

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #07-14**

**ENDORSE PROCESS FOR GOALS / REGIONALLY SIGNIFICANT CRITERIA /
POLICY & TECHNICAL PRIORITIZATION FOR THE
2007 BALTIMORE REGIONAL TRANSPORTATION PLAN**

WHEREAS, the Baltimore Regional Transportation Board (BRTB), as the Metropolitan Planning Organization for the Baltimore region, consists of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, and Howard, and the Maryland Departments of Transportation, Environment, and Planning; and

WHEREAS, the Baltimore Regional Transportation Board approved the previous Baltimore Regional Transportation Plan on December 14, 2004; and

WHEREAS, the Baltimore Regional Transportation Board has developed a work scope and timeline to prepare the 2007 Baltimore Regional Transportation Plan. The work scope reflects the intent of the new surface transportation legislation Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users, recently passed; and

WHEREAS, a set of Goals, with Policies and Strategies, attached, have been developed to serve as a framework for the projects and programs considered in the 2007 Baltimore Regional Transportation Plan; and

WHEREAS, the Baltimore Regional Transportation Board recognizes the leadership of the Technical Committee and the contribution of several Baltimore Regional Transportation Board advisory groups in providing input into the revised Goals, Policies, and Strategies. In particular, the Citizens Advisory Committee invested considerable time and effort to develop their recommendations; and

WHEREAS, the Baltimore Regional Transportation Board has completed an updated approach for the prioritization process (see Attachment) to serve as a framework for evaluating the projects considered in the 2007 Baltimore Regional Transportation Plan. The process includes the criteria for Regionally Significant projects, policy analysis and technical evaluation; and

WHEREAS, the criteria for Regionally Significant projects reflects a set of transportation priorities for the region, the policy analysis reflects the manner in which submitting agencies link projects to the updated goals and the technical evaluation is the manner in which Baltimore Metropolitan Council staff evaluate projects by mode against a set of criteria; and

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, endorses the Goals / Regionally Significant Criteria / Policy & Technical Prioritization process for use in developing the 2007 Baltimore Regional Transportation Plan.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, endorsed the aforementioned resolution at its January 23, 2007 meeting.

Date

Harvey Gold, Chairman
Baltimore Regional Transportation Board

Goals / Regionally Significant Criteria / Policy & Technical Prioritization

A. Goals

Goal 1: Improve Safety

Policy: Improve safety for users of each mode of transportation.

Strategies:

1. Adopt relevant state and local plans that seek to reduce transportation-related injuries and fatalities.
2. Collect and analyze safety data for use in transportation planning applications.
3. Increase public awareness of transportation safety issues through linkages to public health and congestion.

Goal 2: Maximize Transportation System Management & Operations

Policy: Integrate management and operations strategies that improve the performance and reliability of existing transportation infrastructure to relieve congestion and reduce delay.

Strategies:

1. Utilize traffic and transit management techniques to improve mobility, performance, and safety and to improve day-to-day operations and emergency response/recovery.
2. Improve transportation system reliability through broad based information distribution for both interstates and surface streets.

Goal 3: Increase Accessibility and Mobility

Policy: Plan for an integrated transportation system that is accessible, equitable, and reliable for all system users and that provides for enhanced connectivity between modes and destinations.

Strategies:

1. Provide system accessibility and increase transportation alternatives for all segments of the population.
2. Improve inter-jurisdictional connectivity among all modes.
3. Provide cost-effective mobility options to and within major activity centers.

Goal #4: Preserve the Environment

Policy: Promote a sustainable environment by establishing policies that abate emissions from mobile sources, reduce energy consumption, reduce single occupant vehicles and the use of gasoline, and conserve and protect natural and cultural resources.

Strategies:

1. Ensure that the region conforms to the applicable state air quality plan by developing programs to reduce congestion, reduce single occupant vehicles, and encourage use of emission reduction technologies.
2. Promote efficient use of energy resources by supporting fuel efficient technologies, alternative fuels, and alternative fuel vehicles.

3. Preserve and protect environmentally sensitive areas and cultural resources from harm.

Goal #5: Improve Transportation System Security

Policy: Support transportation improvements and programs that enhance the transportation system's capability to plan for and respond to natural and man-made security and emergency challenges.

Strategies:

1. Continue to engage stakeholders from non-transportation response agencies in the transportation planning process to improve coordination of transportation security planning activities.
2. Continue to participate in security planning activities of non-transportation agencies to ensure transportation issues are addressed.
3. Leverage transportation and security funds to implement regional priorities for transportation security projects.
4. Work with local and state agencies to identify and implement tools and policies to secure critical transportation infrastructure, systems, and data.
5. Develop plans and capabilities to provide real-time information to system operators and the public in the event of an emergency.

Goal 6: Link Transportation Investment to Land Use and Economic Development

Policy: Serve the region's development needs by promoting a balanced transportation system that provides links between the region's economic core, major regional growth and activity centers, communities and neighborhoods, and key national and international commerce locations.

Strategies:

1. Coordinate transportation investments with state and local plans and policies regarding growth and development.
2. Concentrate transportation infrastructure/service upgrades and expansions in local and state-designated growth areas, such as Priority Funding Areas, where adequate critical infrastructure is in place.
3. Provide transportation infrastructure that supports existing communities and mixed-use development.
4. Encourage joint use of transportation facilities and rights-of-way to enhance the movement of people to, from, and within the region.
5. Provide freight friendly inter-modal transportation facilities.

Goal 7: Foster Inter-jurisdictional Participation and Cooperation

Policy: Recognize the inter-dependence of the region's jurisdictions and foster inter-jurisdictional cooperation and cohesion for the benefit of the region's residents.

Strategies:

1. Solicit interest and encourage stakeholder in into the transportation planning process. Foster communications with public and private interests, including media relationships and specialized interest groups to improve understanding of the regional transportation system.

2. Coordinate transportation planning and programs across all modes between jurisdictions, state, federal, and private partners.
3. Develop assessments of demographic, travel, land use, fiscal, and technology trends for use in all plans, programs, and projects.

B. Criteria for Projects of Regional Significance

Highway

- Is functionally classified as an Interstate or Freeway
- Is a primary inter-state and regional freight link
- Is supported by anticipated federal funds
- Is scheduled to be open and operational by 2020
- Connects to a major regional economic “engine”: e.g. Helen Delich Bentley Port of Baltimore, Baltimore/ Washington International Thurgood Marshall Airport, downtown Baltimore

Transit

- Connects two or more activity centers which are existing or planned areas of concentrated growth in population and employment
- Provides connectivity to intraregional transit system
- Is either rail or form of transit that operates within its own dedicated right-of-way or portion of right-of-way
- Is supported by anticipated federal funds
- Is scheduled to be open and operational by 2020

** Projects must meet all criteria for the appropriate mode.

C. Part 1 Policy Prioritization

Category	Criteria	Point Range
1. Safety		
	Improves safety by reducing fatalities and injuries	0 -5
	Improves safety by enhancing mobility/reducing congestion	0 -5
	Enhance safety by improving intersections	0 - 5
	Improve safety for pedestrians and bicyclists	0 - 5
	Total Points	20 max
2. Maximize System Operations		
	Increases efficiency, performance, reliability of existing system	0 – 10
	Increases availability of real-time information to transportation system operators and travelers	0 – 10
	Total Points	20 max
3. Accessibility		
	Contributes to an accessible, balanced, integrated regional transportation network	0 – 4
	Enhances mobility for special needs populations – young, elderly, poor, disabled, unemployed	0 - 4
	Increases the number and quality of transportation choices for both	0 - 4

work and non-work travel	
Improves access to key tourist attractions or recreational destinations	0 – 4
Improves access, connectivity, and efficient movement of freight	0 – 4
Total Points	20 max
4. Environmental Quality	
Contributes to short and long term achievement of air quality targets	0 – 8
Helps sustain/clean up the Chesapeake Bay	0 – 5
Promotes efficient use of energy resources	0 – 2
Promotes preservation of natural and cultural resources, rural areas and sensitive lands	0 – 5
Total Points	20 max
5. Improves System Security	
Promotes coordination between transportation and non-transportation response agencies	0-6
Improves security of critical transportation infrastructure, systems, and data	0-7
Improves operation of the transportation system in the event of an emergency	0-7
Total Points	20 max
6. Link Transportation Planning with Land Use and Economic Development	
Contributes to integrated land development patterns which support alternatives to driving alone (e.g. bike/ped facilities, TOD)	0 – 4
Preserves/enhances infrastructure in designated Priority Funding Areas	0 – 8
Preserves/enhances unique characteristics of existing communities	0 – 2
Improves access to business and employment opportunities	0 - 2
Contributes to community revitalization by retaining / expanding businesses	0 – 2
Helps expand regional market for labor and goods	0 – 2
Total Points	20 max
7. Foster Inter-jurisdictional Participation and Cooperation	
Supports regional needs and priorities	0 - 7
Reflects local needs and priorities (per latest comprehensive plan)	0 - 10
Reflects consensus opinion of key (local) interest groups and private sector	0 - 3
Total Points	20 max
Total Checklist Points	140 max

C. Part 2 Technical Prioritization

Category 1: Highway and Interchange Capacity Expansion

Evaluation Category	#	Criteria	Point Values
Safety (20 Points)	1a	Crash Frequency	0-10
	1b	Crash Severity	0-10
Congestion (15 Points)	2	Congestion Index	0-15
Demand (15 Points)	3	Peak Demand	0-15
Accessibility (10 Points)	4	Travel Time Savings	0-10
Cost Effectiveness (15 Points)	5a	Capital Cost Effectiveness	0-8
	5b	Operating & Maintenance Cost Effectiveness	0-7
Connectivity (10 Points)	6a	Roadway (NHS & Freight)	0-7
	6b	Transit	0-3
Environment (15 Points)	7a	Air Quality Benefit	0-10
	7b	Natural Resources	0-5
Total Maximum Points:			100

Category 2: Transit: Rail and Bus Rapid Transit

Evaluation Category	#	Criteria	Point Values
Safety (5 Points)	1	Safety	0-5
Congestion (10 Points)	2	Potential to Alleviate Congestion in AM Peak Hour	0-10
Demand (15 Points)	3	Demand	0-15
Accessibility (25 Points)	4a	Job Accessibility	0-15
	4b	Modal Shift	0-10
Cost Effectiveness (15 Points)	5a	Capital Cost Effectiveness	0-10
	5b	Operating and Maintenance Cost Effectiveness	0-5
Connectivity (25 Points)	6a	Intraregional Transit	0-15
	6b	Interregional Transit	0-10
Environment (5 Points)	7a	Air Quality Benefit	0-3
	7b	Natural Resources	0-2
Total Maximum Points:			100

Category 3: Bicycle and Pedestrian Projects

Evaluation Category	#	Criteria	Point Values
Demand (40 Points)	1	Demand	0-40
Transportation Need (25 Points)	2	Eliminates a barrier	0-10
		Completes a missing link	0-10
		Provides access to transit facilities	0-5
Bike/Ped Stress Level (25 Points)	3	Safety	0-25
Directness (10 Points)	4	Directness	0-10
Total Maximum Points:			100

