

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

**BALTIMORE REGIONAL TRANSPORTATION BOARD  
RESOLUTION #08-10**

**APPROVAL OF THE BALTIMORE REGION  
FY 2008-2012 TRANSPORTATION IMPROVEMENT PROGRAM AND CONFORMITY  
DETERMINATION OF TRANSPORTATION OUTLOOK 2035 AND THE  
FY 2008-2012 TRANSPORTATION IMPROVEMENT PROGRAM**

**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, and the Maryland Department of Transportation, the Maryland Department of the Environment, and the Maryland Department of Planning; and

**WHEREAS**, the FY 2008-2012 Transportation Improvement Program was prepared in response to the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users and meets all of the requirements of the February 2007 final rule governing the development of metropolitan plans and programs, and all projects and activities funded in this document have been developed in relationship to the regionally adopted Transportation Outlook 2035; and

**WHEREAS**, the conformity analysis as reported in the “Conformity Determination of Transportation Outlook 2035 and the FY 2008-2012 Transportation Improvement Program,” dated November 2007, provides the basis for a finding of conformity to motor vehicle emissions budgets in the Baltimore Nonattainment Area 8-Hour Ozone State Implementation Plan and Carbon Monoxide Maintenance Plan (Attachment 1: Tables II-9 and II-10) and to the fine particulate matter nonattainment area interim emissions test required by §93.109 (i)(2) of the Final Transportation Conformity Rule Amendments of July 1, 2004; and

**WHEREAS**, the Transportation Improvement Program is a prioritized program of transportation projects which are financially constrained by year and includes a financial plan that demonstrates that projects can be implemented using current revenue sources; and

**WHEREAS**, the Annual Element of the 2008-2012 Transportation Improvement Program uses federal funds for the following categories: forty-two percent highway preservation, twenty-three percent transit, fourteen percent emission reduction strategies, nine percent highway capacity, five percent environmental/safety, four percent miscellaneous, two percent enhancement program, and one percent commuter rail; and

**WHEREAS**, opportunities for public comment were provided, including various public participation/education meetings on project elements, methodology and results of the conformity analysis and were duly considered by the Metropolitan Planning Organization; and

**WHEREAS**, the Baltimore Metropolitan Planning Organization (MDOT certifies independently, as attached, as the direct recipient of funds) hereby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134, 49 U.S.C. Section 5303 and 23 U.S.C. 450 subpart 334 (Metropolitan Planning);
- II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) (Conformity Determination);
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794 (Nondiscrimination-Civil Rights);
- IV. 49 U.S.C. Section 5332 prohibiting discrimination (Nondiscrimination-General);
- V. Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (Pub. L.109-159) and 49 CFR part 26 (DBE);
- VI. 23 CFR part 230 (Equal Employment Opportunity);
- VII. The provision 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);
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101) (Nondiscrimination-Aging),
- IX. Section 324 of title 23 U.S.C. regarding discrimination based on gender (Nondiscrimination-Gender); and
- X. 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).

**NOW, THEREFORE, BE IT RESOLVED** that the Baltimore Regional Transportation Board approves the FY 2008-2012 Baltimore Region Transportation Improvement Program and a self-certification of applicable requirements.

**I HEREBY CERTIFY** that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the aforementioned resolution at its November 27, 2007 meeting.

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Date

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Carl Balser, Chairman  
Baltimore Regional Transportation Board

**Table II-9**  
**Final Emissions Results – Ozone and CO Standard**  
 (tons/day, rounded to hundredths)

		2008 Emissions			2009 Emissions			2015 Emissions			2025 Emissions			2035 Emissions		
		VOC	NOx	CO	VOC	NOx	CO	VOC	NOx	CO	VOC	NOx	CO	VOC	NOx	CO
<i>Motor Vehicle Emissions Budgets</i> from the 8-hour ozone SIP		41.2	106.8	--	38.7	97.0	--	38.7	97.0	--	38.7	97.0	--	38.7	97.0	--
<i>Motor Vehicle Emissions Budgets</i> from the Revised Phase II Attainment SIP for 1-hour ozone		55.3	146.9	--	55.3	146.9	--	55.3	146.9	--	55.3	146.9	--	55.3	146.9	--
<i>Motor Vehicle Emissions Budget</i> from the CO Maintenance Plan		--	--	1,689.80	--	--	1,689.80	--	--	1,689.80	--	--	1,689.80	--	--	1,689.80
<b>NETWORK BASED ANALYSIS</b>		<b>39.35</b>	<b>99.49</b>	<b>846.42</b>	<b>36.82</b>	<b>90.25</b>	<b>808.74</b>	<b>25.41</b>	<b>41.32</b>	<b>696.12</b>	<b>18.40</b>	<b>18.54</b>	<b>670.40</b>	<b>18.35</b>	<b>15.94</b>	<b>675.11</b>
Emission Reduction Strategies	IMPLEMENTED	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Bus Replacement	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	CHART (Areawide Congestion Management)															
	Pathways/Bicycle trails	0.00*	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Sidewalks/Pedestrian Improvements	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Park & Ride Programmed	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	<b>Off-Network Analysis Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
<b>IMPLEMENTATION TOTAL</b>		<b>39.35</b>	<b>99.49</b>	<b>846.42</b>	<b>36.82</b>	<b>90.25</b>	<b>808.74</b>	<b>25.41</b>	<b>41.32</b>	<b>696.12</b>	<b>18.40</b>	<b>18.54</b>	<b>670.40</b>	<b>18.35</b>	<b>15.94</b>	<b>675.11</b>
Eight-hour Ozone Budgets vs. Implementation		-1.85	-7.31	--	-1.88	-6.75	--	13.29	-55.68	--	-20.30	-78.46	--	20.35	-81.06	--
One-hour Ozone Budgets vs. Implementation		15.95	47.41	--	18.48	56.65	--	29.89	105.58	--	-36.90	128.36	--	36.95	130.96	--
CO Maintenance Budgets vs. Implementation		--	--	-843.38	--	--	-881.06	--	--	-993.68	--	--	-1019.40	--	--	-1014.69

\* The value shown is a result of rounding and does not represent the absence of a positive air quality benefit for the referenced strategy.

**Table II-10**  
**Final Emissions Results – PM2.5 Standard**  
 (tons/year)

		2008 Emissions		2009 Emissions		2015 Emissions		2025 Emissions		2035 Emissions		
		Direct PM2.5	NO <sub>x</sub>	Direct PM2.5	NO <sub>x</sub>	Direct PM2.5	NO <sub>x</sub>	Direct PM2.5	NO <sub>x</sub>	Direct PM2.5	NO <sub>x</sub>	
<i>2002 Baseline Year Emissions</i> for the Interim Emissions Test		1,043.51	63,759.38	1,043.51	63,759.38	1,043.51	63,759.38	1,043.51	63,759.38	1,043.51	63,759.38	
<b>NETWORK BASED ANALYSIS</b>		669.04	36,655.00	623.35	33,216.86	454.29	15,453.77	421.12	7,016.38	425.71	6,094.88	
Emission Reduction Strategies	IMPLEMENTED		-0.19		-0.19		-0.15		-0.10		-0.01	
	PROGRAMMED - TIP, CTP, AND CIP	Bus Replacement	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		CHART (Areawide Congestion Management)										
		Pathways/Bicycle trails	0.00*	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Sidewalks/Pedestrian Improvements	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Park-and-ride Programmed	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	<b>Off-Network Analysis Total</b>	0.00	-0.19	0.00	-0.19	0.00	-0.15	0.00	-0.10	0.00	-0.01	
<b>IMPLEMENTATION TOTAL</b>		669.04	36,654.81	623.35	33,216.67	454.29	15,453.62	421.12	7,016.28	425.71	6,094.87	
2002 Baseline vs. Implementation		-374.47	-27,104.57	-420.16	-30,542.71	-589.22	-48,305.76	-622.39	-56,743.10	-617.80	-57,664.51	

\* The value shown is a result of rounding and does not represent the absence of a positive air quality benefit for the referenced strategy.