

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #21-3**

APPROVAL OF THE BALTIMORE REGION 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM AND THE CONFORMITY DETERMINATION OF THE 2021-2024 TIP

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, as well as representatives of the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, the Maryland Transit Administration, and Harford Transit; and

WHEREAS, the FY 2021-2024 Baltimore Region Transportation Improvement Program was prepared in response to MAP-21's successor, the Fixing America's Surface Transportation (FAST) Act, and meets all of the requirements of the May 2016 final rule governing the development of metropolitan plans and programs, and all projects and activities funded in the FY 2021-2024 TIP have been developed in relationship to the regionally adopted *Maximize2045: A Performance-Based Transportation Plan*; and

WHEREAS, the FY 2021-2024 Baltimore Region 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 conformity analysis as reported in the "Conformity Determination of the FY 2021-2024 Transportation Improvement Program and *Maximize2045*," dated August 2020, 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, a range of outreach strategies were employed to share information about the FY 2021-2024 Baltimore Region Transportation Improvement Program including a public review from June 16 to July 17, 2020. The public review included presentations to BRTB subcommittees and two virtual public meetings. The draft FY 2021-2024 TIP document was also supported by an online Storymap, dashboard, and interactive map. More than 40 comments were submitted and considered by the BRTB; and

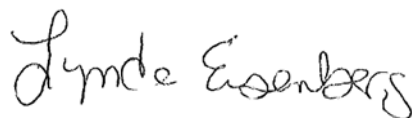
WHEREAS, the FY 2021-2024 Baltimore Region Transportation Improvement Program uses federal and matching funds for the following project categories: 30.6 percent highway capacity, 25.5 percent highway preservation, 15.8 percent transit preservation, 10.6 percent ports, 8.3 percent emission reduction strategies, 5.5 percent commuter rail preservation, 2.7 percent environmental and/or safety, 0.8 percent enhancement program, 0.2 percent miscellaneous, 0.05 percent transit capacity, and 0.0 percent commuter rail capacity.

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board approves the FY 2021-2024 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 August 25, 2020 meeting.

8-25-20

Date



Lynda Eisenberg, Chair
Baltimore Regional Transportation Board

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

	2021	2025	2035	2045
Total Emissions Modeled	20.2	16.2	10.3	9.5
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)

	2021	2025	2035	2045
Total Emissions Modeled	40.8	26.3	16.6	16.5
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)