

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #17-5**

**APPROVAL OF THE CONFORMITY DETERMINATION FOR THE
FY 2017-2020 BALTIMORE REGION TRANSPORTATION IMPROVEMENT PROGRAM
AND THE AMENDED PLAN: *MAXIMIZE2040***

WHEREAS, the Baltimore Regional Transportation Board (BRTB) 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, 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 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 state implementation plans (SIPs); and

WHEREAS, the FY 2017-2020 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. The FY 2017-2020 Baltimore Region Transportation Improvement Program was prepared in accordance with 23 CFR Part 450 Subpart C Metropolitan Transportation Planning and Programming Requirements, and all projects and activities funded in this document have been developed in relationship to the regionally adopted *Maximize2040*, as amended; and

WHEREAS, the Interagency Consultation Group (ICG), which includes the Maryland Department of the Environment, the Maryland Department of Transportation and a local jurisdiction representative of the Baltimore Regional Transportation Board, reviewed and approved the air quality conformity methodology used as well as the results of the technical analysis; and

WHEREAS, The ICG has approved the conformity analysis as reported in the "Conformity Determination of FY 2017-2020 Baltimore Region Transportation Improvement Program and Amended *Maximize2040*," dated July 2016, which provides the basis for a finding of conformity (Attachment 1: Tables 1 to 4) to the latest EPA-deemed adequate/approved SIP motor vehicle emissions budgets for 8-hour ozone and annual levels of fine particulate matter; and

WHEREAS, the results of the conformity analysis for the Baltimore nonattainment area indicate that the projected mobile source emissions are below the applicable motor vehicle emission budgets for the established analysis years of 2017, 2025, 2035 and 2040 (as attached); and

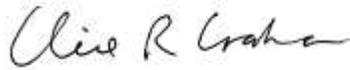
WHEREAS, a 30-day public comment period was provided, including a public meeting on project elements of the FY 2017-2020 Baltimore Region Transportation Improvement Program, the Amended Plan, and the results of the conformity analysis. No public comments were submitted on the Conformity Determination.

NOW, THEREFORE, BE IT RESOLVED that it is the conclusion of the Baltimore Regional Transportation Board, in its capacity as the Metropolitan Planning Organization for the Baltimore region, that the FY 2017-2020 Baltimore Region Transportation Improvement Program and the amended *Maximize2040* are found to be in conformity with the requirements of the Clean Air Act Amendments of 1990 and the relevant sections of the Final Transportation Conformity Regulations 40 CFR part 93.

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 26, 2016 meeting.

7-26-16

Date



Clive Graham, Chairman
Baltimore Regional Transportation Board

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

	2017	2025	2035	2040
Total Emissions Modeled	26.6	16.7	10.5	9.9
Conformity Budget¹	40.2	40.2	40.2	40.2
Conformity Result	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)

	2017	2025	2035	2040
Total Emissions Modeled	66.9	31.9	19.1	18.6
Conformity Budget¹	93.5	93.5	93.5	93.5
Conformity Result	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 3. Annual NOx Emissions Test Results (tons/year)

	2017	2025	2035	2040
Total Emissions Modeled	25,771.08	12,433.96	7,655.96	7,505.03
Conformity Budget²	29,892.01	21,594.96	21,594.96	21,594.96
Conformity Result	Pass	Pass	Pass	Pass

² Baltimore Nonattainment Area PM2.5 Maintenance State Implementation Plan (Approved December 2014.)

Table 4. Annual Direct PM2.5 Emissions Test Results (tons/year)

	2017	2025	2035	2040
Total Emissions Modeled	1,161.88	635.33	426.75	411.76
Conformity Budget²	1,218.60	1,051.39	1,051.39	1,051.39
Conformity Result	Pass	Pass	Pass	Pass

² Baltimore Nonattainment Area PM2.5 Maintenance State Implementation Plan (Approved December 2014.)