

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #19-5**

**APPROVAL OF AN AMENDMENT TO
THE 2015 BALTIMORE REGIONAL TRANSPORTATION PLAN (*MAXIMIZE2040*)
AND THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (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 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 every four years for the Baltimore region; and

WHEREAS, federal regulations require that all transportation-related projects must be listed in a Transportation Improvement Program (TIP) with accurate funding schedules in order to be eligible for federal funding. Also, the TIP consists of projects included in, and in support of, the region's long-range transportation plan and ongoing short-range planning efforts; and

WHEREAS, the 2015 Baltimore Region Transportation Plan (*Maximize2040*) was prepared following guidance based on the 2005 legislation known as the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); and

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved *Maximize2040* at its November 24, 2015 meeting, with federal approval on January 15, 2016; and

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2019-2022 TIP for the Baltimore region at its July 24, 2018 meeting and is awaiting federal approval; and

WHEREAS, the Maryland Department of Transportation (MDOT) on behalf of the Maryland Transportation Authority (MDTA) has requested approval of an amendment to *Maximize2040* and the 2019-2022 TIP through the approved long-range plan and TIP amendment process; and

WHEREAS, MDTA proposes to add the I-95: Caton Avenue to the Fort McHenry Tunnel project with the following elements: A) I-95 northbound off-ramps, B) I-95 northbound on-ramps, C) I-95 southbound off-ramps, D) I-95 southbound on-ramps, E) Hanover Street, F) McComas Street and Key Highway, and G) pedestrian and bicycle connections; and

WHEREAS, MDTA proposes to update the I-95 Express Toll Lanes Northbound Extension project to include A) the provision of two additional Express Toll Lanes from north of MD 43 to north of MD 24, B) reconstruction of the MD 152 and MD 24 interchanges, C) bridge improvements, and D) the installation of five noise walls on both sides of I-95; and

WHEREAS, 1) the estimated total cost of the I-95: Caton Avenue to Fort McHenry Tunnel project is \$495 million and the estimated total cost of the I-95 Express Toll Lanes Northbound Extension project is \$1.1 billion, 2) MDOT has identified the sources of reasonably anticipated funds for these projects based on state financial forecasts, and 3) MDOT has determined that sufficient funds are available to cover the estimated cost of the projects. Within this context, the Baltimore Regional Transportation Board has found that the proposed amendment complies with the fiscal constraint requirements for *Maximize2040* and the 2019-2022 TIP; and

WHEREAS, both projects will add capacity to the transportation network and thus were included in the regional emissions analysis of the conforming *Maximize2040* and 2019-2022 TIP (with the assumption of a year of operation of 2029 for the I-95: Caton Avenue to the Fort McHenry Tunnel project and 2026 for the I-95 Express Toll Lanes Northbound Extension project); and

WHEREAS, The Interagency Consultation Group (ICG) has determined that implementation of the projects will not worsen the region's air quality or delay the timely attainment of air quality standards or interfere with implementation of any transportation control measures (TCMs), consistent with the Conformity Rule (40 CFR Parts 51 and 93); and

WHEREAS, the proposed amendment to *Maximize2040* and the 2019-2022 TIP was available online from July 31, 2018 to August 31, 2018 with a presentation made to the Public Advisory Committee on July 11, 2018 and public meetings on August 14 and 16. Public comments were received and have been responded to.

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approves the attached amendment to *Maximize2040* and the 2019-2022 TIP and finds it to conform to the applicable Maryland State Implementation Plan and requirements of the 1990 Clean Air Act Amendments.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the aforementioned resolution at its September 25, 2018 meeting.

9-25-18

Date



Michelle Pourciau, Chair
Baltimore Regional Transportation Board

Amendments to *Maximize2040: A Performance-Based Transportation Plan* and to the FY 2019-2022 Transportation Improvement Program (TIP) with an Air Quality Conformity Determination

I-95 Access Improvements: Caton Avenue to the Ft. McHenry Tunnel

I-95 Express Toll Lanes – Northbound Extension



**Amendments to Maximize2040 and the 2019-2022 TIP
with Air Quality Conformity Determinations**

This document describes two proposed amendments to *Maximize2040: A Performance-Based Transportation Plan*, approved in November 2015, and to the *2019-2022 Transportation Improvement Program (TIP)*, approved in July 2018.

AMENDING MAXIMIZE2040 AND THE 2019-2022 TIP TO ADD A PROJECT AND TO AMEND AN EXISTING PROJECT:

- **Add: I-95 Access Improvements: Caton Avenue to Ft. McHenry Tunnel**
- **Amend: I-95 Express Toll Lanes – Northbound Extension**

The Maryland Transportation Authority (MDTA) proposes to add two projects to the 2015 long-range transportation plan (known as *Maximize2040*) and to the 2019-2022 TIP.

The table below describes these projects. The “Projected Cost” is an estimate that accounts for inflation from the current year (2018) to the expected year of operation. Following this table are the corresponding pages from the 2019-2022 TIP.

**Amendments to Maximize2040 and the 2019-2022 TIP
with Air Quality Conformity Determinations**

Project	I-95 Access Improvements – Construction and Right of Way Acquisition
Project Sponsor	Maryland Transportation Authority (MDOT MDTA)
Jurisdiction	Baltimore City
Project Limits	Caton Avenue to the Ft. McHenry Tunnel
Description	<p>Improve Interstate 95 (I-95) ramps along approximately seven miles of I-95 and sections of Hanover Street, McComas Street, and Key Highway. The improvements are divided into seven elements:</p> <ul style="list-style-type: none"> A. I-95 Northbound Off-Ramps- (a) Exit 52, new ramp from Russell Street off-ramp; (b) Exit 53 interchange, new spur from I-395 southbound ramp; (c) Exit 54, remove ramp from I-95 northbound to Hanover Street southbound; and (d) Exit 55, reconstruct ramp from I-95 northbound to McComas Street B. I-95 Northbound On-Ramps – new ramp from McComas Street to I-95 Northbound C. I-95 Southbound Off-Ramps – new ramp from I-95 southbound to McComas Street westbound D. I-95 Southbound On-Ramps – realign ramp from McComas Street Westbound to I-95 southbound E. Hanover Street – reconstruction from CSX Bridge to McComas Street westbound to I-95 southbound F. McComas Street and Key Highway – (a) realign McComas Street; and (b) widen Key Highway between McHenry Row and McComas Street G. Pedestrian and Bicycle Connections – (a) new sidewalks along Hanover Street and realigned McComas Street; (b) shared use path along Key Highway; and (c) shared use path linking South Baltimore to Port Covington peninsula
Expected Year of Operation	2029
Projected Cost	\$495 million – funded with MDTA funds, grant monies, and developer sources
Justification	To support ongoing and planned development of the Port Covington peninsula in South Baltimore.

**Amendments to Maximize2040 and the 2019-2022 TIP
with Air Quality Conformity Determinations**

Project	I-95 Express Toll Lanes – Northbound Extension
Project Sponsor	Maryland Transportation Authority (MDOT MDTA)
Jurisdiction	Baltimore County, Harford County
Project Limits	North of MD 43 in Baltimore County to north of the MD 24 interchange in Harford County
Description	<p>Extend the express toll lanes (ETLs) on northbound Section 200 of I-95. This includes the provision of two additional ETLs for more than 10 miles from north of MD 43 in Baltimore County to north of MD 24 in Harford County. The project also includes reconstruction of the I-95 interchanges at MD 152 and MD 24 to provide access from the northbound ETL.</p> <p>Reconstruction of the MD 152 interchange includes the associated park-and-ride lot. Reconstruction of the MD 24 interchange includes a two-lane flyover ramp toward Bel Air, intended to alleviate congestion for motorists exiting I-95 to MD 24 and MD 924.</p> <p>The project also involves significant bridge improvements, including reconstruction of the overpasses at Raphel Road, Bradshaw Road, Old Joppa Road, and Clayton Road to accommodate the larger area needed for the ETLs. Additionally, the I-95 northbound bridges over the Big Gunpowder Falls, Little Gunpowder Falls, and Winters Run will be widened and improved. Another element will be the installation of five new noise walls along the corridor on both sides of I-95.</p>
Expected Year of Operation	2026 – funded with MDTA funds
Projected Cost	\$1.1 billion
Justification	To reduce congestion, improve safety, enhance incident management capabilities, and improve the ability of the agency to maintain facilities in a state of good repair.



I-95 Access Improvements: Construction & Right-of-Way Acquisition

TIP ID	22-1901-45	Year of Operation	2029
Agency	Maryland Transportation Authority	Project Type	Interchange ramp added or widened
Project Category	Highway Capacity	Functional Class	Interstate
Conformity Status	Not Exempt	Physical Data	7 miles, 8 lanes
CIP or CTP ID(s)		Est. Total Cost	\$495,000,000

Description:

The Maryland Transportation Authority (MDTA) and Baltimore City Department of Transportation (BCDOT) has developed a suite of improvements to Interstate 95 (I-95) ramps and other nearby transportation facilities to support ongoing and planned redevelopment of the Port Covington peninsula in South Baltimore and to address traffic needs in the Port Covington area. The study limits for these improvements are Caton Avenue to the Fort McHenry Tunnel, involving approximately seven miles of I-95 and sections of Hanover Street, McComas Street and Key Highway.

The total project cost is \$450 million to \$495 million and will have phased construction, with completion anticipated in 2029. The project will be funded with MDTA funds, grant monies and developer sources.

Justification:

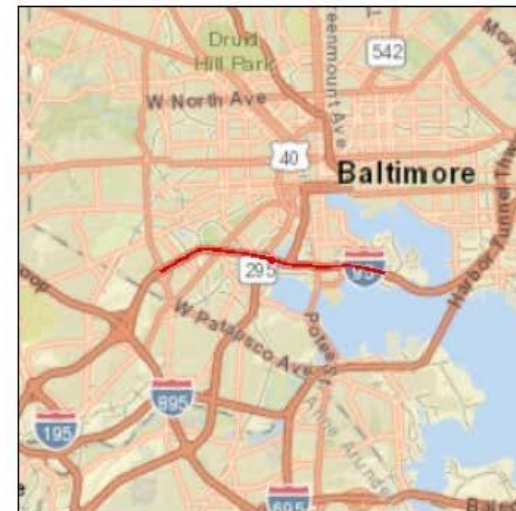
The improvements will support local and regional economic development in Baltimore and the region. The improvements will improve connectivity to existing land uses along the I-95 corridor and major local roads, including Hanover Street, McComas Street, and Key Highway.

The improvements will increase access to planned development that is envisioned for the Port Covington peninsula, and as described in the Port Covington Master Plan, thereby increasing connectivity to planned residential development, businesses, waterways, parks, and new transit facilities on improved street grids.

Amendment: This amendment adds a new project to the FY 2019-2022 TIP to support redevelopment of the Port Covington peninsula. The total cost of the project is \$495 million, with \$27.75 million in funding added to the 2019-2022 TIP.

Connection to Long-Range Transportation Planning Goals:

- 4. Increase Mobility
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.





I-95 Access Improvements: Construction & Right-of-Way Acquisition

(Funding in Thousands)

Other **-NEW**

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$5,500	\$0	\$11,000	\$0	\$11,000	\$27,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250	\$250
Subtotal	\$0	\$0	\$0	\$5,500	\$0	\$11,000	\$0	\$11,250	\$27,750
Total	\$0	\$0	\$0	\$5,500	\$0	\$11,000	\$0	\$11,250	\$27,750



I-95 Express Toll Lanes Northbound Extension

TIP ID	25-1801-41	Year of Operation	2026
Agency	Maryland Transportation Authority	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Interstate
Conformity Status	Not Exempt	Physical Data	10.1 miles, 6 to 8 lanes
CIP or CTP ID(s)		Est. Total Cost	\$1,100,000,000

Description:

The I-95 Express Toll Lanes (ETL) Northbound Extension project is the first phase of implementation of I-95 Section 200. The project will be funded by MDTA toll revenues and includes the provision of two additional ETLs for more than 10 miles on I-95 from north of MD 43 in Baltimore County to north of MD 24 in Harford County. This section includes reconstruction of the I-95 interchanges at MD 152 and MD 24 to provide access from the northbound ETL. The project involves significant bridge improvements, including reconstruction of the overpasses at Raphel Road, Bradshaw Road, Old Joppa Road, and Clayton Road to accommodate the larger area needed for the ETLs. Additionally, the I-95 northbound bridges over the Big Gunpowder Falls, Little Gunpowder Falls and Winters Run will be widened and improved. The project will also include the installation of five new noise walls along the corridor on both sides of I-95.

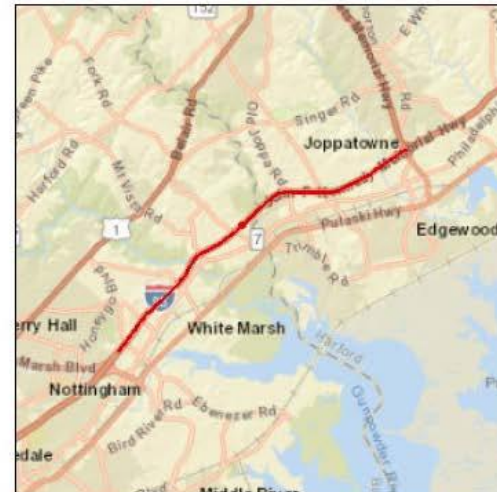
Justification:

The ETLs project will bring much needed traffic relief to one of the most congested portions of I-95 in Baltimore and Harford counties. The ETLs will address capacity, operational, and safety concerns that exist along northbound I-95. Tolls are collected automatically at highway speeds using E-ZPass or Video Tolling. The project will also address quality of life issues along the I-95 corridor by providing noise walls. An ITS system will allow MDTA to better operate the ETL and GPL facility and address transportation safety along I-95.

Amendment: This amendment updates funds for the project to include the first phase of implementation of I-95 Section 200 that was announced by the Hogan Administration on June 15, 2018. Funding in the 2019-2022 TIP increases by \$622 million and the year of operation changes to 2026. The total cost of the project increases from \$210 million to \$1.1 billion. The project is funded with MDTA toll revenues.

Connection to Long-Range Transportation Planning Goals:

- 1.B Improve System Safety – Apply safety-related management and operations techniques.
- 2.B Improve and Maintain the Existing Infrastructure – Replace traffic signals and ITS elements.
- 4.D Increase Mobility – Apply mobility-related management and operations techniques.





Maryland Transportation Authority

2019 - 2022 Transportation Improvement Program

Highway Capacity
National Highway System

I-95 Express Toll Lane Northbound Extension

(Funding in Thousands)

Other -ORIGINAL

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$13,160	\$0	\$32,190	\$0	\$61,910	\$0	\$56,670	\$163,930
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$3,307	\$0	\$250	\$0	\$0	\$0	\$0	\$3,557
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$16,467	\$0	\$32,440	\$0	\$61,910	\$0	\$56,670	\$167,487
Total	\$0	\$16,467	\$0	\$32,440	\$0	\$61,910	\$0	\$56,670	\$167,487

Other -UPDATE

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$95,970	\$0	\$207,240	\$0	\$160,415	\$0	\$152,740	\$616,365
OTH	\$0	\$15,355	\$0	\$33,160	\$0	\$25,665	\$0	\$24,440	\$98,620
PE	\$0	\$9,595	\$0	\$20,725	\$0	\$16,040	\$0	\$15,275	\$61,635
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$9,500	\$0	\$1,180	\$0	\$1,180	\$0	\$1,020	\$12,880
Subtotal	\$0	\$130,420	\$0	\$262,305	\$0	\$203,300	\$0	\$193,475	\$789,500
Total	\$0	\$130,420	\$0	\$262,305	\$0	\$203,300	\$0	\$193,475	\$789,500

Amendment to Maximize2040 and the Amended 2016-2019 Transportation Improvement Program with an Air Quality Conformity Determination

PROCESS REQUIRED FOR AMENDING MAXIMIZE2040 AND THE 2019-2022 TIP

In response to federal law and regulations, the Baltimore Regional Transportation Board (BRTB), has developed a dynamic process for amending *Maximize2040* (the regional long-range transportation plan) and the 2019-2022 TIP that meets federal requirements and involves participation from BRTB members and from the public at large. The process also requires that nonexempt (and regionally significant for air quality purposes) proposed project(s) undergo a formal air quality conformity analysis to ensure the plan retains its conformity status under the Clean Air Act Amendments of 1990 (CAAA). In addition, the BRTB must demonstrate that the plan is fiscally constrained. This means that the plan must identify specific committed or reasonably anticipated sources of funding for all programs and projects in the document.

Federal regulations require that the BRTB consider this amendment because **the project sponsor proposes major new capacity-adding projects** that were not included in the *Maximize2040* when the BRTB adopted it on November 24, 2015 or in the 2019-2022 TIP.

ASSESSMENT OF FISCAL CONSTRAINT

Federal law requires that the BRTB analyze projects proposed for inclusion in plans and programs to ensure that the fiscal resources required to construct them are reasonably expected to be available within the specified time frame. MDTA expects to use funding entirely from toll revenues for the I-95 Express Toll Lanes project. For the I-95 Access Improvements project, the developer will use toll revenues supplemented by funds from grant monies and developer sources. Based on the ability to proceed with these projects without the need for federal funds or state funds, MDTA has determined that sufficient funds are available to cover the estimated costs of these projects that will apply beyond the time frame of the 2019-2022 TIP. Within this context, the BRTB has found **the proposed amendments comply with the fiscal constraint requirements for both *Maximize2040* and the 2019-2022 TIP**.

ANALYSIS OF AIR QUALITY CONFORMITY

Under the Clean Air Act Amendments, areas designated as being in nonattainment or in the maintenance phase of air quality standards, are required to review their current transportation plans and programs to ensure they are in conformity with the applicable State Air Quality Implementation Plan (SIP).

The Baltimore region has recently been designated as “marginal” nonattainment for the 2015 8-hour ozone standard. The standard is 0.070 parts per million (ppm). The region has one year to perform a conformity determination for this NAAQS. The BRTB is using this amendment as an opportunity to

Amendment to Maximize2040 with an Air Quality Conformity Determination

address this new ozone standard for the first time. The region is a “moderate” nonattainment area for the 2008 8-hour ozone NAAQS and a “serious” nonattainment area for the 1997 ozone NAAQS.¹

Federal law requires the MPO to analyze projects proposed for amendment to ensure they do not jeopardize the conformity of the plan under federal rules and guidelines. A technical process estimates the mobile source emissions associated with projected travel demand considering the latest planning assumptions and the transportation network supply. The estimated mobile emissions are compared to the mobile source emission budgets contained in the State Implementation Plan (SIP) for the Baltimore region.

The mobile source budgets contained in the SIP document, prepared by the Maryland Department of the Environment (MDE), are established through technical analysis with the goal of attaining and maintaining federal air quality standards. The most current approved/adequate ozone budgets are used in the transportation conformity process.

This conformity determination demonstrates conformity to the 1997, 2008, and 2015 ozone NAAQS using the 2012 8-hour ozone Reasonable Further Progress (RFP) SIP budget. The RFP budgets were determined by U.S. EPA as adequate for use in conformity determinations, as published in the Federal Register on February 22, 2016.

Conformity Results: Implementation of these projects will not worsen the region’s air quality or delay the timely attainment of national air quality standards or interfere with implementation of any transportation control measures (TCMs).

Table 1

Regional Emissions Analysis Results for *Maximize2040* and 2019-2022 TIP with
1) I-95 Access Improvements in Baltimore City and 2) I-95 Express Toll Lanes – Northbound

Network-Based Analysis Ozone Precursor Mobile Source Emissions

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)

	Implementation		Motor Vehicle Emissions Budgets ¹	
	VOC	NO _x	VOC	NO _x
2030	12.73	22.60	40.2	93.5
2040	10.00	18.40	40.2	93.5

¹ In 2015, the US EPA issued a final rule revoking the 1997 ozone NAAQS. (80 FR 12264) However, a February 2018 court ruling reinstated the 1997 ozone NAAQS conformity requirement.

Amendment to Maximize2040 with an Air Quality Conformity Determination

PUBLIC COMMENT OPPORTUNITIES

As mandated by federal law, the BRTB is providing opportunities for public review and comment on the proposed *Maximize2040* amendments, the 2019-2022 TIP amendments, as well as the related Conformity Determination. Information is on the Baltimore Metropolitan Council website, provided to local planning agencies, and distributed to local media and interested parties.

PUBLIC REVIEW / COMMENT PERIOD

The BRTB will provide a 30-day review and comment period (closing Friday, August 31) for the enclosed Plan and 2019-2022 Transportation Improvement Program (TIP) amendments, and the associated Conformity Determination (see information about open house public meetings below). See Appendix B for a summary of public comments and BRTB responses (when available).

The BRTB will meet on Tuesday, September 25 at 9 a.m. at the Baltimore Metropolitan Council (1500 Whetstone Way, Suite 300, Baltimore, MD 21230) to consider approval of the amendments to *Maximize2040* and the 2019-2022 Transportation Improvement Program (TIP), with the associated air quality Conformity Determination.

OPEN HOUSE PUBLIC MEETINGS

The BRTB invites the public to attend the following public meetings relative to the amendments to *Maximize2040* and to the 2019-2022 TIP. All meeting locations are ADA-accessible for people with disabilities.

Date and Time	Location	Access by Transit
Wednesday, August 1, 2018 5:30 p.m. <i>Presentation at Public Advisory Committee (PAC) meeting</i>	Baltimore Metropolitan Council 1500 Whetstone Way, Suite 300 Baltimore, MD 21230	MTA Route 94 to Fort McHenry and 71 to Patapsco Charm City Circulator Banner Route
Tuesday, August 14, 2018 5 to 7 p.m.	MDTA's ETL Project office 8019 Corporate Drive, Suite F White Marsh, MD 21236	MTA routes 56, 120, and CityLink Brown route
Thursday, August 16, 2018 6 to 8 p.m.	Cherry Hill Branch of the Enoch Pratt Free Library* 606 Cherry Hill Road Baltimore, MD 21225	MTA routes 27, 29, 51 – stop at Cherry Hill Road and Seabury Road MTA light rail – Cherry Hill station

** Use of library meeting space does not constitute endorsement of this organization, this program or its content by the Enoch Pratt Free Library.*