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# MAXIMIZE 2045

A PERFORMANCE-BASED TRANSPORTATION PLAN

July 9, 2019



# 2-Year Process

- **What Are Our Guiding Principles?**
  - Feb. 2017: goals/strategies – Resolution #17-18
- **What Might the Future Bring?**
  - June 2018: Round 8A forecasts – Resolution #18-19
  - Chapters on future trends, emerging technologies
- **How Should We Decide on Investments?**
  - June 2018: evaluation criteria – Resolution #18-20
- **How Much Funding Can We Expect?**
  - Sept. 2018: financial forecast – Resolution #19-7

# 2-Year Process

- **How Will We Measure Progress?**
  - June 2017 – Oct. 2018: Series of resolutions on federally mandated performance measures
- **Project submittals**
- **Scoring / draw fiscal constraint line**
- **Preferred Alternative**
- **Analyses: conformity, travel demand, EJ**
- **Public Involvement process**

# Public Comments

- **Comments submitted by individuals and groups**
  - 2 about replacement for Red Line
  - 2 supporting Metro extension to Carroll County (same person)
  - 1 supporting Manchester Bypass in Carroll County
  - 1 about need for more Howard County connections to DC Metro, Dulles corridor, and Fort Meade
  - 1 about need for specific traffic signal in Elkridge
  - 1 about bike infrastructure needs in Elkridge
  - 1 about demolishing 1.5 miles of I-895 (I-95 to I-195)
  - 1 about U.S. 40 improvements in Harford County

# Public Comments

- **Comments submitted by individuals and groups**
  - 2 opposing I-95 ETLs; advocating for more transit options
  - 1 about removing I-695 hard shoulder running and I-95 ETL projects from plan; supporting U.S. 50 BRT project
  - 1 from former resident with questions about specific proposed projects and methodology; advocating for more transit options
  - 1 about “cleaning up” transportation
  - 1 from resident suggesting specific bus service improvements
  - 1 from SCMagLev group (BWRR) supporting TIP/plan projects
  - 1 from community association in Howard County supporting proposed projects; advocating for Complete Streets and more transit options

# Changes: Draft to Final

- **Carroll County, MD 31, Church Street to Coe Drive**
  - Revert to originally submitted project limits
  - Increase in estimated YOE cost: \$14 to \$16 million
  - Fiscal constraint is maintained
- **The Loop**
  - Remove from Chapter 2 “Mega-Regional” Projects
- **Minor corrections**
  - Typos and inconsistencies

# Show me the money . . .

- **Financial plan – Anticipated revenues (22 yrs)**
  - \$36.749 billion – system operations 56.4%
  - \$16.270 billion – system preservation 25.0%
  - \$12.162 billion – major capital projects 18.7%
  
- **Decreasing \$ and % for major capital projects**
  - 2015 plan (21 yrs) – \$15.590 billion 27.0%
  - 2011 plan (20 yrs) – \$11.819 billion 26.1%

# What are we doing better?

- **Future trends**
  - Environmental issues, highway safety, population growth, needs of aging population, freight movement, “mega-regional” projects
  - New technologies and ride-sharing models
- **Greater emphasis on performance measures**
  - Cooperative process for target setting – MDOT/BRTB
- **Stronger analysis of potential effects of future projects on EJ populations**
  - Accessibility and mobility



# Commitment / Flexibility

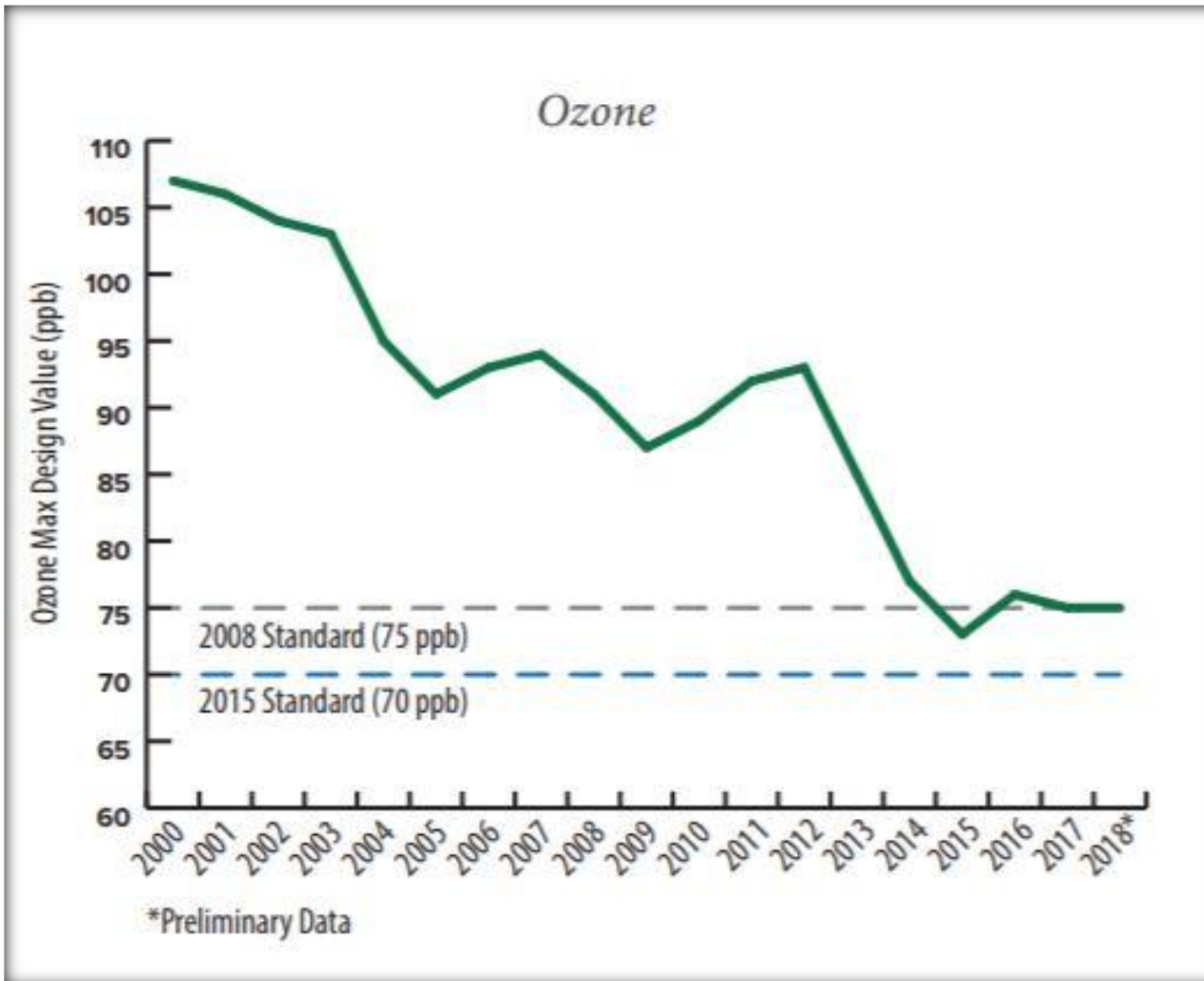
- “Setting a goal is not the main thing. It is deciding how you will go about achieving it and staying with that plan.” – Tom Landry
  - **Today:** Recommend adoption of final plan – Resolution #20-3
  - **Next month:** FHWA / FTA review – U.S. EPA acceptance of air quality conformity determination
  - **Next year:** Follow the plan: from guiding principles to specific projects.
  - However, . . . **“Nothing is written. . .”**

# Air Quality Conformity

- Ensures the Plan and TIP do not worsen air quality in the region, or delay the attainment of national ambient air quality standards (NAAQS).
- Requires transportation emissions to not exceed motor vehicle emission “budgets” in the state air quality implementation plan (SIP).
- Ties together transportation planning and air quality planning.



# Air Quality Conformity



Reference:  
MDE Clean Air  
Progress  
Report 2019

# Air Quality Conformity

- **Regional Emissions Analysis: Models transportation emissions of nitrogen oxides (NO<sub>x</sub>) and volatile organic compounds (VOC's) expected from onroad mobile vehicles, ie. cars, trucks, buses, motorcycles, in addition to idling trucks.**
- **Models emissions in particular “horizon” years assuming existing road and transit network, in addition to TIP and Plan projects.**
- **All modeled horizon years (2020, 2030, 2040, 2045) show emissions will be below SIP “budgets.”**

# For more information

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