

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #08-9**

**APPROVAL OF THE 2007 BALTIMORE REGIONAL TRANSPORTATION PLAN,
TRANSPORTATION OUTLOOK 2035, AND THE 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, 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, as the Metropolitan Planning Organization for the Baltimore region, is required under the 2006 Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) to complete a long-range transportation plan every four years for the Baltimore region; and

WHEREAS, the Baltimore Regional Transportation Board has coordinated with Baltimore Metropolitan Council (BMC) staff to ensure its compliance with new SAFETEA-LU requirements documented in the February 2007 Federal Register for Metropolitan Planning Regulations, such as development of a Public Participation Plan, financial documentation, additional management and operations strategies, and a safety and security element; and

WHEREAS, development of the Transportation Improvement Program results from a continuous, cooperative and comprehensive planning process and integrates consideration of federal planning factors as appropriate, including: supporting economic vitality; increasing the safety of the transportation system for users; increasing the security of the transportation system for users; increasing access and mobility of people and freight; protect the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and planned growth; integrate and connect the transportation system; promote efficient management and operations; and emphasize preservation of the existing system; and

WHEREAS, the Baltimore Regional Transportation Board, in accordance with Safe Accountable Flexible Efficient Transportation Equity Act—A Legacy for Users, developed a list of transportation highway, transit, bicycle and pedestrian, management and operation, and travel demand management activities for the Baltimore region, referred to as the Preferred Alternative; and

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, is required under Clean Air Act Amendments of 1990 and the U.S. Environmental Protection Agency's Transportation Conformity Rule to conduct analyses to ensure that the region's transportation plans and programs conform with state implementation plans (SIPs); 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, opportunities for public comment were provided, including regularly scheduled Baltimore Regional Transportation Board, Interagency Consultation Group and Citizens Advisory Committee meetings, Transportation Outlook 2035 public meetings held in each jurisdiction, a public comment period with respect to the Draft Plan, the Revised Draft Plan, and a public meeting with respect to the methodology and results of the conformity analysis, and these comments were duly considered by the Metropolitan Planning Organization in this deliberation process; and

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board approves the 2007 Baltimore Regional Transportation Plan, Transportation Outlook 2035: Creating a Blueprint for the Baltimore Region's Future, and the "Conformity Determination of Transportation Outlook 2035 and the FY 2008-2012 Transportation Improvement Program."

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.

Date

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	
Motor Vehicle Emissions Budgets 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	--	
Motor Vehicle Emissions Budgets 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	--	
Motor Vehicle Emissions Budget from the CO Maintenance Plan	--	--	1,689.80	--	--	1,689.80	--	--	1,689.80	--	--	1,689.80	--	--	1,689.80	
NETWORK BASED ANALYSIS	39.35	99.49	846.42	36.82	90.25	808.74	25.41	41.32	696.12	18.40	18.54	670.40	18.35	15.94	675.11	
Emission Reduction Strategies PROGRAMMED - TIP, CTP, & CIP	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	
	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	
	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	
	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	
	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	
	Off-Network Analysis Total	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
	IMPLEMENTATION TOTAL	39.35	99.49	846.42	36.82	90.25	808.74	25.41	41.32	696.12	18.40	18.54	670.40	18.35	15.94	675.11
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 _x	Direct PM2.5	NO _x	Direct PM2.5	NO _x	Direct PM2.5	NO _x	Direct PM2.5	NO _x	
<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		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
	Off-Network Analysis Total	0.00	-0.19	0.00	-0.19	0.00	-0.15	0.00	-0.10	0.00	-0.01	
IMPLEMENTATION TOTAL		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.