# *What is the LRTP?*

- Addresses at least a 20-year planning horizon *beyond timeframe covered by the TIP*
- Updated every 4 years (in non-attainment areas); otherwise 5
- Financially constrained
- Core of the plan is a list of planned major federally funded capital projects, their estimated costs, and the revenues expected to be available to fund the projects
- Also:
    - Provides a transportation vision for the region through adopted goals and strategies
    - Details socioeconomic, environmental, and other factors that will affect the operation of the transportation system over the next 20-25 years

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Resilience 2050

What is the TIP?

- Projects programmed for funding in any of the next four fiscal years
- Updated annually (federal requirement is at least every 4 years)
- Federally funded and regionally significant projects
    - Management & operations, system preservation, and system expansion
    - highway, transit, bicycle, and pedestrian facilities
- Translates recommendations from the long-range plan into a short-term program of improvements
    - Projects must be identified in the LRTP to be included in the TIP
    - TIP projects reviewed for consistency with regional goals
- 2023 – 2026 TIP includes $4.2 billion in proposed federal, state, local, and toll revenue funding
    - Timeline: Public Review July 2022, BRTB Resolution in August 2022

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Plan Development Process
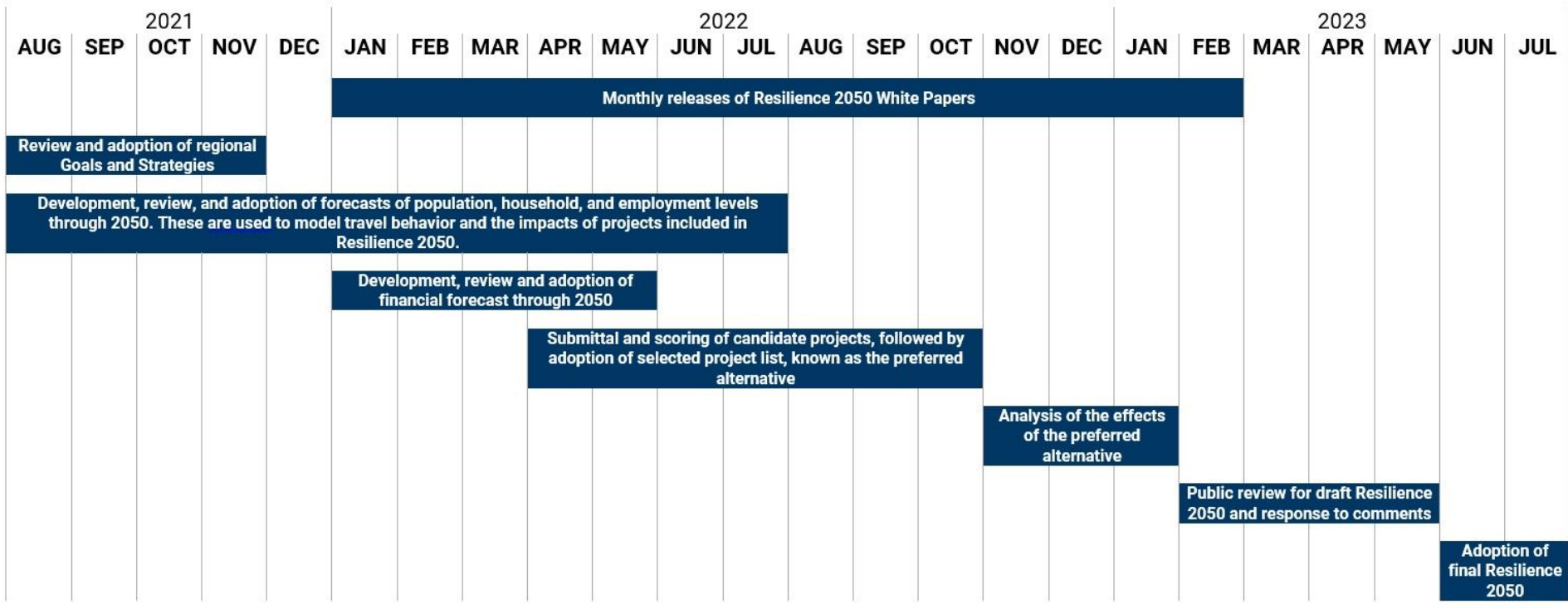
Regional Goals and Strategies

- Timeframe: Adopted in November 2021 via [BRTB Res #22-6](#)
- Form the transportation vision for the region
- Goals are based on:
  - Federal, state, regional, and local requirements and policies
  - Factors, trends, and technologies that could affect the region's transportation system over the next 25 years
  - A public comment period and input from BRTB advisory groups
- Each goal is accompanied by supporting implementation strategies intended to help the region implement a goal
  - Example: "Eliminate Hazardous or substandard conditions in high-crash locations and corridors (all modes) using best practices and proven countermeasures" is one strategy to help the region to "Improve System Safety"

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Resilience 2050

Regional Goals
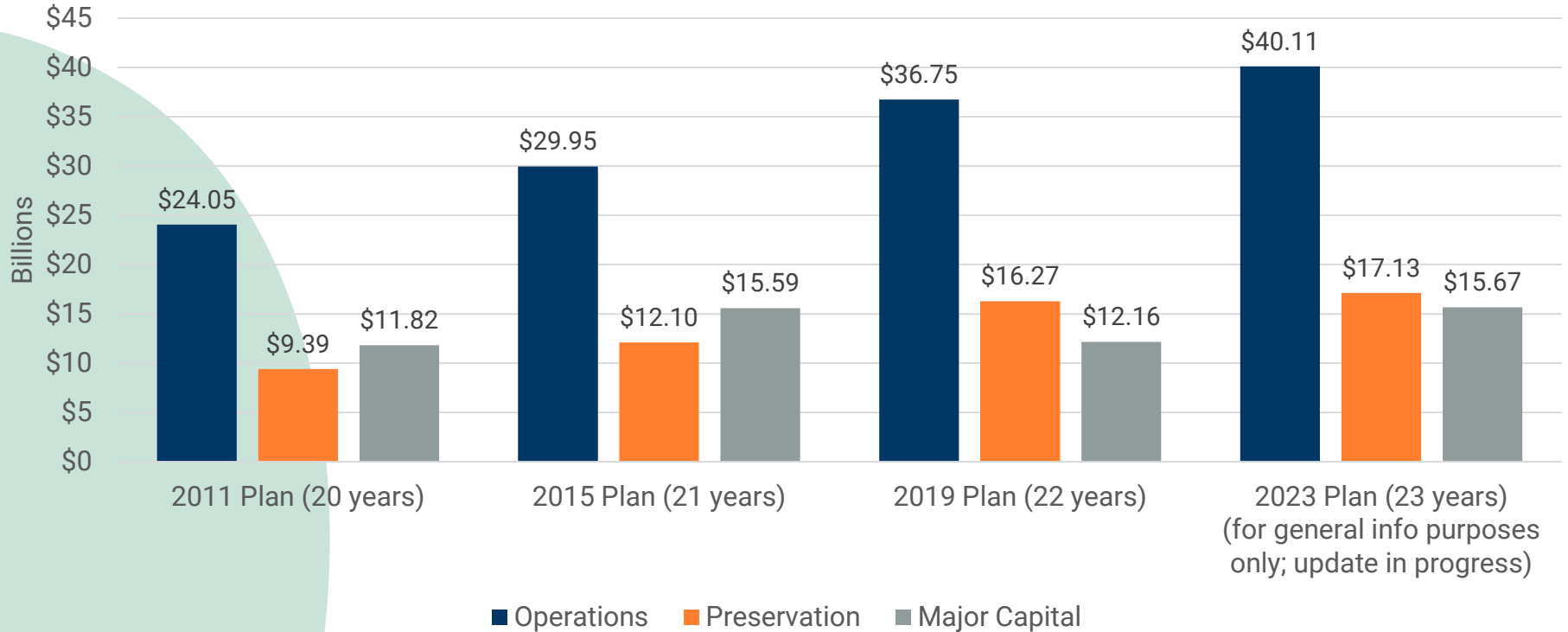
- Goals that address the basic functions of transportation:
  - Improve Accessibility
  - Increase Mobility
- Goals that address the conditions or effects of transportation:
  - Improve System Safety
  - Improve and Maintain the Existing Infrastructure
  - Implement Environmentally Responsible Transportation Solutions
  - Improve System Security
  - Promote Prosperity and Economic Opportunity
- Goals that address the transportation decision making process:
  - Foster Participation and Cooperation Among Stakeholders
  - Promote Informed Decision Making

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Resilience 2050

Financial Forecasts

- Financial Forecast
  - Timeframe: December 2021 – BRTB adoption in July/August 2022
  - MDOT provides a forecast of anticipated federal and state revenues through 2050 for:
    - System operations
    - System preservation
    - Major Capital projects
  - Methodology estimates total revenues through 2050 and the amount anticipated to be needed for operations and preservation based on historical expenditures. Remaining funds are available for major capital projects.
  - Update from MDOT (due to BIL Passage) anticipated in June 2022
  - New for Resilience 2050: Consultant task to better understand local financing for transportation

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Financial Forecasts

LRTP Comparison: Funds by Category

Billions

|	Operations	Preservation	Major Capital
2011 Plan (20 years)	$24.05	$9.39	$11.82
2015 Plan (21 years)	$29.95	$12.10	$15.59
2019 Plan (22 years)	$36.75	$16.27	$12.16
2023 Plan (23 years) (for general info purposes only; update in progress)	$40.11	$17.13	$15.67

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Resilience 2050

Project Submittal

- Timeline: April 1 – June 15, 2022
- The project scoring process begins with the submittal of candidate projects by the following jurisdictions and agencies* during the call for projects:
  - City of Annapolis
  - Anne Arundel County
  - Baltimore City
  - Baltimore County
  - Carroll County
  - Harford County
  - Howard County
  - Queen Anne's County
  - MDOT Maryland Transit Administration

  *MDOT SHA does not directly submit projects. Local jurisdictions coordinate with MDOT SHA and submit all projects within their jurisdiction, including those on state roadways

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Project Scoring

- Updated methodology adopted Nov 2021 via BRTB Res #22-7
- Timeline: June 2022 – August 2022
- Project scoring composed of two elements:
  - Policy Score (up to 40 points)
    - Priority Score:
      - High Priority (up to 5 projects): 30 points
      - Medium Priority (up to 4 projects): 20 points
      - Low Priority (unlimited): 10 Points
      - Demonstrated Financial Support: 10 points

Resilience 2050
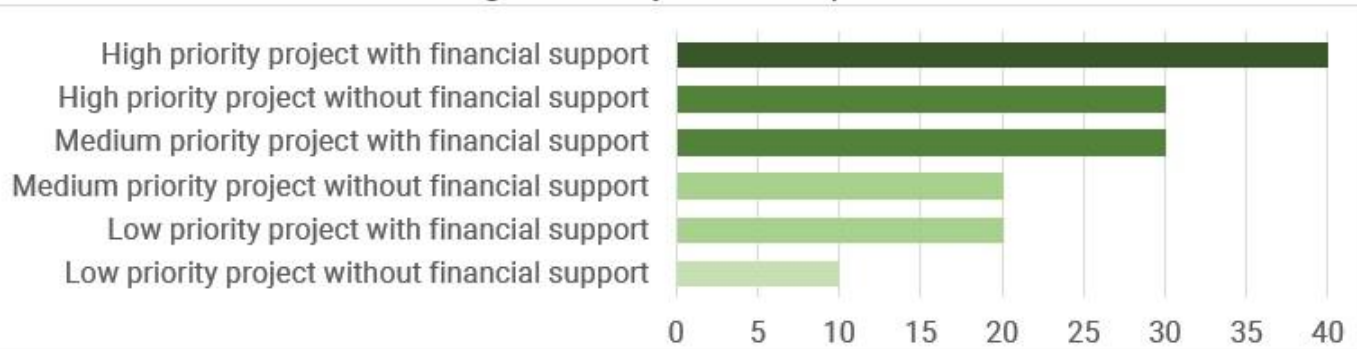
Project Scoring

- Project scoring composed of two elements:
  - Technical Score for transit (up to 55 points) and highway (up to 50 points):

GOAL/CRITERIA	TECHNICAL SCORING POINTS: TRANSIT PROJECTS	TECHNICAL SCORING POINTS: HIGHWAY PROJECTS
Safety*	10	10
Accessibility - Complete Streets*	5	5
Accessibility - Access to Jobs*	10	5
Mobility	10	10
Environmental - Effects on ecologically sensitive lands and culturally sensitive resources*	5	5
Environmental - Potential for Greenhouse Gas Emissions Reductions	5	5
Security*	5	5
Economic Prosperity	5	5
Total Technical Points	55	50

Resilience 2050

Project Selection and Preferred Alternative

- Timeline: August 2022 – October 2022 BRTB Resolution
- Technical and Policy scores totaled for highway and transit projects
    - Max of 40 policy + 50 technical = 90 points for highway projects
    - Max of 40 policy + 55 technical = 95 points for transit projects
    - Transit given an advantage due to public comments encouraging the BRTB to focus on transit accessibility, reliability, and frequency and reducing the focus on roadway widening and cars
- Total score used to prioritize projects for inclusion in *Resilience 2050*
- *Preferred alternative* of projects based on project scores, project costs, and major capital funding available to the region as well as committee input

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Resilience 2050

Project Selection and Preferred Alternative

An (overly) simple example...

Project Name	Project Score	Project Cost	Funding Left ($100 Total)	
Project A	**87**	**$30**	**$70**	⎱ Preferred Alternative
Project B	**84**	**$15**	**$55**	
Project C	**75**	**$20**	**$35**	
Project D	**63**	**$35**	**$0**	
Project E	55	$20	$0	
Project F	52	$25	$0	

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Resilience 2050

Use of Round 10 Forecasts

- Timeline: BRTB Resolution in July 2022
- Round 10 Forecasts are key inputs to BMC travel demand model
- Key uses include:
    - Project scoring: Accessibility and Mobility criteria rely on Round 10 forecasts to calculate access to jobs, anticipated congestion, and transit connectivity
    - Analysis of the potential effects of the preferred alternative:
        - Timeline: November 2022 – February 2023
        - Travel Demand Modeling:
            - Analysis of trip purposes, Vehicle Miles Traveled, Congestion, etc.
            - Analyzed for various horizon years (2030, 2040, 2050)
        - Air Quality Conformity:
            - All plans federally required to conform with air quality standards
            - Baltimore region does not attain the standard for ground level ozone.
            - Travel demand model is used to analyze projected emissions from implementing the preferred alternative
            - Projected emissions compared to emissions budgets set by MDE for various horizon years (2030, 2040, 2050)

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Use of Round 10 Forecasts cont.

- Analysis of the potential effects of the preferred alternative cont.
  - Environmental Justice Analysis:
    - EJ seeks to ensure that the benefits and burdens of transportation investments are shared as equitably as possible
    - Federal USDOT order directs consideration of low-income and minority populations
    - Use Travel Demand Model to compare how travel patterns and potential impacts differ for EJ and non-EJ populations for a variety of measures (from prior LRTP):
      - Jobs accessible
      - Shopping opportunities accessible
      - Average commute time
      - Average travel time for shopping purposes
      - Average travel time to closest hospital
      - Share of the population close to key destinations (food stores, hospitals, educational institutions)

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Resilience 2050

Resilience 2050 White Papers

- Monthly releases on LRTP related topics, with a focus on factors and trends that may impact the transportation system over the next 20-25 years
- https://publicinput.com/resilience2050whitepapers
- Topics include:
  - Project Scoring: February 2022
  - Traffic safety: March 2022
  - Freight and trucking: March 2022
  - Transit: May 2022
  - Air Quality: June 2022
  - Active Transportation: *upcoming*
  - Socioeconomic Forecasting and Demographic Trends: *upcoming*
  - Emerging Technologies such as electric vehicles, Connected and Autonomous Vehicles, and micromobility: *upcoming*

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Resilience 2050

Finalizing the LRTP

- Draft of Resilience 2050 released for public review: March 2023
- Public comment period: ~April/May 2023
- Review and respond to public comments: May 2023
- BRTB Vote: July 2023 along with 2024 – 2027 TIP and associated air quality conformity determination

Sample public involvement advertisement for the last LRTP, Maximize2045

TRANSPORTATION MATTERS; SO DOES YOUR OPINION.

Over 200 projects worth $15 billion are planned for the region.

Are we on the right track?

CHECK OUT OUR PLAN

MAXIMIZE2045.com
A PERFORMANCE-BASED TRANSPORTATION PLAN

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Resilience 2050

Resources

- *BMC Website: Resilience2050.com*

- *Public Input Website: https://publicinput.com/resilience2050*

- *White Papers: https://publicinput.com/resilience2050whitepapers*

Thanks!

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