

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #12-9**

**APPROVAL OF THE 2011 BALTIMORE REGIONAL TRANSPORTATION PLAN
(*PLAN IT 2035*) AND THE ASSOCIATED CONFORMITY DETERMINATION**

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, the Maryland Department of Planning, and the Maryland Transit Administration; and

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, is required under the 2005 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 SAFETEA-LU requirements documented in the Metropolitan Transportation Planning regulations (February 14, 2007 *Federal Register*); and

WHEREAS, development of the long-range transportation plan results from a continuous, cooperative, and comprehensive planning process and considers and integrates as appropriate the federal planning factors documented in the Metropolitan Transportation Planning regulations (February 14, 2007 *Federal Register*); and

WHEREAS, the Baltimore Regional Transportation Board, in accordance with SAFETEA-LU, developed a list of highway, freight, transit, bicycle/pedestrian, management and operations, and travel demand management projects and programs 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 the State Implementation Plan (SIP); and

WHEREAS, the conformity analysis as reported in the "Conformity Determination of *Plan It 2035* and the FY 2012-2015 Transportation Improvement Program," dated November 2011, 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 the Carbon Monoxide Maintenance Plan (Attachment 1: Table II-9 and Attachment 2: Table 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 meetings of the Baltimore Regional Transportation Board, Interagency Consultation Group, and Citizens Advisory Committee as well as public meetings held in each jurisdiction and a 30-day public comment period with respect to the Draft *Plan It 2035* and the methodology and results of the conformity analysis—and these comments were duly considered by the Metropolitan Planning Organization in this deliberation process;

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board approves the 2011 Baltimore Regional Transportation Plan (*Plan It 2035*) and the “Conformity Determination of *Plan It 2035* and the FY 2012-2015 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 14, 2011 meeting.

Date

Kevin Kamenetz, Chairman
Baltimore Regional Transportation Board

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

		2012 Emissions*			2015 Emissions			2025 Emissions			2035 Emissions		
		VOC	NO _x	CO	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	--	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
NETWORK BASED ANALYSIS		34.43	69.21	856.80	28.74	45.63	801.86	20.49	20.29	780.10	21.53	17.92	826.50
Emission Reduction Strategies	IMPLEMENTED (Includes Ride Share Program)	-0.03	-0.16	-0.53	-0.02	-0.15	-0.48	-0.01	-0.14	-0.42			
	PROGRAMMED - TIP, CTP, & CIP												
	Bus Replacement and Bicycle/Pedestrian Improvements		-0.15	-0.06		-0.15	-0.06		-0.15	-0.06			
	CHART (Areawide Congestion Management)		-0.42			-0.32			-0.13				
	<i>Off-Network Analysis Total</i>	-0.03	-0.73	-0.59	-0.02	-0.62	-0.54	-0.01	-0.42	-0.48	0.00	0.00	0.00
IMPLEMENTATION TOTAL		34.40	68.48	856.21	28.72	45.01	801.32	20.48	19.87	779.62	21.53	17.92	826.50
Eight-hour Ozone Budgets vs. Implementation		-6.80	-38.32	--	-12.48	-61.79	--	-20.72	-86.93	--	-19.67	-88.88	--
CO Maintenance Budget vs. Implementation		--	--	-833.59	--	--	-888.48	--	--	-910.18	--	--	-863.30

* Emission results for 2012 are included here in anticipation of final EPA reclassification of the Baltimore region from "moderate" nonattainment of the ozone standard to "serious" nonattainment.

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

		2012 Emissions*		2015 Emissions		2025 Emissions		2035 Emissions	
		Direct PM2.5	NOx	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	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
NETWORK BASED ANALYSIS		557.45	26,005.96	479.08	17,270.47	440.96	7,876.83	462.95	7,009.81
Emission Reduction Strategies	IMPLEMENTED (Includes Ride Share Program)	-0.67	-41.69	-0.67	-39.71	-0.67	-37.11		
	PROGRAMMED - TIP, CTP, and CIP								
	Bus Replacement and Bicycle/Pedestrian Improvements	-0.29	-39.74	-0.29	-39.74	-0.29	-39.73		
	CHART (Areawide Congestion Management)	-1.59	-108.02	-1.43	-82.10	-1.13	-32.79		
	<i>Off-Network Analysis Total</i>	-2.55	-189.45	-2.39	-161.55	-2.09	-109.63	0.00	0.00
IMPLEMENTATION TOTAL		554.90	25,816.51	476.69	17,108.92	438.87	7,767.20	462.95	7,009.81
PM2.5 Budgets vs. Implementation		-132.07	-10,685.90	-210.28	-19,393.49	-248.10	-28,735.21	-224.02	-29,492.60
2002 Baseline vs. Implementation		-488.61	-37,942.87	-566.82	-46,650.46	-604.64	-55,992.18	-580.56	-56,749.57

* Emission results for 2012 are included here in anticipation of final EPA reclassification of the Baltimore region from "moderate" nonattainment of the ozone standard to "serious" nonattainment.