009), the 2003 carbon monoxide maintenance SIP and the PM 2.5 maintenance SIP.

The results of the conformity analysis for the Baltimore nonattainment area indicate that the projected mobile source emissions are below the applicable motor vehicle emission budgets for the established analysis years of 2017, 2025, and 2035. Therefore, the BRTB, in its capacity as the Metropolitan Planning Organization for the Baltimore region, has concluded that the 2016-2019 TIP is found to be in conformity with the requirements of the Clean Air Act Amendments of 1990 and the relevant sections of the Final Transportation Conformity Regulations (40 CFR Part 93).

Maximize2040: A Performance-Based Transportation Plan

The BRTB is developing the upcoming 2015 LRTP, titled *Maximize2040: A Performance-Based Transportation Plan*. The BRTB is expected to adopt the final Maximize2040 in November 2015.

To date, the BRTB has adopted:

- regional goals and implementation strategies (incorporating input from BRTB advisory committees and the public at large)
- long-range population and employment forecasts developed by the Cooperative Forecasting Group (to be used in modeling the travel demand effects of the next set of adopted long-range plan projects and programs)
- revenue projections developed by MDOT
- performance measures and targets (consistent with MAP-21 requirements and incorporating input from BRTB advisory groups)
- criteria for evaluating and scoring candidate projects.

Regional Transportation Goals

The goals adopted for *Maximize2040* expand on the goals for *Plan It 2035*. A list of the *Maximize2040* goals follows:

- Improve System Safety – Make conditions safer for pedestrians, bicyclists, transit riders, and motorists.
- Improve and Maintain the Existing Infrastructure – Improve the conditions of existing transportation facilities; systematically maintain and replace transportation assets as needed.
- Improve Accessibility – Help people of all ages and abilities to access specific destinations.
- Increase Mobility – Help people and freight to move reliably and efficiently.
- Conserve and Enhance the Environment – Pass on to future generations the healthiest natural and human environments possible.
- Improve System Security – Provide a secure traveling environment for everyone; improve the region’s ability to respond to natural or man-made disasters.
- Promote Prosperity and Economic Opportunity – Support the revitalization of communities, the development of activity centers, and the movement of goods and services.
- Foster Participation and Cooperation among Stakeholders – Enable all interested and affected parties to participate and cooperate to find workable solutions.
- Promote Informed Decision Making – Ensure that adopted transportation policies and performance measures guide the regional decision making process.

Performance Measures and Targets

Consistent with MAP-21’s emphasis on performance-based planning, the BRTB has established several performance measures and targets. These will enable the BRTB to monitor and evaluate, over time, the performance of the region’s transportation system relative to the regional goals.

The adopted measures cover the areas required by MAP-21:

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

In addition, the BRTB added several non-required measures to address accessibility (bicycle and pedestrian) issues and the potential effects of climate change.

BMC staff will continue to monitor proposed MAP-21 regulations related to performance measures. Also, staff will continue to work with MDOT, SHA, and MTA staffs to identify performance measures and targets common to the state and the MPO and to refine the processes for gathering data for performance measures.

Evaluation of Candidate Projects / Fiscal Constraint of Plan

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

In addition, SHA, MTA, and the jurisdictions provided 2015 cost estimates for these projects. BMC staff applied an inflation factor to these estimates to determine year of expenditure cost estimates. *Maximize2040* will be fiscally constrained, in accordance with federal requirements.

Sharing and Listening: Public Outreach and Engagement

Throughout the 18-month process to develop *Maximize2040*, the BRTB has shared information through publishing flyers and e-newsletters as well as through providing links on the BMC website that people could use to follow *Maximize2040* on Twitter and Facebook. In addition, the BRTB has provided the public with opportunities to comment on draft goals, submit project ideas, attend public meetings, and give feedback.

Public / Stakeholder Input – Goals and Implementation Strategies

The BRTB welcomed public comments on draft goals and strategies for *Maximize2040* in March and April 2014. In addition, the BRTB's advisory committees reviewed and commented on draft goals and strategies. The BRTB approved the final goals and strategies for *Maximize2040* in April 2014.

Public / Stakeholder Input – Scenarios to Explore Critical Future Trends and Forces

"How can the region make informed decisions about the future, especially when there are a lot of uncertainties about the future?" To address this question, the BRTB sought opinions from the public and regional experts. The public input phase of this process took place from September to December 2014. More than 200 people participated in a survey that asked about the social, economic, technological, environmental, and political forces that could play a significant role in shaping how the region will live and travel over the next 25 years.

From these results, the BRTB developed three scenarios and invited regional experts, including PAC members, to provide insight about how to craft *Maximize2040* to accommodate possible future trends and events.

Public / Stakeholder Input – Project Ideas

In considering the best mix of projects and programs, the BRTB solicited ideas for major, long-term projects from the public. This process took place from September to December 2014 and included an interactive map on the BMC website through which people could submit project ideas.

The public submitted more than 1,140 public project ideas. Nearly 180 of these ideas relate to major, long-term projects that potentially could be included in *Maximize2040*. The remaining

submittals recommend relatively small-scale and/or short-term projects outside the scope of Maximize2040. Many of these small-scale projects are important to the daily travels of people in the region, and they can be considered for short-term capital improvement programs.

Public / Stakeholder Input – Comments on Draft Plan

The BRTB will make the draft Maximize2040 available to the public for review and comment in summer 2015. The BRTB will address these comments in preparing the final version of *Maximize2040*.

DISADVANTAGED BUSINESS PROGRAM (DBE) / EQUAL EMPLOYMENT OPPORTUNITY

Disadvantaged Business Enterprise (DBE) Program

BRTB actively seeks to ensure that the planning process gains input and includes participation by minority, disabled, and elderly representatives through committee representation and public participation. In addition, the BRTB seeks to ensure equity through its consultant contracting DBE participation requirements and through equal opportunity employment practices. The BRTB adopted DBE procedures to define clearly the standards for ensuring DBE participation. DBE targets are set annually. In FY 2015, the DBE target was set at 29%. The BRTB exceeded this target with a DBE participation level of 32% for awarded contracts. The BRTB set a target of 29% for FY 2016 as well.

The BRTB participates in the Regional Procurement Diversity Expo sponsored by the Baltimore Regional Cooperative Purchasing Committee. The most recent Expo took place in October 2014. Additionally, the BRTB participated with the Baltimore Regional Cooperative Purchasing Committee in October 2012 with members of the Public Schools Subcommittee along with 23 other governmental agencies in the fifth annual Baltimore County Public Schools and Baltimore County Government MBE Outreach event. Participation included more than 450 attendees and 135 exhibitors.

Equal Employment Opportunity

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

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

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

AMERICANS WITH DISABILITIES ACT / REHABILITATION ACT

Americans with Disabilities Act

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

- All public meetings and formal events of the BRTB will be held in facilities that are accessible to persons with disabilities. Additional accommodations will be provided on an as-needed basis.
- All public notices of BRTB events state that accommodations for qualified individuals with disabilities will be provided on request. One-week notice is required for provisions of appropriate auxiliary aids and services.
- All documents available to the public will be provided in alternative formats for qualified individuals with disabilities, upon request.
- The website is accessible to and usable by individuals with vision impairments.
- The telephone number of the Maryland Relay Service will be included on all agendas and materials for public review of the BRTB.
- A list of resources for auxiliary aids and services has been developed and is maintained.

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

Other ADA-related Activities

The BMC undertook an ADA Self-Evaluation and the associated Transition plan. Recognizing the importance of the offices where employees work on a regular basis as well as where public meetings are held on monthly, the BMC completed a review of the interior of the offices. Several areas have been noted where improvements are needed to maintain a fully compliant space. The exterior is under review by the development company and will be added to the report in the near future.

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

Rehabilitation Act

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

OLDER AMERICANS ACT

The BRTB acknowledges that older residents are a growing percentage of the population and continues to monitor aging residents of the Baltimore region to ensure that this segment of the population is served by the transportation system as required by the Older Americans Act, as amended (42 U.S.C. 6101). Information on travel studies related to the needs of the elderly (see examples below) is posted on the BMC web site: www.baltometro.org.

1999 Baltimore Region Elderly Travel Study

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

2004 Naturally Occurring Retirement Communities (NORCs) in the Baltimore Region

This study documents the distribution of the elderly population in the Baltimore region. The findings of this study show that the existing elderly population is widely scattered throughout low density suburban areas where public transportation service is not available and possibly not feasible. The study also documented that portions of the existing elderly population are concentrated in 29 population clusters throughout the region. These elderly population clusters could serve as the basis for planning transportation services to meet the travel needs of elderly residents that are no longer able to drive.

A summary version of these two studies is available in a paper titled "*Summary of Findings Concerning Elderly Travel in the Baltimore Region*," which was prepared in conjunction with the 2005 White House Conference on Aging. Based on the 2010 Decennial Census, new NORC data is in development to provide an up-to-date geographic context for transportation planning, as well as to further detail demographic change in the region in general.

TRANSPORTATION SERVICES FOR DISABLED PEOPLE AND THE ELDERLY

The BRTB strives to provide transportation options for individuals with disabilities as stated by the Americans with Disabilities Act of 1990 (42 U.S.C. 1210 and 49 CFR parts 27, 37 and 38). There are a number of travel options for people with disabilities, the elderly, and/or others with special mobility needs. Paratransit program information is posted on the BMC web site: www.baltometro.org.

Coordinated Public Transit – Human Services Transportation Plan

The BRTB was a partner with the state in developing the *Baltimore Area Coordinated Public Transit – Human Services Transportation Plan*, last updated in 2013 and being revised during summer of 2015. 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 met SAFETEA-LU's federal planning requirement for the FTA's Section 5310 (Elderly Individuals and Individuals with Disabilities), Section 5316 Job Access and Reverse Commute (JARC), and Section 5317 (New Freedom) programs of developing a locally coordinated public transit - human services transportation plan. MAP-21 eliminated the JARC and New Freedom programs as separate set-aside funding sources but added eligibility for these types of services to existing FTA programs. In light of these changes, the BRTB and MTA will determine how best to serve the needs of the low-income employed as well as the disabled and elderly through development of a revised Coordinated Public Transit – Human Services Transportation Plan.

MTA Mobility/Paratransit

Mobility/Paratransit is a specialized, curb-to-curb service for people with disabilities who are not able to ride fixed-route public transportation including lift-equipped buses.

Anne Arundel County

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

Baltimore County

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

Carroll County

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

Harford County

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

Howard County

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

Neighbor Ride

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