



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

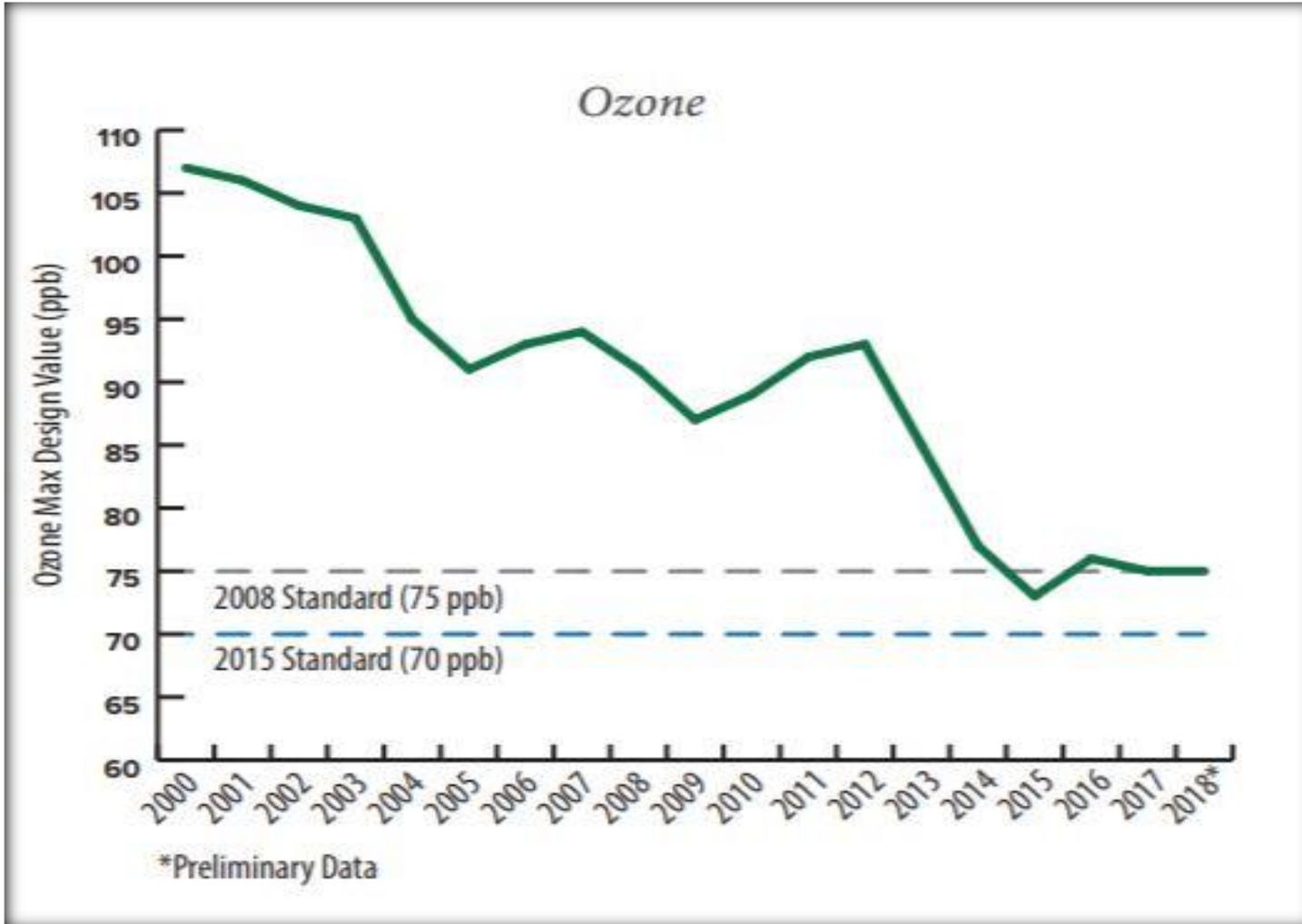
- “Setting a goal is not the main thing. It is deciding how you will go about achieving it and staying with that plan.” – Tom Landry
 - **Today:** Recommend adoption of final plan – Resolution #20-3
 - **Next month:** FHWA / FTA review – U.S. EPA acceptance of air quality conformity determination
 - **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_x) 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.”**

Process for Determining Conformity

Major Steps/Decisions by ICG:

- Methodology Letter (Which pollutants, emissions model, model run years)
- Determine conformity exempt/non-exempt/regionally significant status (project-by-project)
- BMC and MDE run EPA-developed emissions model.
- Approve regional emissions analysis results for public review
- Draft document and results out for public review.
- ICG/TC recommend approval of conformity document

For more information

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