

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

**BALTIMORE REGIONAL TRANSPORTATION BOARD**

**RESOLUTION #22-7**

**ENDORSE SCORING CRITERIA TO ASSIST WITH PROJECT SELECTION FOR  
*RESILIENCE 2050: ADAPTING TO THE CHALLENGES OF TOMORROW*  
THE 2023 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 Annapolis 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, *Maximize2045*, on July 23, 2019; and

**WHEREAS**, the BRTB has developed a work scope and timeline to prepare *Resilience 2050: Adapting to the Challenges of Tomorrow*, the 2023 long-range 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 *Resilience 2050* as a tool for compiling a set of projects that will benefit the region based on the goals and priorities of the Board; and

**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 *Resilience 2050*.

**I HEREBY CERTIFY** that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution at its November 30, 2021 meeting.

November 30, 2021  
Date

Handwritten signature of Ramond A. Robinson in cursive script.

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Ramond Robinson, Chair  
Baltimore Regional Transportation Board

## **RESILIENCE 2050 Project Evaluation Criteria**

### **POLICY CRITERIA (as submitted by submitting jurisdiction/agency)**

Maximum policy score for transit and highway projects: 40 points

- High Priority – Five projects maximum: 30 points each
- Medium Priority – Four projects maximum: 20 points each
- Low Priority – Unlimited number of projects: 10 points each
- Demonstrated MDOT Financial Support: additional 10 points each

### **TECHNICAL CRITERIA (to be scored by BMC staff)**

Maximum technical score for transit = 55 points; highway = 50 points

#### **SAFETY**

**Highway:** 10 points max

- Identifies SHSP emphasis area(s)/strategy(s) addressed = 2 points
- Project includes countermeasures anticipated to benefit EJ areas = 2 points
- Project identifies countermeasures addressing the following SHSP emphasis areas (6 points max):
  - Non-motorist safety = 6 points
  - Speeding = 4 points
  - Lane Departure for Impaired or Distracted Drivers = 2 points

**Transit:** 10 points max

- Degree to which the project improves Transit Safety (5 points):
  - Project designed to specifically improve system safety for all users and/or addresses an existing safety deficiency, and occurs within an EJ area = 5 points
  - Project designed to specifically improve system safety for all users and/or addresses an existing safety deficiency = 4 points
  - Project will generally result in a safety improvement for users, and occurs within an EJ area = 3 points
  - Project will generally result in a safety improvement for users = 2 points
  - Project will have no discernible positive effect on system safety = 0 points
- Degree to which the project improves Transit Security (5 points):
  - Project designed specifically to deter crime and/or enhance system security for all users and/or staff = 5 points
  - Project will generally result in a security improvement for users and/or staff = 3 points
  - Project will have no discernible positive effect on system security = 0 points

## **ACCESSIBILITY**

### *Complete Streets – Highway and Transit: 5 points max*

- Degree to which project supports complete streets (delivers safety/accessibility benefits for all modes) (4 points):
  - Significant features = 4 points. Over half of project includes features
  - Moderate features = 2 points. Up to half of project includes features
  - No features = 0 points
- Proximity to EJ areas as determined by ½ mile buffer (1 point):
  - Over half of project in EJ area = 1 point
  - Up to half of project in EJ area = ½ points
  - Not in EJ area = 0 points

### *Access to Jobs*

#### **Highway:** 5 points max

- Degree to which the project improves access to jobs for workers within a 30 minute travel time (4 points):
  - Top 1/3 = 4 points; Middle 1/3 = 2 points; Bottom 1/3 = 0 points
- Degree to which the project improves access to jobs for EJ workers within a 30 minute travel time (1 point):
  - Top 1/2 = 1 point; Bottom 1/2 = 0 points

#### **Transit:** 10 points max

- Degree to which the project improves access to jobs for workers within a 45 minute travel time (8 points):
  - Top 1/3 = 8 points; Middle 1/3 = 4 points; Bottom 1/3 = 0 points
- Degree to which the project improves access to jobs for EJ workers within a 45 minute travel time (2 points):
  - Top 1/2 = 2 points; Bottom 1/2 = 0 points

## **MOBILITY**

### **Highway:** 10 points max

2050 Vehicle Hours of Delay (VHOD) per VMT (with Existing plus Committed Projects) for three vehicle classes:

- Passenger VHOD at AM/PM peak hours (4 points):
  - Top 1/3 = 4 points; Middle 1/3 = 3 points; Bottom 1/3 = 2 points
- Commercial VHOD Mid-Day (3 points):
  - Top 1/3 = 3 points; Middle 1/3 = 2 points; Bottom 1/3 = 1 point
- Truck VHOD at Overnight Peak (3 points):
  - Top 1/3 = 3 points; Middle 1/3 = 2 points; Bottom 1/3 = 1 point

***Transit: 10 points max***

- Transit Options: Degree to which the project increases the number of workers with high quality (<45 minutes) transit options based on their usual place of work (3 points):
  - Top 1/3 = 3 points; Middle 1/3 = 2 points; Bottom 1/3 = 1 point
- Transit Ridership: Degree to which the project supports transit ridership via walk access and drive access (5 points):
  - Walk Access: Top 1/3 = 3 points; Middle 1/3 = 2 points; Bottom 1/3 = 1 point
  - Drive Access: Top ½ = 2 points; Bottom ½ = 1 point
- Transit Connectivity: Degree to which the project contributes to transit connectivity as measured by the reduction in the average number of transfers required for transit trips (2 points):
  - Top half of reductions = 2 points; Bottom half of reductions = 1 point

**ENVIRONMENTAL CONSERVATION**

*Effects on ecologically sensitive lands and culturally significant resources – Highway and*

***Transit: 5 points max***

- Degree to which project is located near ecologically significant lands and culturally significant properties and resources via GIS buffer analysis:
  - Project neither intersects nor is adjacent to any data = 5 points
  - Project is only adjacent to any data = 3 points
  - Project intersects data = 1 point
- Anticipated impacts to nearby EJ populations (buffer of 200 feet: distance derived from approximated distances used in NEPA analysis)
  - Project anticipated to benefit EJ area = +1 point (within 5 point max)
  - Neutral or unclear anticipated EJ impacts = 0 points
  - Project has anticipated negative EJ impacts = -1 point

*Potential for Greenhouse Gas Emissions Reductions – Highway and Transit: 5 points max*

- Degree to which the project includes components that reduce GHG emissions:
  - Only emissions reducing components = 5 points
  - A majority of emission reducing components but also includes emissions inducing components = 4 points
  - Neutral mix = 3 points
  - A majority of emissions inducing components but also involves bike/ped/transit improvements improving connectivity to existing facilities = 2 points
  - A majority of emissions inducing components = 1 point
  - No emissions reducing components = 0 points

## **SECURITY**

### ***Highway and Transit: 5 points max***

- Degree to which the project enhances the multi-modal evacuation mobility of vulnerable populations. Evacuation routes are defined in the Evacuation Traffic Management Support document:
  - Project falls on existing evacuation route or improves a critical link to an existing evacuation route in an area with a Vulnerable Populations Index (VPI) of 6 or higher = 5 points
  - Project falls on existing evacuation route or improves a critical link to an existing evacuation route in an area with a VPI of 4 or 5 = 3 points
  - Project falls on existing evacuation route or improves a critical link to an existing evacuation route in an area with a VPI of 2 or 3 = 1 point

## **ECONOMIC PROSPERITY**

### ***Highway and Transit: 5 points max***

- The project leverages or otherwise supports existing assets and programs available from the State to revitalize and improve existing and planned communities in the region:
  - An Opportunity Zone that is within a Sustainable Community and Priority Funding Area (PFA) = 5 points
  - A Sustainable Community or PFA = 3 points
  - Outside these areas/zones = 0 points