

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #11-3**

**APPROVAL OF THE BALTIMORE REGION
2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM AND CONFORMITY
DETERMINATION OF *TRANSPORTATION OUTLOOK 2035* AND THE
2011-2014 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 2011-2014 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 Interagency Consultation Group (ICG) which includes the Maryland Department of the Environment, the Maryland Department of Transportation and a local jurisdiction representative of the Baltimore Regional Transportation Board reviewed and approved the methodology used as well as the results of the technical analysis. The ICG has approved the conformity analysis as reported in the “Conformity Determination of *Transportation Outlook 2035* and the 2011-2014 Transportation Improvement Program,” dated July 2010, which provides the basis for a finding of conformity (Attachment 1: Tables II-9 and II-10) to the Reasonable Further Progress (RFP) motor vehicle emissions budgets in the Baltimore Nonattainment Area 8-Hour Ozone State Implementation Plan, as well as emissions budgets in the Carbon Monoxide Maintenance Plan and to the fine particulate matter nonattainment area interim emissions test required by §93.109 (i)(3) of the Final Transportation Conformity Rule updated most recently in March 2010; 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 2011-2014 Transportation Improvement Program uses federal funds for the following project categories: sixty-four percent highway preservation, thirteen percent emission reduction strategies, eleven percent

transit, six percent highway capacity, three percent environmental/safety, two percent miscellaneous, and one percent enhancement program; 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

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board approves the 2011-2014 Baltimore Region Transportation Improvement Program and the accompanying Conformity Determination.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the aforementioned resolution at its July 27, 2010 meeting.

Date

Emery Hines, Chairman
Baltimore Regional Transportation Board

Table II-9 Final Emissions Results – Ozone and CO Standard
(tons/day)

		2015 Emissions			2025 Emissions			2035 Emissions		
		VOC	NO _x	CO	VOC	NO _x	CO	VOC	NO _x	CO
<i>Motor Vehicle Emissions Budgets</i> from the 8-hour ozone RFP SIP		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
NETWORK BASED ANALYSIS		27.63	45.40	781.16	19.82	20.27	766.73	20.73	17.82	810.22
Emission Reduction Strategies	IMPLEMENTED									
	* Includes Ride Share Program	-0.11	-0.61	-1.08	-0.01	-0.49	-0.47			
	PROGRAMMED - TIP, CTP, & CIP									
	Bus Replacement and Bicycle/Pedestrian Improvements		-0.22	-0.09		-0.22	-0.09			
	CHART (Areawide Congestion Management)		-0.23			-0.09				
<i>Off-Network Analysis Total</i>		-0.11	-1.06	-1.17	-0.01	-0.80	-0.56	0.00	0.00	0.00
IMPLEMENTATION TOTAL		27.52	44.34	779.99	19.81	19.47	766.17	20.73	17.82	810.22
Eight-hour Ozone Budgets vs. Implementation		-13.68	-62.46	--	-21.39	-87.33	--	-20.47	-88.98	--
CO Maintenance Budget vs. Implementation		--	--	-909.81	--	--	-923.63	--	--	-879.58

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

		2015 Emissions		2025 Emissions		2035 Emissions	
		Direct PM2.5	NOx	Direct PM2.5	NOx	Direct PM2.5	NOx
<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
<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
NETWORK BASED ANALYSIS		458.72	16,900.85	422.84	7,705.57	442.65	6,837.04
Emission Reduction Strategies	IMPLEMENTED						
	*Includes Ride Share Program	-15.28	-159.26	-0.60	-127.38		
	PROGRAMMED - TIP, CTP, and CIP						
	Bus Replacement and Bicycle/Pedestrian Improvements	-0.42	-56.45	-0.42	-56.45		
	CHART (Areawide Congestion Management)	-1.06	-60.91	-0.84	-24.33		
	<i>Off-Network Analysis Total</i>	-16.76	-276.62	-1.86	-208.16	0.00	0.00
IMPLEMENTATION TOTAL		441.96	16,624.23	420.98	7,497.41	442.65	6,837.04
PM2.5 Budgets vs. Implementation		-245.01	-19,878.18	-265.99	-29,005.00	-244.32	-29,665.37
2002 Baseline vs. Implementation		-601.55	-47,135.15	-622.53	-56,261.97	-600.86	-56,922.34