

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION
BALTIMORE REGIONAL TRANSPORTATION BOARD**

RESOLUTION #18-20

**ENDORSE SCORING CRITERIA TO ASSIST WITH PROJECT SELECTION FOR
MAXIMIZE2045 – THE 2019 BALTIMORE REGIONAL TRANSPORTATION PLAN**

WHEREAS, the Baltimore Regional Transportation Board (BRTB) is the designated Metropolitan Planning Organization (MPO) 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 BRTB, as the MPO for the Baltimore region, has the responsibility under the provisions of the Fixing America’s Surface Transportation Act (FAST Act) to develop and carry out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, the BRTB approved the current Baltimore regional transportation plan, *Maximize2040*, on November 24, 2015; and

WHEREAS, the BRTB has developed a work scope and timeline to prepare the 2019 Baltimore regional transportation plan, titled *Maximize2045: A Performance-Based Transportation Plan*. The work scope reflects the intent of Federal Legislation contained in the FAST Act and the current Metropolitan Planning Regulations; and

WHEREAS, the BRTB has requested that the Technical Committee evaluate and recommend a process (see attachment 1) for evaluating individual candidate projects for *Maximize2045* as a tool for compiling a set of projects that will benefit the region based on goals and priorities of the Board; and

WHEREAS, the BRTB will utilize this process but reserves the right to request additional analysis to support decision-making for *Maximize2045*;

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, endorses the scoring criteria as recommended by the Technical Committee for use in developing *Maximize2045*.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution at its June 26, 2018 meeting.

Date

Michelle Pourciau, Chair
Baltimore Regional Transportation Board

Maximize2045 Project Evaluation Criteria

POLICY CRITERIA (to be determined by submitting jurisdiction)

High Priority – Five projects maximum – additional 30 points

Medium Priority – Four projects maximum – additional 20 points

Low Priority – Unlimited number of projects – additional 10 points

Demonstrated MDOT Financial Support – additional 10 points

TECHNICAL CRITERIA (to be scored by BMC staff)

Unless otherwise indicated, project will receive 5, 3, or 1 points, depending on whether it addresses a problem or provides benefits at a high, medium, or low level (or 0 points for “not applicable”) – maximum technical score for transit and highway projects: 50 points. If a scoring methodology for a particular category is not specifically defined, scoring for that category will be normalized by thirds.

Safety

Highway

Crash severity (injuries and fatalities)

Accessibility

Highway

Complete Streets Projects – benefits to total population first, then to EJ population

Activity Hub access through buffer analysis (1/2 mile)

Transit

Transit station/stop improvements or new station/stop – total & EJ population – buffer analysis (1/4 mile station/stop/line) – 10, 6, or 2 points

Activity Hub Center access through buffer analysis – 10, 6, or 2 points

Mobility

Highway

2025 Level of Service (with Existing plus Committed Projects) – 7, 4, or 1 points

2045 Level of Service (with Existing plus Committed Projects) – 3, 2, or 1 points

Transit

Extent to which project provides transit options

Number of riders

Environmental Conservation

Both Highway and Transit

Geographic proximity to ecologically significant lands / historical properties

Emissions and greenhouse gas (GHG) reductions – Includes components of TDM or TSM

Security

Highway

Evacuation route or parallels

Economic Prosperity

Both Highway and Transit

Priority Funding Area (within, connecting)

Sustainable Communities designation (within, connecting)