

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #09-14**

**RESOLUTION TO APPROVE AN AMENDMENT TO
*TRANSPORTATION OUTLOOK 2035***

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

WHEREAS, the Baltimore Regional Transportation Board adopted *Transportation Outlook 2035: Creating a Blueprint for the Baltimore Region's Future*, on November 27, 2007; and

WHEREAS, the Baltimore Regional Transportation Board committed to amending *Transportation Outlook 2035* in the event additional funds were made available due to a revenue enhancement package approved by the Maryland General Assembly. On May 27, 2008 the Maryland Department of Transportation briefed the Baltimore Regional Transportation Board on the actions of the 2008 session of the Maryland General Assembly. At that time an updated financial forecast of state transportation revenues available to the Baltimore region was presented; and

WHEREAS, procedures to amend regional transportation plans were adopted on July 27, 1995 by the Baltimore Regional Transportation Board that outline a process which includes opportunities for review and comment by the public and which maintains financial constraint and air quality conformity requirements inherent to an approved plan; and

WHEREAS, the Baltimore Regional Transportation Board implemented an extensive public involvement process to amend *Transportation Outlook 2035* targeted to capital expansion that would be directed toward transit and transit-related projects. This process consisted of an open call for projects that resulted in the accumulation of over 330 project ideas; and

WHEREAS, the "Preferred Alternative" was developed with the intent to address the need to give priority to connectivity between elements and services of the transit system which will enhance the efficiency of the regional transit network; and

WHEREAS, a public work session was held to identify a “Preferred Alternative” from a range of scenarios followed by a final public review period and two public meetings that provided an opportunity for testimony; and

WHEREAS, the amendment process conforms to all requirements of the Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users, and by continuing to display financial reasonableness; and

NOW, THEREFORE, BE IT RESOLVED, that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approves the “Preferred Alternative” amendment (Attachment 1) to *Transportation Outlook 2035*. The Baltimore Regional Transportation Board also has determined that the “Preferred Alternative” conforms with the applicable Maryland State Implementation Plan and requirements of the 1990 Clean Air Act Amendments (Attachment 2).

I HEREBY CERTIFY that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution at its February 24, 2009 meeting.

Date

Carl Balser, Chairman
Baltimore Regional Transportation Board

**PREFERRED ALTERNATIVE
AMENDMENT TO *TRANSPORTATION OUTLOOK 2035***

The following regional transit initiatives are included in the “Preferred Alternative” amendment to *Transportation Outlook 2035*. An estimated \$225 million in fiscal resources for the time period 2020 to 2035 is expected to be available in support of these activities:

	<i>(shown in thousands)</i>	<i>(\$000)</i>
Green Line Transit Preliminary Engineering		\$125,000
Park-and-Ride spaces		\$19,400
Carroll County – vehicles and amenities		\$600
TOD oriented Intermodal Facilities and MARC Stations		
smaller intermodal facilities		\$10,000
larger intermodal facilities		\$20,000
MARC station(s)		\$35,000
Dedicated bus lanes		\$15,000
	Total	\$225,000

Final Emissions Results - Ozone and CO Standards
(tons per day)

ATTACHMENT 2

		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 (2008 Reasonable Further Progress Budgets)		41.2	106.8	--	41.2	106.8	--	41.2	106.8	--	41.2	106.8	--	41.2	106.8	--	
<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	
NETWORK BASED ANALYSIS		39.41	100.31	877.74	37.02	91.28	851.00	24.56	41.86	735.79	17.93	18.59	722.45	18.71	16.31	763.49	
Emission Reduction Strategies	IMPLEMENTED				-0.26	-1.15	-0.97	-0.27	-0.95	-1.11	-0.01	-0.60	-0.15	-0.01	-0.07	-0.15	
	PROGRAMMED - TIP, CTP, & CIP	Bus Replacement							-0.03	-1.14	-0.51	-0.03	-1.14	-0.51	-0.03	-0.83	-0.51
		CHART (Areawide Congestion Management)					-0.44										
		Ride Share Program and Bicycle/Pedestrian Improvements				-0.04	-0.04	-0.53	-0.02	-0.02	-0.39	-0.01	-0.01	-0.33	-0.01	-0.01	-0.33
		Advanced Truckstop Electrification					-0.10	-0.04									
		Park & Ride Programmed (2000 Spaces) and Bus Lanes										0.00	0.00	-0.01	0.00	0.00	-0.04
	<i>Off-Network Analysis Total</i>	0.00	0.00	0.00	-0.30	-1.73	-1.54	-0.32	-2.11	-2.01	-0.05	-1.75	-1.00	-0.05	-0.91	-1.03	
IMPLEMENTATION TOTAL		39.41	100.307	877.74	36.72	89.55	849.46	24.24	39.75	733.78	17.88	16.84	721.45	18.66	15.4	762.46	
Eight-hour Ozone RFP Budgets vs. Implementation *		-1.79	-6.493	--	-4.48	-17.25	--	-16.96	-67.05	--	-23.32	-89.96	--	-22.54	-91.4	--	
CO Maintenance Budgets vs. Implementation		--	--	-812.06	--	--	-840.34	--	--	-956.02	--	--	-968.35	--	--	-927.34	

* Implementation totals are also below the proposed year 2009 Attainment SIP budgets for NOx and VOC for the Baltimore 8-hour ozone nonattainment area.

Final Emissions Results - PM2.5 Standard
(tons per year)

ATTACHMENT 2

		2008 Emissions		2009 Emissions		2015 Emissions		2025 Emissions		2035 Emissions		
		Direct PM2.5	NO _x	Direct PM2.5	NO _x	Direct PM2.5	NO _x	Direct PM2.5	NO _x	Direct PM2.5	NO _x	
<i>Motor Vehicle Emissions Budget from the PM2.5 SIP</i>				686.97	36,502.41	686.97	36,502.41	686.97	36,502.41	686.97	36,502.41	
<i>2002 Baseline Year Emissions for the Interim Emissions Test</i>		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	
NETWORK BASED ANALYSIS		674.56	36,943.89	630.18	33,700.65	444.71	15,575.61	411.22	6,996.56	431.62	6,226.90	
Emission Reduction Strategies	IMPLEMENTED			-0.24	-298.38	-0.16	-248.22	-0.14	-156.13	-0.13	-18.40	
	PROGRAMMED - TIP, CTP, AND CIP	Bus Replacement						-297.06		-297.06		-215.60
		CHART (Areawide Congestion Management)			-1.51	-115.00						
		Ride Share Program and Bicycle/Pedestrian Improvements			-0.59	-11.26	-0.39	-5.96	-0.33	-3.11	-0.32	-2.93
		Advanced Truckstop Electrification				-35.92						
		Park & Ride Programmed (2000 Spaces) and Bus Lanes							-0.01	-0.10	-0.04	-0.40
		<i>Off-Network Analysis Total</i>	0.00	0.00	-2.34	-460.56	-0.55	-551.24	-0.48	-456.40	-0.49	-237.33
	IMPLEMENTATION TOTAL		674.56	36,943.89	632.52	34,161.21	445.26	16,126.85	411.70	7,452.96	432.11	6,464.23
PM2.5 Budgets vs. Implementation				-54.45	-2,341.20	-241.71	-20,375.56	-275.27	-29,049.45	-254.86	-30,038.18	
2002 Baseline vs. Implementation		-368.95	-26,815.49	-410.99	-29,598.17	-598.25	-47,632.53	-631.81	-56,306.42	-611.40	-57,295.15	