



Proposed New Capital Expansion Prioritization Program

November 19, 2024
Baltimore Regional Transit Board



Vision & Context

Deliver a data-driven, performance-based project prioritization process that maximizes the transportation value to Maryland

Supports:

- Governor Moore's directive to be data-driven and heart-led to create a safer, more affordable, more competitive state that leaves no one behind
- Directives from Secretary Wiedefeld and the TRAIN Commission to develop a new prioritization process



Why Update Existing Ch. 30 Process?

- Developed in 2017 by the Legislature in Opposition to the Administration which has hindered its implementation.
- Measures are established in 2017 legislation restricting adaptability.
- Current process is not seen by partners as data-driven or influential in determining project selection/funding.
- Current process is not seen as transparent or fair.
- Can be a driver for other needed change.
- Opportunity to work cooperatively between the legislature and administration to establish new process– keeping the good and improving where needed.

A New Process Can:

- Make certain that new projects do the most they can to advance State's values
- Evaluate potential capacity projects using data-driven objective analysis to create a ranking of all potential new projects
- Use the evaluation to determine which projects are added to the Consolidated Transportation Program (CTP)
- Be accessible, transparent and accountable
- Provide certainty improving on-time, on-budget delivery
- Enable continuous public feedback and input to ensure the project prioritization objectives remain current and impactful

Values

- Safety
- Accessibility and Mobility
- Climate Change and the Environment
- Social Equity
- Economic Competitiveness
- Sustainable Land Use/Demand Management
- Most Benefits Per Dollar Spent

\$2 Million Federal Grant Application

- Applied to FHWA's Prioritization Process Pilot Program with \$0 federal match requirement; grant announcements expected soon.
- If successful, the grant would enhance this project by:
 - Increasing transparency by putting entire CTP online in map format.
 - Providing the public with an easy portal to obtain project information and provide comments.
 - Improving the project submission process and experience for state and local partners.
 - Enabling public to view MDOT safety, congestion, transit and other needs and priorities– informing their project submissions.

Prioritization Parameters

Eligible Modes

- Surface transportation
 - Highway
 - Public Transportation
 - Nonmotorized Transportation
- (Consistent with Chapter 30 parameters)

Eligible Project Types

- ‘Capacity enhancing’
- >\$5 million
- Project readiness requirements:
 - minimum level of design
 - feasibility study
 - as applicable, alternatives analysis



Proposed Eligible Applicants

- County governments
- State government agencies*
- MPOs*
- RTPOs*
- Transit agencies*
- Independent cities
- Municipalities

*These entities cannot apply under the current Chapter 30 process.

Applications

- Limited number of submissions per funding level per applicant with number scaled to size (e.g., larger entities can submit more applications than smaller entities).
- Two levels of funding to apply for*:
 1. Under \$20 million
 2. \$20 million to \$400 million

**Projects above \$400 million to be considered outside this process*

Project Evaluation

- Conduct the prioritization process every other year
- Measures will be:
 - I. Rooted in the State Plan
 - II. Quantitative
 - III. Outcome-based
 - IV. Tied to the key inputs informing the target outcome
 - V. Evaluating outcomes as directly as possible
- Transparency provisions:
 - I. Public feedback and local priorities in final CTP decision-making process
 - II. Standards for local priority letters
 - III. Publication of applications online
 - IV. Solicitation of public comment during draft CTP review

Moving from Annual to Biennial for Capacity Improvement Projects: Considerations

- Does not change the amount of funding available for award overall
- Increases the funding available to award in a funding cycle
- Reduces the number of times applicants can apply for funding
- Provides time for staff to review prioritization process and make improvements based on results
- Allows for opportunity to fully-fund projects creating greater certainty for communities, as well as MTA/SHA and their contractors

Funding

- Fully fund selected projects
- The following fund types are exempt from this process:
 - Highway User Revenue
 - LOTS funding
 - Transportation Alternatives Program
 - CMAQ
 - Carbon Reduction Program
 - Federal discretionary grants that require state match
- Included if used for a capacity enhancing project:
 - Any other state or federal funding source under MDOT control

Selection Would be a Three Step Process

1. Project scoring based entirely on data and objective analysis. Project scores are reported based on benefit-per-dollar cost.
2. Publication of rankings and projects that make funding cut for public review and input during CTP tour
3. MDOT Secretary makes changes to funded projects list (if so desired) based on public support/input, geographic equity, or other factors and presents this final list to a public Commission at a public meeting (explaining any project substitutions) for review and acceptance

Scoring Measures & Criteria

Measures Align with Values

- Safety
- Accessibility and Mobility
- Climate Change and the Environment
- Social Equity
- Economic Competitiveness
- Sustainable Land Use/Demand Management
- Most Benefits Per Dollar Spent

Safety

Measure #1

- Reduction in fatalities and serious injuries

Measure #2*

- Reduction in fatalities and serious injuries (F&SI) per 100M vehicle miles traveled (VMT)

**Applies only to non-transit projects.*

Alignment with State Plan

- **Supports State Plan Priority:** *Creating Safer Communities*
- **Supports MDOT KPIs:**
 - *Number of fatalities and injuries on all MD roads*
 - *Number of bicycle fatalities and serious injuries*

Accessibility & Mobility

Measure #3

- Increase in the access to jobs

Measure #4

- Increase in non-SOV trips

Alignment with State Plan

- Supports MDOT KPIs:

- Mean Travel Time to Work
- Commute Mode Share for Transit
- Mass Transit Riders Total
- VMT per Capita

Climate Change & the Environment

Measure #5

- Reduction in greenhouse gas emissions

Measure #6

- Reduction in criteria pollutants

Alignment with State Plan

- **Supports State Plan Priority:** *Leader in Clean Energy and the Greenest State in the County*
- **Supports MDOT KPIs:**
 - *Total Transportation CO2 Emissions Per Capita*
 - *Transportation Related Air Pollution Reduction*

Social Equity

Measure #7

- Increase in access to jobs for disadvantaged communities*

Measure #8

- Reduction in fatalities and serious injuries in disadvantaged communities**

Alignment with State Plan

**Supports KPI “Percent of all Residents 30% AMI and Below Living Within ½ Mile of Frequent Transit”*

***Supports KPI “Number of Fatalities and Serious Injuries of Individuals in Overburdened or Underserved Communities”*

Economic Competitiveness

Measure #9

- Reduction person hours of delay*

Measure #10

- Increase in productivity of land supported by the project**

Alignment with State Plan

**Supports KPI “Reduction in Vehicle Hours of Delay”*

*** Indirectly Supports KPI “Acres of TOD in Planning, Design, Development Pipeline”*

Sustainable Land Use/ Demand Management and Benefits Per Dollar

Measure #11

- Increase in non-work accessibility*

Normalize Projects by Cost

- Divide total project score by cost to get benefits per dollar spent

**Indirectly Supports KPI "VMT Per Capita," "Mass Transit Riders Total"*

Sample Methodology

Measure #1: Reduction in fatalities and serious injuries

Highway

- Pull 5-year fatality and serious injury data for the project location
- Identify appropriate Crash Modification Factor (CMF) based on crash and improvement type
- Apply CMF to determine anticipated reduction in fatalities and serious injuries

Transit

- Determine the anticipated reduction in Vehicle Miles Traveled (VMT) based on the number of new transit passengers
- Use the anticipated reduction in VMT to estimate the reduction in fatalities and serious injuries

Equity

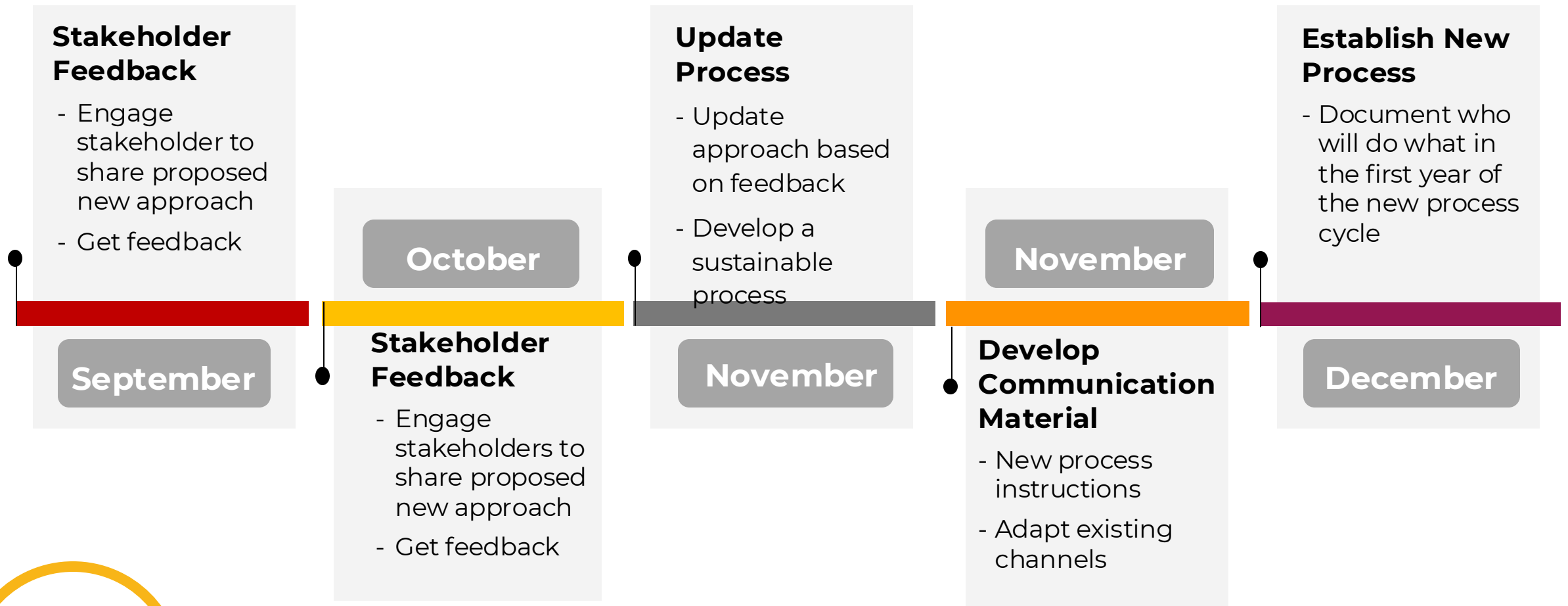
Analysis of equity impacts for the selection of projects

- Whether projects are located in disadvantaged communities as identified in Chapter 30
- Whether the project provides improved access to jobs for disadvantaged communities
- Whether the project improves safety in disadvantaged communities

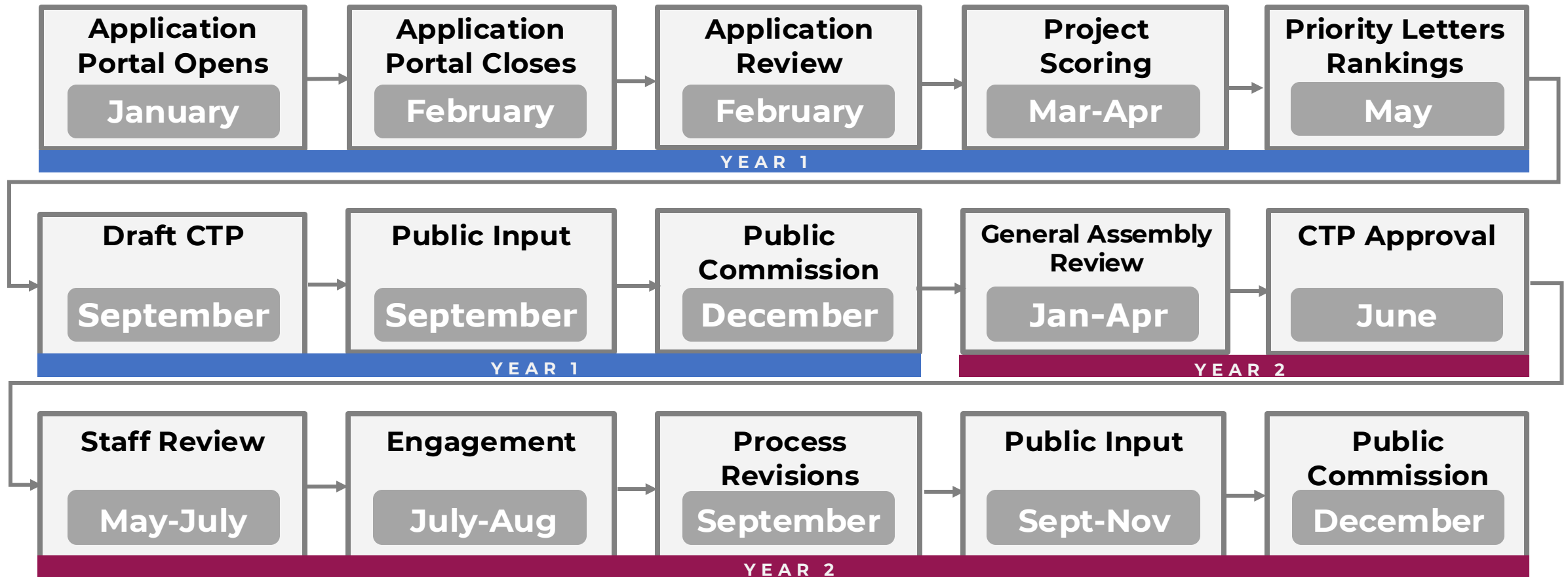


Prioritization Process Development

Upcoming Steps



Prioritization Process Implementation Biennial Calendar



Questions & Discussion