

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #24-1**

APPROVAL OF RESILIENCE 2050: ADAPTING TO THE CHALLENGES OF TOMORROW (RESILIENCE 2050), 2024 – 2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE ASSOCIATED CONFORMITY DETERMINATION OF RESILIENCE 2050 AND 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 Annapolis Transit; and

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, is required under the Infrastructure and Investment Jobs Act (IIJA) to complete a long-range transportation plan and transportation improvement program 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 IIJA requirements and 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; and

WHEREAS, the FY 2024-2027 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 available revenue sources; and

WHEREAS, the Baltimore Regional Transportation Board, in accordance with IIJA, developed a list of highway and transit projects, as well as a set-aside for transportation system management and operations, complete streets – bicycle and pedestrian, and transportation emission reduction measures 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 *Resilience 2050* and the 2024 - 2027 Transportation Improvement Program,” dated May 2023, provides the basis for a finding of conformity to 8-hour ozone National Ambient Air Quality Standards (NAAQS) SIP for the Baltimore region, which includes meeting the 2012 Reasonable Further Progress motor vehicle emission budgets as determined adequate by U.S. EPA. This addresses three ozone NAAQS: 1997, 2008 and 2015. (Attachment 1: Tables 1 and 2); and

WHEREAS, opportunities for public comment were provided – including a 35-day public comment period, seven public meetings (one held in each jurisdiction), a virtual public meeting, and regularly scheduled meetings of the Baltimore Regional Transportation Board, Interagency Consultation Group and Technical Committee – with respect to the Draft *Resilience 2050, 2024 – 2027 TIP* - 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, a range of outreach strategies was employed to share information about *Resilience 2050*, the 2024 – 2027 TIP and the Conformity Determination supported by opportunities for public comment, including seven public meetings, one virtual meeting, and informational on-demand multimedia presentations. A 35-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 *Resilience 2050: Adapting to the Challenges of Tomorrow (Resilience 2050)*, the *2024 – 2027 Transportation Improvement Program (TIP)* and the associated *Conformity Determination of Resilience 2050 and the TIP*.

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 25, 2023 meeting.

7-25-23

Date



D’Andrea Walker, Chair
Baltimore Regional Transportation Board

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

	2023	2025	2035	2045	2050
Total Emissions	16.986	15.232	10.047	9.261	9.259
Conformity Budget¹	40.2	40.2	40.2	40.2	40.2
Conformity Result	PASS	PASS	PASS	PASS	PASS

¹ 2012, 8-hour ozone Reasonable Further Progress (RFP) SIP budget for the Baltimore region (motor vehicle emission budgets determined adequate by EPA on February 22, 2016)

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

	2023	2025	2035	2045	2050
Total Emissions	30.551	25.433	17.586	17.514	18.132
Conformity Budget¹	93.5	93.5	93.5	93.5	93.5
Conformity Result	PASS	PASS	PASS	PASS	PASS

¹ 2012, 8-hour ozone Reasonable Further Progress (RFP) SIP budget for the Baltimore region (motor vehicle emission budgets determined adequate by EPA on February 22, 2016)