

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

**BALTIMORE REGIONAL TRANSPORTATION BOARD  
RESOLUTION #23-2**

**APPROVAL OF THE BALTIMORE REGION 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM AND THE ASSOCIATED CONFORMITY DETERMINATION OF THE 2023-2026 TIP AND MAXIMIZE2045**

**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 FY 2023-2026 Baltimore Region Transportation Improvement Program was prepared in response to the Infrastructure Investment and Jobs Act (IIJA), 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 2023-2026 TIP have been developed in relationship to the regionally adopted *Maximize2045: A Performance-Based Transportation Plan*; and

**WHEREAS**, the FY 2023-2026 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 conformity analysis as reported in the "Conformity Determination of the FY 2023-2026 Transportation Improvement Program and *Maximize2045*," dated August 2022, 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 1: Tables 1 and 2); and

**WHEREAS**, a range of outreach strategies were employed to share information about the FY 2023-2026 Baltimore Region Transportation Improvement Program including a public review from June 29 to August 1, 2022. The public review included presentations to BRTB subcommittees and one virtual public meeting. The draft FY 2023-2026 TIP document was also supported by an online Storymap, dashboard, and interactive map. Some XX comments were submitted and considered by the BRTB; and

**WHEREAS**, the FY 2023-2026 Baltimore Region Transportation Improvement Program uses federal and matching funds as well as Toll Revenues (for project categories see Attachment 2).

**NOW, THEREFORE, BE IT RESOLVED** that the Baltimore Regional Transportation Board approves the FY 2023-2026 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 23, 2022 meeting.

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Date

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Sam Snead, Chair  
Baltimore Regional Transportation Board

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

	2025	2035	2045
<b>Total Emissions</b>	15.74	9.94	9.05
<b>Conformity Budget<sup>1</sup></b>	40.2	40.2	40.2
<b>Conformity Result</b>	<b>Pass</b>	<b>Pass</b>	<b>Pass</b>

<sup>1</sup> 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)

	2025	2035	2045
<b>Total Emissions</b>	18.42	10.48	9.83
<b>Conformity Budget<sup>1</sup></b>	93.5	93.5	93.5
<b>Conformity Result</b>	<b>Pass</b>	<b>Pass</b>	<b>Pass</b>

<sup>1</sup> 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)

**Overview of the 2023-2026 TIP**

- 131 federally-funded and regionally significant projects
  - 7 are new projects
- \$4.25 billion in proposed federal, state, local, and toll funds
  - \$2.59 billion federal; \$1.66 billion state/local
  - highway, transit, bicycle and pedestrian projects
  - maintaining, operating and expanding the transportation system
- Projects support long-range transportation goals
  - for example: accessibility, safety, and prosperity
- Funding limited
  - Programmed funds cannot exceed what is reasonably expected to be available from local, state, and federal sources

**2023 – 2026 TIP Project Categories**

35.3 percent highway preservation

21.3 percent highway capacity

18.8 percent transit preservation

10.6 percent ports

6.5 percent emission reduction strategies

4.4 percent commuter rail preservation

2.4 percent environmental and/or safety

0.7 percent enhancement program

0.04 percent miscellaneous

0.0 percent transit capacity (no projects submitted in this timeframe)

0.0 percent commuter rail capacity (no projects submitted in this timeframe)