

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #23-3**

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

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

WHEREAS, the Metropolitan Transportation Planning Final Rule was jointly issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on May 27, 2016 and requires that the MPO shall annually certify to the FHWA and the FTA that the planning process is addressing the major issues facing the metropolitan area and is being conducted in accordance with all applicable requirements as listed below; and

WHEREAS, §450.336 of the Metropolitan Planning Rule directs all Transportation Management Areas, meaning urbanized areas with a population of 200,000 or more, concurrent with the submittal of the proposed Transportation Improvement Program to the FHWA and the FTA as part of the Statewide Transportation Improvement Program approval, to certify that the metropolitan transportation planning process is being carried out by the State and the MPO in accordance with all applicable requirements (see Attachment 1) including:

- 1) 23 U.S.C. 134, 49 U.S.C. Section 5303 and 23 U.S.C. 450 Subpart 336 (Metropolitan Planning);
- 2) In nonattainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93 (Conformity Determination);
- 3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21 (Nondiscrimination-Civil Rights);
- 4) 49 U.S.C. Section 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity (Nondiscrimination-General);
- 5) Section 1101(b) of the Fixing America's Surface Transportation Act, known as FAST, (Public Law 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT-funded projects (DBE);
- 6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts (Equal Employment Opportunity);
- 7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38 (Nondiscrimination-ADA);

- 8) The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance (Nondiscrimination-Aging),
- 9) Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender (Nondiscrimination-Gender); and
- 10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities (Nondiscrimination-Disabilities); and

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

WE HEREBY CERTIFY that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the aforementioned resolution at its August 23, 2022 meeting.

8-23-22

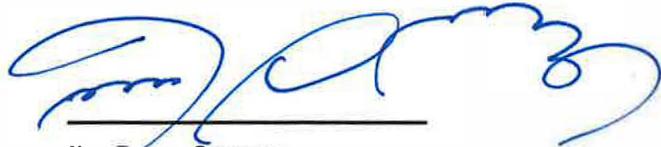
Date



Sam Snead, Chair
Baltimore Regional Transportation Board

8/4/22

Date



Jim Ports, Secretary
Maryland Department of Transportation

**BALTIMORE REGIONAL TRANSPORTATION BOARD
2022 SELF CERTIFICATION OF THE REGIONAL PLANNING PROCESS**

BACKGROUND

Baltimore Regional Transportation Board

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

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

The Baltimore Regional Transportation Board (BRTB) is the federally designated MPO for the Baltimore region. The BRTB includes official representatives of the cities of Annapolis and Baltimore; the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's; the Maryland Departments of Transportation, the Environment, and Planning; the Maryland Transit Administration; and Annapolis Transit. The BRTB certifies that the Baltimore region metropolitan transportation planning process complies with applicable requirements, noted in the resolution, to meet the requirements of 23 USC 134 and 23 CFR 450.336. This is evidenced by the summaries that follow.

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

Baltimore Metropolitan Council

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

The BMC staff develops the regional transportation plans and programs for the BRTB. The staff also supports transportation planning for the region by providing demographic and economic analyses, travel demand modeling, air quality modeling, environmental coordination, and GIS services. Another BMC staff responsibility is maintaining a database of building permits issued throughout the region.

The Maryland Department of Transportation has a standing Memorandum of Understanding (MOU) with the BMC that delineates responsibilities in support of the regional transportation planning process. This agreement, initiated in 1992 with the re-designation of the BRTB and

reauthorized in 2004 and amended in 2014 and 2020, stipulates that MDOT will apply for federal transportation planning grants from both FHWA and FTA to support the UPWP as well as provide a portion of the nonfederal matching funds required. The 2020 update to the MOU incorporates recent changes in federal transportation law and added Queen Anne’s County as a voting member of the BRTB. In addition, MDOT formally represents all State-affiliated transportation modes and authorities on the BRTB.

The BMC also serves as the host agency for other important regional functions and programs. These include the Baltimore Urban Area Homeland Security 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:

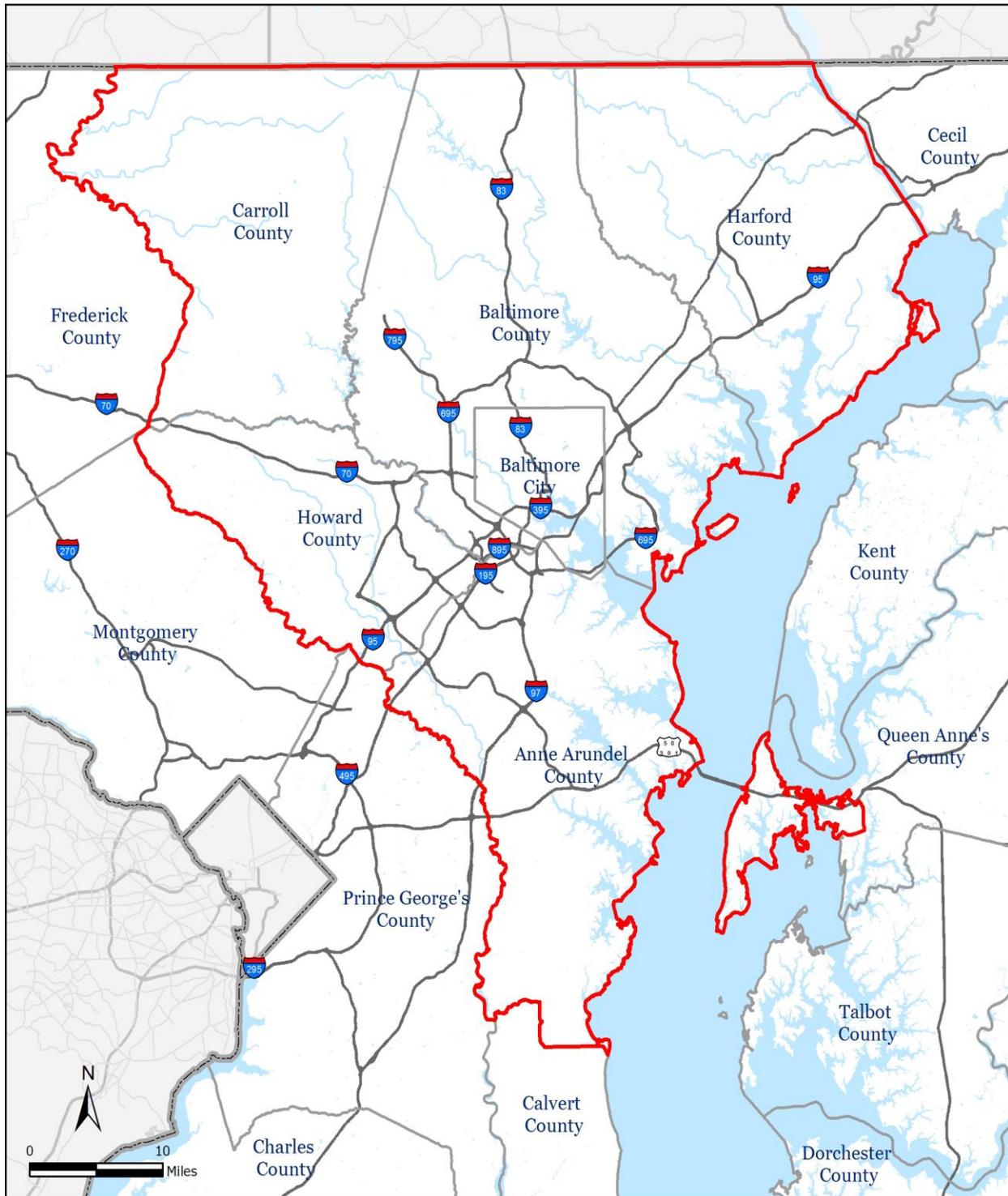
- Executive Committee
- Bicycle and Pedestrian Advisory Group
- Budget Subcommittee
- Congestion Management Process Committee
- Cooperative Forecasting Group
- Freight Movement Task Force
- Interagency Consultation Group
- Safety Committee
- Technical Committee
- Traffic Incident Management for the Baltimore 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 MPA is part of the 2010 U.S. Census Bureau's Baltimore – Columbia – Towson Metropolitan Statistical Area (MSA), containing the Baltimore Urbanized Area, the Aberdeen – Bel Air South – Bel Air North Urbanized Area, and the Westminster – Eldersburg Urbanized area. Also included within the Baltimore region are 13 smaller incorporated municipalities.

TRANSPORTATION PLANNING PROCESS

Federal Planning Factors

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

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

Regional Transportation Goals

To address the federal planning factors and advance regional and local priorities, the BRTB established a set of regional goals for the surface transportation system. These goals were updated in FY 2022 to support the LRTP process:

- **Improve Accessibility** - Identify and support multimodal options and systems that promote equity, are resilient and sustainable, and enable all individuals to reach their destinations safely and seamlessly.
- **Increase Mobility** – Help people and freight to move reliably, equitably, efficiently, and seamlessly.
- **Improve System Safety** - Reduce the number of crashes, injuries, and fatalities experienced by all users of the transportation system toward meeting Zero Deaths Maryland.
- **Improve and Maintain the Existing Infrastructure** - Improve the conditions of existing transportation facilities; systematically maintain and replace transportation assets as needed.
- **Implement Environmentally Responsible Transportation Solutions** - Pass on to future generations the healthiest natural and human environment possible.
- **Improve System Security** - Provide a secure traveling environment for everyone; improve the region's ability to respond to natural and human-caused disasters.
- **Promote Prosperity and Economic Opportunity** - Support the vitality of communities and businesses, opportunities for workers, and the movement of goods and services within and through the region.

- **Foster Participation and Cooperation among All Stakeholders** - Enable all interested and affected parties to participate and cooperate to find workable solutions.
- **Promote Informed Decision Making** - Ensure that adopted transportation policies and performance measures guide the regional decision making process.

FHWA Performance Management Measures / National Goals

The Infrastructure Investment and Jobs Act's (IIJA) and previous legislation, known as Moving Ahead for Progress in the 21st Century, or MAP-21, placed a major emphasis on managing and measuring the performance of the surface transportation system. The IIJA maintains this commitment. The national Federal Aid Highway Program performance goals established by Congress for highway systems are:

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

FTA Performance Management Measures / National Standards

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

Each recipient of Section 5307 or Section 5311 funds is 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.

BRTB Performance Management Measures and Targets

Consistent with the federal legislation's emphasis on performance-based planning, the BRTB coordinated with MDOT SHA and MDOT MTA to develop 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 BRTB coordinated with the State and public transportation providers to adopt regional performance targets. In some cases, the BRTB adopted the statewide targets, and in other cases the BRTB adopted different regional targets to reflect regional concerns, per the process described in federal regulations.

The BRTB has adopted all 25 of the federally mandated performance measures and targets. These include:

- Four transit asset management measures and targets (adopted in June 2017 and updated in February 2019): (1) percentage of non-revenue service vehicles that have either met or exceeded their Useful Life Benchmarks (ULBs), (2) percentage of revenue vehicles within an asset class that have either met or exceeded their ULBs, (3) with respect to infrastructure (rail fixed-guideway, track, signals, systems): percentage of track segments with performance restrictions, and (4) percentage of facilities within an asset class rated below condition 3 on the TERM scale
- Four transit safety measures and targets (adopted in January 2021): (1) the number of reportable fatalities and the rate per total vehicle revenue miles (VRM) by mode, (2) the total number of reportable injuries and the rate per total VRM by mode, (3) the total number of reportable safety events and the rate per total VRM by mode, and (4) the mean distance between major mechanical failures by mode
- Five highway safety measures and targets (adopted each January from 2018 through 2022): (1) number of fatalities, (2) rate of fatalities per 100 million VMT, (3) number of serious injuries, (4) rate of serious injuries per 100 million VMT, and (5) number of non-motorized fatalities and serious injuries – pedestrian and bicycle
- Two system performance measures and targets to assess traffic congestion (unified MDOT/BRTB targets for the urbanized area; adopted in May 2018 and updated in October 2020): (1) annual hours of peak-hour excessive delay per capita (PHED measure) and (2) percentage of non-SOV (single-occupancy vehicle) travel
- One measure and target to assess on-road mobile source emissions (applies to projects with CMAQ funding) (adopted in June 2018 and updated in October 2020): total 2-year and 4-year cumulative reported emissions reductions of each criteria pollutant and applicable precursors for which the area is designated nonattainment or maintenance. The BRTB region is in nonattainment with respect to 8-hour ozone. The applicable pollutants for 8-hour ozone are Volatile Organic Compounds and nitrogen oxides.
- Four measures and targets to assess pavement condition (adopted in October 2018): (1) percentage of NHS interstate pavement in good condition, (2) percentage of NHS interstate pavement in poor condition, (3) percentage of NHS non-interstate pavement in good condition – state/local, and (4) percentage of NHS non-interstate pavement in poor condition – state/local
- Two measures and targets to assess bridge condition (adopted in October 2018): (1) percentage of NHS bridges by deck area classified as in good condition and (2) percentage of NHS bridges by deck area classified as in poor condition

- Two measures and targets to assess performance of the NHS under the National Highway Performance Program (expressed as Level of Travel Time Reliability (LOTTR)) (adopted in October 2018): (1) percentage of person-miles traveled on the interstate system that are reliable (Interstate Travel Time Reliability measure) and (2) percentage of person-miles traveled on the non-interstate NHS that are reliable (non-interstate NHS Travel Time Reliability measure)
- One measure and target to assess freight movement on the interstate system (adopted in October 2018): ratio of interstate system mileage indicating reliable truck travel times (Truck Travel Time Reliability Index – TTTR)

Chapter 5 of *Mazimize2045* provides additional information on these adopted performance measures and targets.

BMC will continue to work with MDOT SHA and MDOT MTA to update performance targets in accordance with federal requirements and to refine the processes for gathering data for performance measures. All of the measures and targets will be used to guide the Maryland Department of Transportation and the BRTB in carrying out the requirements of the applicable FHWA and FTA laws and regulations.

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 “nonattainment” area for the 2008 and 2015 8-hour ozone NAAQS. On April 13, 2022, EPA posted a proposed rule in the Federal Register proposing to determine the Baltimore region failed to attain the 2015 ozone standard by the attainment date of August 3, 2021, with a design value of 72 ppb. The effect of failing to attain by the attainment date is that the Baltimore region will be reclassified to “moderate” nonattainment upon the effective date of the final reclassification notice.

For MPOs that are declared to be air quality nonattainment or maintenance areas, there are many special requirements in addition to the basic requirements for a metropolitan planning process. These include formal agreements to address air quality planning requirements, requirements for setting metropolitan planning area boundaries, interagency coordination, transportation plan

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

CONSULTATION WITH STAKEHOLDERS AND THE PUBLIC

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

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

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

Other Examples of the BRTB’s Commitment to Public Involvement

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

Other features of the public involvement program include:

- in early 2021, BMC signed a three year contract with publicinput.com to provide new ways for the public to engage in the process, including custom emails for each project, voicemail messaging, the opportunity to text comments or complete surveys, and more.
- notification of new comment periods and events posted on BMC website (over 6,500 followers on social media; emails to nearly 5,000 interested parties and a mailing list of over 2,000 for *B’more Involved*)
- publication of *B’more Involved* e-newsletter, distributed to over 2,100 subscribers and cross posted on Facebook and Twitter.
- in mid-2022, staff recruited over 50 people to serve on a virtual group called Transportation CORE (Community Outreach and Regional Engagement).

TITLE VI / ENVIRONMENTAL JUSTICE / LIMITED ENGLISH PROFICIENCY

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

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

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

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

On May 25, 2019, the Baltimore Regional Transportation Board approved, via BRTB Resolution #19-22, its Title VI Program. An annual report was presented on May 25, 2021 via BRTB Resolution #21-26. Documentation of the program details how the BRTB meets the requirements of the aforementioned authorities—in particular the requirements set forth in FTA Circular C4702.1—in the MPO planning process for the Baltimore region. Recent updates include:

- Over the past year, no Title VI complaints have been filed.
- Staff continue to work to increase knowledge and understanding of Title VI, environmental justice, and equity through an internal equity working group to share information, discuss emerging issues, and collaborate on ways in which we can apply an equity lens to the work of the BMC and BRTB. Staff also participate in a national MPO Equity Working Group.
- For the DBE program, staff have reviewed past participation and established the goal of 26.2 percent for FY 2023. The mailing list of DBE firms is also being updated so that qualified firms can receive RFP notices.
- Management, in conjunction with the staff Equity Working Group, developed an RFP for a review of equity best practices and action steps staff and the BRTB can take to address equity. The BRTB will also do a study on Fees, Fares, and Fines and equity in the region.

Environmental Justice

Environmental Justice seeks to ensure that the benefits and burdens of transportation investments are shared as equitably as possible among all affected communities.

Executive Order 12898, “Federal Actions to Address Environmental Justice in Minority and Low Income Populations,” addresses this issue. This Executive Order and its accompanying memorandum reinforce the requirements of Title VI that focus federal attention on environmental and human health conditions in minority and low-income communities.

Limited English Proficiency Plan

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

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

- BMC staff prepared an Executive Summary in Spanish for the following key documents: long-range transportation plan (draft and final), short-range transportation program (final), Public Participation Plan, Limited English Proficiency Plan, Title VI Policy and Complaint Form, and the “About the BRTB” brochure.
- the BRTB will provide limited oral language services to Spanish-speaking LEP individuals.
- BMC staff will review the data on which this plan is based at least every four years.
- as a recipient of federal financial assistance, the BRTB has adopted a Title VI complaint procedure.

In May 2019, the BRTB approved the 2019 Limited English Proficiency Plan for the Baltimore region (Resolution #19-23).

REGIONAL TRANSPORTATION PLANNING – REQUIRED DOCUMENTS

The FAST Act requires that MPOs produce three documents:

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

Unified Planning Work Program – UPWP

The UPWP is the basis for the work scope for transportation planning in the Baltimore region. Every two years, the MPO begins developing the program in November and FHWA/FTA approves it by June. The BRTB approved the FY 2022 - 2023 UPWP in April 2021 and then updated the budget for FY 2023 in April 2022.

The UPWP identifies the planning activities with supporting budget 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-level budget for planning tasks funded by the FHWA and FTA. In addition, the UPWP supports the BRTB’s priorities. The total funding proposed for FY 2023 transportation planning activities for the Baltimore region, including several new focus areas to address regional issues and concerns, is \$9,111,000.

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. Additionally, there is a voting transit representative on the BRTB.

The BRTB has been timely in its submittal of the draft and final report for approval. The BRTB produces monthly reports for each planning grant. These reports document staff salary, planning consultant, and other expenditures.

Transportation Plans – LRTP and TIP

The LRTP provides information on the region’s transportation-related goals and policies as well as socioeconomic, environmental, and other factors that will affect the operation of the

transportation system over the next 20-25 years. The document includes a list of major federally funded capital projects planned for this period, their estimated year-of- expenditure costs, and the revenues reasonably expected to be available to fund the projects. The LRTP is updated every four years.

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

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

Long-Range Transportation Plan

The BRTB adopted the current LRTP, titled *Maximize2045: A Performance-Based Transportation Plan*, in July 2019. Federal agency approval followed in August 2019. The Executive Summary is available in Spanish. The next LRTP, *Resilience 2050: Adapting to the Challenges of Tomorrow*, is in development and is anticipated to be presented to the BRTB in July 2023.

Regional Goals, Strategies, and Performance Measures/Targets

As part of the development of *Maximize2045*, the BRTB adopted broad regional goals, specific implementation strategies, regional performance measures, and regional performance targets to comply with federal requirements. These efforts will enable the region to monitor and evaluate system performance more effectively. This in turn will enable the BRTB to respond to trends indicating specific areas that may merit additional attention.

The BRTB adopted updated regional goals and strategies in November 2021 in preparation for the upcoming LRTP, *Resilience 2050*. The goals and strategies released for public comment were similar to those from *Maximize2045*. The public comment period included multiple ways to comment by email, voicemail, text, fax and an online survey. BMC staff and the vice-chair of the BRTB recorded a presentation summarizing the goals and strategies. BMC staff also presented the goals and strategies to six different BRTB subcommittees throughout September 2021. More than 165 comments were received from more than 30 participants. Staff reviewed all the comments, drafted responses, and drafted revisions to the goals and strategies. These revised goals and strategies were approved by the BRTB in November 2021. Key elements include:

- The *Resilience 2050* goals retain the strategies intended to strengthen planning related to two new planning factors added in the FAST Act: (1) improve resiliency and reliability, specifically with respect to system redundancy and evacuation routes, and (2) enhance travel and tourism;
- Acknowledge the need to consider and promote, where applicable, emerging technologies (e.g., autonomous and connected vehicles, smartphone apps) and shared mobility options

(e.g., ride hailing services, micro-transit services, ridesharing) in project planning and programming; and

- Revise and add implementation strategies to reflect public comments focusing on improving safety for transit and pedestrians, equity and environmental justice, promoting reliable and timely transit service, and shifting to sustainable modes.

Evaluation of Candidate Projects / Fiscal Constraint of Maximize2045

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

In addition, MDOT SHA, MDOT MTA, and the jurisdictions provided 2019 cost estimates for these projects. BMC staff applied an inflation factor, consistent with MDOT methodology, to these estimates to determine year of expenditure cost estimates. The Technical Committee and BRTB then determined the best mix of projects, ensuring that the YOE estimated costs did not exceed anticipated revenues provided by MDOT. In this way, *Maximize2045* was demonstrated to be fiscally constrained, in accordance with federal requirements.

Project scoring and cost estimation for *Resilience 2050* is in process.

Maximize2045 Environmental Justice Analysis

Based on information received at the September 2018 Environmental Justice workshop, BMC staff looked at additional performance measures related to accessibility and mobility as part of the EJ analysis for *Maximize2045*. Staff analyzed these performance measures under two scenarios: (1) 2045 Existing and Committed Scenario, which included all projects that are already in progress or that have committed funds and schedules in the 2020-2023 time frame and (2) 2045 Preferred Alternative Scenario, which included all projects from the Existing and Committed Scenario as well as projects in the *Maximize2045* Preferred Alternative. Staff analyzed the impacts on EJ and non-EJ Transportation Analysis Zones (TAZs) for the following measures by both auto and transit:

- average number of jobs accessible
- average number of shopping opportunities accessible
- average commute time
- average travel time for shopping purposes
- average travel time to closest hospital
- percent of population close to a supermarket
- percent of population close to a hospital
- percent of population close to a college or university

The EJ analysis of *Maximize2045* showed that the surface transportation investments in the Preferred Alternative should not have disproportionate effects on EJ TAZs.

Maximize2045 Public Outreach and Engagement

Throughout the 2-year process to develop *Maximize2045*, the BRTB shared information through publishing flyers and e-newsletters as well as through providing links on the BMC website that people could use to follow *Maximize2045* on Twitter and Facebook. In addition, the BRTB provided

the public with opportunities to comment on draft goals and implementation strategies, share ideas about critical future trends and possible future conditions, submit project ideas, attend public meetings, and give feedback throughout the process.

The BRTB made the draft *Maximize2045* available to the public for review and comment for a 45-day period from May 9 through June 18, 2019. Staff held public open house meetings in each jurisdiction and an online virtual meeting to present information and accept input/comments. The BRTB also posted the draft *Maximize2045* online along with a map of projects and advertised in 14 newspapers and online sites. The BRTB addressed public comments in preparing the final version of *Maximize2045*.

2023 Regional Long-Range Transportation Plan

The BRTB has approved a resolution to adopt the next long-range transportation plan by July 2023. The following activities were completed during FY 2022:

- BMC launched public facing websites for *Resilience 2050* on the BMC website and on Public Input. Updates were made throughout the year.
- BMC held a public comment period for the regional goals and strategies (summarized above). The BRTB approved updated goals and strategies for *Resilience 2050* in November 2021.
- BMC staff reviewed and recommended updates to the project evaluation criteria. The BRTB approved the updated project scoring methodology in November 2021. Key updates include:
 - Shift the amount of points devoted to the existing goals, particularly for transit projects.
 - Add scoring criteria for transit projects where it had previously been absent in the areas of complete streets accessibility, safety, and security.
 - Reduce the points allocated to economic prosperity from 10 to 5 so that the point allocation for safety can be increased to 10 to reflect its importance as a regional goal.
 - Clarify definitions and the allocation of points where they had previously been unclear. BMC staff also sought to make the scoring process less subjective by suggesting more quantitative methods focusing on how each project contributes to creating a complete transportation system.
 - Update the scoring criteria to integrate impacts to Environmental Justice populations.
- BMC staff updated the project submittal form to reflect updates to the project scoring methodology. BMC staff held a call for projects from April 4, 2022 – June 15, 2022. Local agencies and MDOT MTA submitted projects by the deadline, followed by BMC review and mapping of candidate projects.
- Round 10 Socioeconomic Forecast: BMC staff worked with the Cooperative Forecasting Group throughout FY 2022 to develop the data inputs necessary for their Round 10 forecasts. Jurisdictions submitted draft Round 10 forecasts in January 2022, followed by review of the forecasts in February, and development of model inputs in March and April. BMC staff presented a resolution on the Round 10 forecasts in July 2022, which was adopted.

- Financial Forecasts: In November 2021, BMC requested an updated financial forecast through 2050 due to the passage of the Infrastructure Investment and Jobs Act. BMC staff continued to communicate with MDOT regarding the updated forecast throughout the remainder of FY 2022. BMC also worked with a consultant team at Kimley-Horn throughout FY 2022 on a local financial forecast. The local financial forecast seeks to identify funds used by local jurisdictions to support operation and system preservation of the roadway infrastructure and their process for predicting future revenues. Kimley-Horn is working to finalizing a tool to forecast local transportation revenues for *Resilience 2050* and future LRTPs.
- BMC staff planned and launched a series of white papers covering a variety of LRTP topics. This was intended to break key LRTP topics into more digestible chunks and to encourage further public engagement surrounding the LRTP during the development of *Resilience 2050*. BMC staff created a Public Input website for the white papers in January 2022. In FY 2022, white papers were released and promoted monthly from February 2022 through June 2022 covering a variety of topics including the project scoring methodology, highway safety, freight, transit, and air quality. BMC staff will continue to publish white papers throughout the remainder of CY 2022 on topics including active transportation, demographic trends, and emerging technologies.
- BMC staff updated chapter text and appendices for *Resilience 2050* that do not require a list of candidate projects throughout FY 2022. This included chapters on goals & strategies, federal requirements, performance based planning and programming, and an appendix reflecting the recently updated (2020) Congestion Management Process.

Upcoming activities in FY 2023 include:

- Mapping, scoring, and cost estimation for candidate projects in July and August 2022.
- Drafting and presenting a proposed preferred alternative to the Technical Committee and BRTB, with approval in fall 2022. This will also include proposed set asides.
- Reviewing and finalizing the financial forecast in summer and fall of 2022.
- Finalizing and laying out chapters for *Resilience 2050*.
- Releasing a draft of *Resilience 2050* in spring 2023, followed by a public comment period, response to comments, and preparation of the final *Resilience 2050* document.

FY 2022-2025 TIP

The BRTB and its Technical Committee reviewed the projects proposed for the 2023-2026 TIP. This included review by BMC staff for consistency with *Maximize2045*, MDOT's Consolidated Transportation Program (CTP), the local Transit Development Plans, and adopted local government comprehensive plans. The BRTB also worked with its subcommittees to review the proposed list of projects. Based on results of this review, the proposed projects were selected for inclusion in the TIP.

Projects identified in the TIP are funded using current/available revenue sources listed in the state's six-year CTP. The total amount programmed in the 2023-2026 TIP is approximately \$4.26 billion. Federal funds account for \$2.60 billion of this total, with local and state matching funds accounting for the remaining \$1.66 billion.

BMC staff annually reviews the previous year's list of priority projects to determine those projects programmed in MDOT's CTP. Projects must support the LRTP goals before they can be included

in the TIP. In addition, capacity projects must come from the approved LRTP and must have been considered in the congestion management process for the region.

FY 2023-2026 TIP Financial Considerations

As noted, the 2023-2026 TIP uses current and available revenue sources listed in the 2022-2027 CTP. The TIP also includes letters of financial reasonableness from agencies and jurisdictions stating that funding has been committed and will be available to apply to the listed projects. Schedules and budgets included in the TIP show the allocation of these current/available funding sources to cover the estimated year of expenditure costs of each phase of each project. In these ways, the TIP demonstrates fiscal constraint as required under the Infrastructure Investment and Jobs Act (IIJA).

FY 2022-2025 TIP and Performance-Based Planning and Programming

As required by the IIJA, the 2023-2026 TIP includes a summary of the 25 federally mandated performance measures and targets as well as a discussion of the anticipated impact of investments in the TIP towards their achievement.

FY 2023-2026 TIP Public Outreach and Engagement

The public review period for the draft FY 2023-2026 TIP and the associated draft Air Quality Conformity Determination took place from June 29 through August 1, 2022. Goals of this process were to inform the public and encourage feedback, share highlights of proposed TIP projects, and promote an interactive TIP map showing the locations of projects and featuring a tool the public could use to submit comments. Aside from online comment tools, methods through which the public could comment included email, mail, Text, voicemail, and Twitter.

Due to the COVID-19 pandemic and the need to refrain from in-person meetings, BMC staff held a virtual public meeting on Tuesday, July 26 from 7:00 to 8:00 p.m. A recording of the virtual meeting was made available on the BMC website.

Air Quality Conformity – Maximize2045 and FY 2023-2026 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 SIP for the Conformity Determination of the 2023-2026 TIP is the RFP SIP for 8-hour ozone (determined to be adequate in 2016).

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 2025, 2035, and 2045. Therefore, the BRTB, in its capacity as the Metropolitan Planning Organization for the Baltimore region, has concluded that *Maximize2045* and the FY 2023-2026 TIP are found to be in conformity with the requirements of the Clean Air Act Amendments of 1990 and the relevant sections of the Final Transportation Conformity Regulations (40 CFR Part 93).

DISADVANTAGED BUSINESS PROGRAM (DBE) / EQUAL EMPLOYMENT OPPORTUNITY

Disadvantaged Business Enterprise (DBE) Program

The BRTB actively seeks to ensure that the planning process gains input and includes participation by minority, disabled, and elderly representatives through committee representation and public participation. In addition, the BRTB seeks to ensure equity through its consultant contracting DBE

participation requirements and through equal opportunity employment practices. The BRTB adopted DBE procedures to define clearly the standards for ensuring DBE participation. DBE targets are set annually.

The BRTB-approved DBE participation target for FY 2023 is 26.2% (approved through Resolution #22-13). Specifically, the BRTB is using the goal of MDOT as the primary recipient of U.S. Department of Transportation funds located in the same or a substantially similar market as the BRTB.

On Wednesday, October 13, 2021, the BMC's Baltimore Regional Cooperative Purchasing Committee (BRPC) co-hosted the 12th Annual Meet the Primes event. This virtual procurement outreach event connected small and minority owned businesses (MBE/SBE) to prime contract bidders. The event welcomed over 128 small and minority business participants and 61 exhibitors.

Meet the Primes utilized virtual training and presentation sessions to provide information to attendees. Participants reviewed updates in the financial systems for solicitations, submitting bids and obtaining purchase orders for new and existing vendors, as well as hosted discussions for potential vendors to learn about the various business resources, including the BRPC.

Small business representatives also met with select government agencies and prime companies during pre-scheduled one-to-one introductory meetings. These meetings presented opportunities for attendees to present their products and services directly to the procurement officials, buyers and decision makers who may be interested in their offerings.

Additionally, all cooperative contracting led by participating entities in the Baltimore Regional Cooperative Purchasing Committee complies with the lead entity's minority business enterprise procedures and goals while still allowing for flexibility for entities that choose to participate in these contracts to increase these goals should their individual minority business enterprise goals be higher than what is set by the lead entity.

Equal Employment Opportunity

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

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

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

AMERICANS WITH DISABILITIES ACT

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

- all public meetings and formal events of the BRTB will be held in facilities that are accessible to persons with disabilities. Additional accommodations will be provided on an as-needed basis.
- all public notices of BRTB events state that accommodations for qualified individuals with disabilities will be provided on request. One-week notice is required for provisions of appropriate auxiliary aids and services.
- all documents available to the public will be provided in alternative formats for qualified individuals with disabilities, upon request.
- the BMC 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 new social engagement platform, PublicInput.com offers live transcription as well as transcription on saved recordings.

The planning process 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 MDOT MTA and the Locally Operated Transit Systems (LOTS) in developing fixed-route and on-demand transit services across the region.

Other ADA-related Activities

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

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. Staff also completed a class in FY 2022 offered by the National Aging and Disability Transportation Center. Relevant modules covered creating accessible documents, developing effective surveys, using data to enhance services, and meeting the needs of your community.

OLDER AMERICANS ACT

The BRTB acknowledges that older adults 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 is posted on the BMC web site: www.baltometro.org.

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.

Coordinated Public Transit – Human Services Transportation Plan

The BRTB collaborated with MDOT MTA in developing the *Baltimore Area Coordinated Public Transit – Human Services Transportation Plan*. The Plan was last updated in December 2019. An update is expected to be prepared later in 2022. This plan met the Fixing America's Surface Transportation (FAST) Act federal planning requirement that projects selected for funding under the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310), Job Access and Reverse Commute (JARC), and Formula Grants for Rural Areas (Section 5311) programs. The MDOT Maryland Transit Administration (MDOT MTA) is the administrator for these programs, and consults with the BRTB on program implementation.

The BRTB approved the *Baltimore Area Coordinated Public Transit – Human Services Transportation Plan* in December 2019 through Resolution #20-9.

While the FAST Act has expired and replaced by the Infrastructure Investment and Jobs Act in November 2021, some of the FAST Act funding is still in use within the current program cycles.

MDOT MTA

MobilityLink is a specialized, curbside-to-curbside shared ride service for service available to people, who because of a disability are functionally unable to get to a bus stop, wait unassisted at a stop or station or board or ride a bus or train by themselves. MDOT MTA's Call-a-Ride Service offers program participants same day transportation options through a network of taxi and sedan providers. Under the Senior Rides Program, MDOT MTA awards grants to qualified applicants statewide to encourage and facilitate the development of volunteer transportation services for low-income and moderate-income seniors.

Nonprofit Providers

Nonprofit providers operate throughout the region, mainly under two MDOT MTA-administered grant programs. Maryland Senior Rides Program offers grants to non-profit organizations to encourage and facilitate the development of volunteer transportation services for low-income to moderate income seniors. FTA's 5310 program, administered by MDOT MTA, provides formula funding to states to assist private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.

Annapolis

Annapolis Transit offers low fare service to residents and visitors who are unable to use the regular fixed-route buses, subject to eligibility. The paratransit service area consists of any location within 3/4 of a mile of any fixed-route service operated by Annapolis Transit.

Anne Arundel County

The Anne Arundel County Office of Transportation provides two types of free service throughout Anne Arundel County. Complementary para-transit service is designed to be "comparable to" (similar to) fixed route bus service, operating in the same areas and during the same days and hours. General Paratransit is available to eligible customers who have a disability that prevents them from making some or all of their trips on fixed route services, by offering a shared-ride, origin-to-destination service. The service is provided with lift-equipped vehicles, or it may be provided by an accessible taxi that has been scheduled through the Anne Arundel County Department of Aging and Disabilities office as part of the Taxi Voucher program.

Baltimore City

Baltimore City Commission on Aging and Retirement Education (C.A.R.E.) provides free 24-hour, general purpose, curb-to-curb taxi service for residents who are 60 years of age or older and persons with disabilities.

Baltimore County

CountyRide is a fare-based demand-response transportation system for trips supporting adults 60 years of age or older, persons with disabilities and rural residents of all ages. Destinations include medical appointments, shopping and other general purpose trips.

Carroll County

Carroll County Trailblazer offers nine fare-based deviated fixed routes within Carroll County. All Trailblazer routes may be deviated up to $\frac{3}{4}$ mile for riders, including visitors, with or without disabilities. Carroll Transit System, operated by Ride With Us, also offers a door-to-door demand-response service to locations within Carroll County.

Harford County

In addition to the seven Harford Transit LINK fixed routes, Harford Transit also provides reduced fares for general transit and demand-response paratransit service to the persons over 60, and persons with disabilities who reside in the County and are unable to ride the general fixed-route service.

Regional Transportation Agency of Central Maryland (RTA)

RTA is managed by First Transit and overseen by the Howard County Office of Transportation. RTA operates fare-based fixed bus routes in Howard County, Anne Arundel County, Prince

George's County and the City of Laurel. RTA Mobility offers curb-to-curb, shared ride transportation service for passengers who are unable to ride the fixed route transit system due to a disability or age. RTA Mobility provides two types of service: ADA and General Paratransit.

Queen Anne's County

Queen Anne's County Ride offers fare-based service operated by the Department of Aging with three weekday deviated fixed routes (also up to $\frac{3}{4}$ mile), including service to Annapolis. Door-to-door, demand response services are also available to individuals with disabilities who are not served by or who cannot use the deviated fixed route bus services.

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.