

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #20-3**

**APPROVAL OF MAXIMIZE 2045: A PERFORMANCE-BASED TRANSPORTATION PLAN
AND THE CONFORMITY DETERMINATION OF MAXIMIZE2045**

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, Howard, and Queen Anne's; and representatives of 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 Fixing America's Surface Transportation (FAST) Act to complete a long-range transportation plan at least every four years for the Baltimore region; and

WHEREAS, the Baltimore Regional Transportation Board has coordinated with Baltimore Metropolitan Council staff to ensure its compliance with FAST act requirements as documented in the Metropolitan Transportation Planning regulations (May 27, 2016 *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 (May 27, 2016 *Federal Register*); and

WHEREAS, the Baltimore Regional Transportation Board, in accordance with the FAST Act, developed a list of highway and transit projects, 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 the 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 Maximize2045 and the FY 2020-2023 Transportation Improvement Program," dated July 2019, provides the basis for a finding of conformity to the 8-hour ozone national ambient air quality standard (NAAQS) SIP for the Baltimore region, which includes meeting the 2012 Reasonable Further Progress motor vehicle emissions budgets, as determined adequate

by U.S. EPA. This addresses three ozone NAAQS: 1997, 2008, and 2015. (Attachment I: Tables 1 through 2); and

WHEREAS, opportunities for public comment were provided—including a 45-day public comment period, outreach at community and transportation-related events, seven public open-house meetings (one held in each jurisdiction), an online virtual meeting, and regularly scheduled meetings of the Baltimore Regional Transportation Board, Interagency Consultation Group, and Public Advisory Committee—with respect to the draft *Maximize2045* and the methodology and results of the conformity analysis; and these comments were duly considered by the Metropolitan Planning Organization in this deliberation process; and

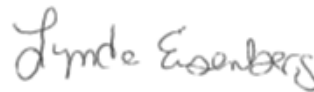
WHEREAS, the BRTB employed a range of outreach strategies to share information about *Maximize 2045* and the Conformity Determination, supported by opportunities for public comment (e.g., seven public open-house meetings and one online virtual meeting), and a 45-day review was offered and numerous public comments were considered by the BRTB.

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board approves *Maximize2045: A Performance-Based Transportation Plan* and the *Conformity Determination of Maximize 2045 and the FY 2020-2023 Baltimore Region 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 July 23, 2019 meeting.

7-23-19

Date



Lynda Eisenberg, Chair
Baltimore Regional Transportation Board

Table 1. VOC Emissions Test Results (average summer weekday, tons/day)

	2020	2030	2040	2045
Total Emissions Modeled	21.6	12.3	9.7	9.6
2012 Conformity Budget¹	40.2	40.2	40.2	40.2
Conformity Result	Pass	Pass	Pass	Pass

¹ 8-hour ozone Reasonable Further Progress (RFP) SIP Budget for Baltimore region (motor vehicle emissions budgets determined to be “adequate” by U.S. EPA on February 22, 2016)

Table 2. NOx Emissions Test Results (average summer weekday, tons/day)

	2020	2030	2040	2045
Total Emissions Modeled	47.0	20.1	17.4	17.9
2012 Conformity Budget¹	93.5	93.5	93.5	93.5
Conformity Result	Pass	Pass	Pass	Pass

¹ 8-hour ozone Reasonable Further Progress (RFP) SIP Budget for Baltimore region (motor vehicle emissions budgets determined to be “adequate” by U.S. EPA on February 22, 2016)