

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #17-3**

**APPROVAL OF AN AMENDMENT TO
THE 2015 BALTIMORE REGIONAL TRANSPORTATION PLAN (*MAXIMIZE2040*)**

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, 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 Fixing America's Surface Transportation (FAST) Act to complete a long-range transportation plan every four years for the Baltimore region; and

WHEREAS, the U.S. Department of Transportation has just issued final Metropolitan Transportation Planning regulations for MAP-21 or the FAST Act. The BRTB, in developing *Maximize2040* followed guidance based on the 2005 legislation known as the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); and

WHEREAS, development of *Maximize2040* and subsequent amendments have followed a continuous, cooperative, and comprehensive planning process and consider and integrate as appropriate the federal planning factors documented in the Metropolitan Transportation Planning regulations (February 14, 2007 *Federal Register*); 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 Maryland Department of Transportation on behalf of the State Highway Administration has requested approval of an amendment to *Maximize2040* through the approved long-range plan amendment process; and

WHEREAS, the State Highway Administration proposes to advance the implementation date from 2030 to 2021 for a segment (Linden Church Road to I-70) of the main MD 32 project which extends from MD 108 to I-70. Further, (1) the total cost of the MD 32 project for this segment is \$121,930,000, (2) \$61,273,000 of these funds will apply to the time frame covered by the FY 2017-2020 TIP, and (3) the BRTB has identified the sources of committed funds in the TIP and, based on financial forecasts prepared for *Maximize2040*, SHA and the BRTB have determined that sufficient funds are available to cover the estimated costs of the MD 32 project that will apply beyond the time frame of the FY 2017-2020 TIP. Within this context, the BRTB has found the proposed amendment is in compliance with the fiscal constraint requirement for both *Maximize2040* and the FY 2017-2020 TIP (see Attachment for details); and

WHEREAS, the MD 32 project would add capacity to the transportation network and thus was included in the regional emissions analysis of the conforming *Maximize2040* (with the assumption of a year of operation of 2030); and

WHEREAS, the year of operation of this segment of the project has advanced to 2021, the project was included in the modeled transportation network within an earlier timeframe and 2025 horizon year modeling has been retested in the regional emissions analysis; and

WHEREAS, The Interagency Consultation Group (ICG) has determined that implementation of the MD 32 project 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), consistent with the Conformity Rule (40 CFR Parts 51 and 93); and

WHEREAS, the proposed amendment to *Maximize2040* was publicized for public review from May 23, 2016 to June 24, 2016 with four public meetings held in conjunction with those for the FY 2017-2020 TIP and a presentation to the Public Advisory Committee. Several comments were received on this amendment and were 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 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 July 26, 2016 meeting.

7-26-16
Date



Clive Graham, Chairman
Baltimore Regional Transportation Board

Amendment to *Maximize2040: A Performance-Based Transportation Plan* with an Air Quality Conformity Determination

MD 32: Linden Church Road to I-70

July 26, 2016



Amendment to Maximize2040 with an Air Quality Conformity Determination

This document describes a proposed amendment to *Maximize2040: A Performance-Based Transportation Plan*, approved in November 2015. The project covered by this amendment is included in the draft *2017-2020 Transportation Improvement Program (TIP)*.

AMENDING MAXIMIZE2040 TO UPDATE THE YEAR OF OPERATION FOR MD 32: LINDEN CHURCH RD TO I-70 FROM 2030 TO 2021

The Maryland State Highway Administration (SHA) proposes to advance the implementation date for a segment of the MD 32 project currently in the 2015 long-range transportation plan (known as *Maximize2040*), from 2030 to 2021.

The project limits for the entire MD 32 project are from MD 108 to I-70. This amendment advances the roadway widening of a 6.6-mile segment, from Linden Church Road to I-70.

The table below shows details about this segment of the MD 32 project. “Year of expenditure” cost is an estimate that accounts for inflation from the current year (2016) to the expected year of operation. Following this table are the corresponding pages from the draft 2017-2020 TIP.

Project	MD 32: MD 108 to I-70
Project Sponsor	State Highway Administration
Jurisdiction	Howard County
Project Limits	Linden Church Road to I-70 (6.6 miles)
Description	Widen MD 32 in both directions, from two to four lanes, to provide an access-controlled, divided highway. Final scope details to be refined as the design-build process progresses.
Expected Year of Operation	2021 (The year of operation in the November 2015 <i>Maximize2040</i> plan was between 2030 and 2040, and was originally tested in the air quality conformity for 2030)
Projected Cost	\$121.93 million (year of expenditure)
Justification	This project will reduce congestion, enhance connectivity for daily life, and improve operations and safety on this segment of MD 32.



MD 32: Linden Church Road to I-70, Capacity & Safety Improvements

TIP ID	66-1703-41	Year of Operation	2021
Agency	SHA - Howard County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Other Principal Arterial
Conformity Status	Not Exempt	Physical Data	2 to 4 Lanes, 6.6 Miles
CIP or CTP ID(s)	HO7561	Est. Total Cost	\$121,930,000

Description:

The project will construct capacity and safety improvements along MD 32, from north of Linden Church Road to I-70.

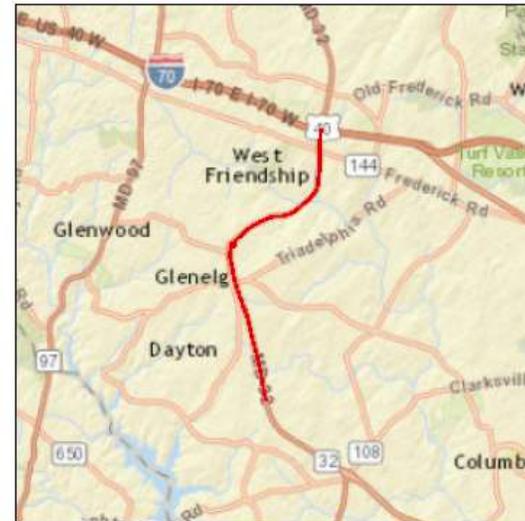
This is a design build project and phase II of the MD 32: MD 108 to I-70 Corridor project improvements. This is the final phase and contains the funding for the original corridor project planning. Phase 1, MD 108 to Linden Church Road, has TIP ID #66-1602-41. The MD 32: MD 108 to I-70 Corridor project had TIP #66-1405-41 in previous TIPs.

Justification:

The project will address congestion and safety problems which have been experienced as a result of increasing traffic volumes on the existing two lane roadway.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 6.F Improve System Security -- Increase system redundancy.
- 7.D Promote Prosperity and Economic Opportunity -- Invest within local- and state-designated growth areas.





MD 32: Linden Church Road to I-70, Capacity & Safety Improvements

(Funding in Thousands)

Other

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$10,042	\$0	\$30,127	\$40,169
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	\$3,589	\$0	\$11,616	\$0	\$0	\$0	\$0	\$15,205
Subtotal	\$0	\$3,589	\$0	\$11,616	\$0	\$10,042	\$0	\$30,127	\$55,374

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$1,440	\$1,360	\$1,499	\$800	\$640	\$160	\$0	\$0	\$5,899
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,440	\$1,360	\$1,499	\$800	\$640	\$160	\$0	\$0	\$5,899
Total	\$1,440	\$4,949	\$1,499	\$12,416	\$640	\$10,202	\$0	\$30,127	\$61,273

Amendment to Maximize2040 with an Air Quality Conformity Determination

PROCESS REQUIRED FOR AMENDING *MAXIMIZE2121040*

In response to federal law and regulations, the Baltimore Metropolitan Planning Organization (MPO), known as the Baltimore Regional Transportation Board (BRTB), has developed a dynamic process for amending *Maximize2040* (the Regional Transportation Plan) 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 a major change in the project initiation date** that was included in the *Maximize2040* document the BRTB adopted on November 24, 2015.

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. SHA expects to use \$2.139 million in federal funds, with the remainder of the funding for the \$121.93 million estimated cost coming from state and local sources. Approximately half of these funds will be applied within the time frame (2017-2020) covered by the draft TIP. Based on financial forecasts prepared for *Maximize2040*, and accounting for the decision not to pursue a major transit project (which will make additional funds available for other projects), SHA and the BRTB have determined that sufficient funds are available to cover the estimated costs of this MD 32 project that will apply beyond the time frame of the 2017-2020 TIP. Within this context, the BRTB has found **the proposed amendment is in compliance with the fiscal constraint requirement for both *Maximize2040* and the 2017-2020 TIP.**

ANALYSIS OF AIR QUALITY CONFORMITY

Under the Clean Air Act Amendments, areas designated as being in nonattainment or maintenance 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 is a federally designated “nonattainment” area for ground-level ozone and is in a maintenance stage for fine particulate matter. It is the BRTB’s understanding that the region is no longer required to address carbon monoxide in the conformity determination as more than 20 years has passed since the EPA determined the Baltimore City Central Business District (CBD) attained the

Amendment to Maximize2040 with an Air Quality Conformity Determination

CO NAAQS. This attainment determination occurred on December 15, 1995. The second maintenance plan for CO was in place until December 15, 2015.

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 MD 32: Linden Church Road to I-70 project has been determined by the Interagency Consultation Group (ICG) to be nonexempt from the requirement to determine conformity, through review of the Transportation Conformity Rule (§93.126 and §93.127). This project will provide additional capacity to the transportation network. While the MD 32 project was included in the regional emissions analysis of the conforming 2015 Plan, the year of operation of this segment of the project is advancing from 2030 to 2021. As a result, the segment is now included in the modeled transportation network within an earlier timeframe, and the 2025 horizon year modeling must now be re-tested in the regional emissions analysis. The ICG, consisting of representation from the MPO and the Maryland departments of Transportation and the Environment, provided direction for how to move forward with the conformity determination. A conformity determination ensures that the implementation of the project in the *amended Maximize2040* and draft 2017-2020 Transportation Improvement Program does not worsen the region's air quality or delay the timely attainment of national ambient air quality standards.

To determine conformity to air quality improvement objectives delineated in the SIP, a regional emissions analysis was performed using EPA's MOVES2014 model. The projected emissions from the regional transportation network, considering the combined effect of this project together with the conforming long range transportation plan (*Maximize2040*) and the draft 2017-2020 TIP, do not cause the Plan or TIP to exceed the SIP mobile source emission budgets. The results indicate that mobile source emissions associated with the implementation of projects contained in amended *Maximize2040* and the draft TIP are below established mobile source budgets for all affected horizon years. Tables 1 and 2 provide region-wide on-road emission estimates for four horizon years: 2017, 2025, 2035, and 2040. The estimates from 2017, 2035, and 2040 reflect the emission estimates from the November 2015 Conformity Determination of *Maximize2040* and the draft 2017-2020 TIP. These

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three years were not re-tested for this analysis, as no projects were changing status during these years, as compared to the November 2015 Plan. The 2025 horizon year, however, was re-tested as part of this analysis and emissions results and budgets are highlighted. Emissions resulting from the retested 2025 network are below SIP budgets for each pollutant. Emissions resulting from the 2017, 2035, and 2040 networks are also below SIP budgets for each pollutant.

Conformity Results: Implementation of this project 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 Draft 2017-2020 TIP with MD 32: Linden Church Road to I-70 project in 2025**
Network-Based Analysis Ozone Precursor Mobile Source Emissions
(average summer weekday, tons/day)

	Implementation		Motor Vehicle Emissions Budgets ¹	
	VOC	NO _x	VOC	NO _x
2017	26.6	66.9	40.2	93.5
2025	16.7	31.9	40.2	93.5
2035	10.5	19.1	40.2	93.5
2040	9.9	18.6	40.2	93.5

¹ 2012 Reasonable Further Progress (RFP) Budgets, Baltimore Serious Area Nonattainment SIP for 8-hour Ozone (EPA Adequacy Determination Date TBD)

Table 2

Regional Emissions Analysis Results for **Maximize2040 and Draft 2017-2020 TIP with MD 32: Linden Church Road to I-70 project in 2025**
Network-Based Analysis PM2.5 Precursor Mobile Source Emissions (tons/year)

	Implementation		Motor Vehicle Emissions Budgets ¹	
	Direct PM2.5	NO _x	Direct PM2.5	NO _x
2017	1,161.88	25,771.08	1,218.60	29,892.01
2025	635.33	12,433.96	1,051.39	21,594.96
2035	426.75	7,655.96	1,051.39	21,594.96
2040	411.76	7,505.03	1,051.39	21,594.96

¹ Baltimore Nonattainment Area PM2.5 Maintenance State Implementation Plan (Approved December 2014.)

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* amendment, the draft 2017-2020 TIP, and the related Conformity Determination. Information will be placed 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 for the enclosed plan amendment, the draft 2017-2020 Transportation Improvement Program (TIP) amendment, and 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, August 23 at 9 A.M. at the Baltimore Metropolitan Council (Offices @ McHenry Row, 1500 Whetstone Way, Suite 300, Baltimore, MD 21230) to consider approval of the associated amendment to *Maximize2040* and the draft *2017-2020 Transportation Improvement Program (TIP)*, with an air quality Conformity Determination.

OPEN HOUSE PUBLIC MEETINGS

The BRTB invites the public to attend the following public meetings relative to the amendment to *Maximize2040*. (In addition, the BRTB will conduct separate additional meetings for the draft 2017-2020 TIP). All meeting locations are ADA-accessible for people with disabilities.

<i>Date and Time</i>	<i>Location</i>	<i>Access by Transit</i>
Wednesday, June 1, 2016 4:30 to 5:30 p.m. <i>with Public Advisory Committee (PAC) Policy Subcommittee</i>	Baltimore Metropolitan Council 1500 Whetstone Way, Suite 300 Baltimore, MD 21230	MTA Route 1 Charm City Circulator
Wednesday, June 8 6:30 to 8:30 p.m.	Baltimore County Public Library, Woodlawn Branch 1811 Woodlawn Dr Woodlawn, MD 21207	MTA Bus Route 44 (Security Square Mall to Rosedale Industrial Park) stops directly in front of the library.
Thursday, June 9, 2016 5 to 7:30 p.m. <i>with SHA MD 32 Planning Study public meeting</i>	Sykesville Freedom District Fire Department Legacy Hall 6680 Sykesville Road Sykesville, MD 21784	
Tuesday, June 14 6:30 to 8:30 p.m.	Baltimore County Public Library, Essex Branch 1110 Eastern Blvd Essex, MD 21221	MTA Bus Routes 23 and 55