



Appendix B:

Project Evaluation and Scoring





PROJECT EVALUATION AND SCORING

The local jurisdictions, in consultation with MDOT SHA and MDOT MTA, submitted projects for consideration for *Maximize2045*.

BMC staff members scored each project for technical merit, based on consistency with regional goals and strategies. Each submitting jurisdiction and agency provided a policy score, depending on priority and demonstrated support. The combined technical and policy score for each project represents that project's total score.

This is one tool the BRTB used to determine which projects to adopt in the Preferred Alternative.



Technical Score

As noted, BMC staff members scored each project for technical merit, based on consistency with regional goals and strategies.

See the table on the following page for explanations of criteria and methodologies. Unless otherwise indicated, a candidate project receives 5, 3, or 1 points, depending on the degree to which it addresses a problem or provides benefits. High = 5 points; medium = 3 points, low = 1 point. A “not applicable” condition scores 0 points.

The maximum technical score for transit and highway projects is 50 points.

Policy Score

Each submitting jurisdiction and agency provided a policy score, depending on the relative priority of the project to the jurisdiction or agency and whether or not that project has received MDOT financial support to date.

High Priority (up to 5 projects can have this rating) – 30 points

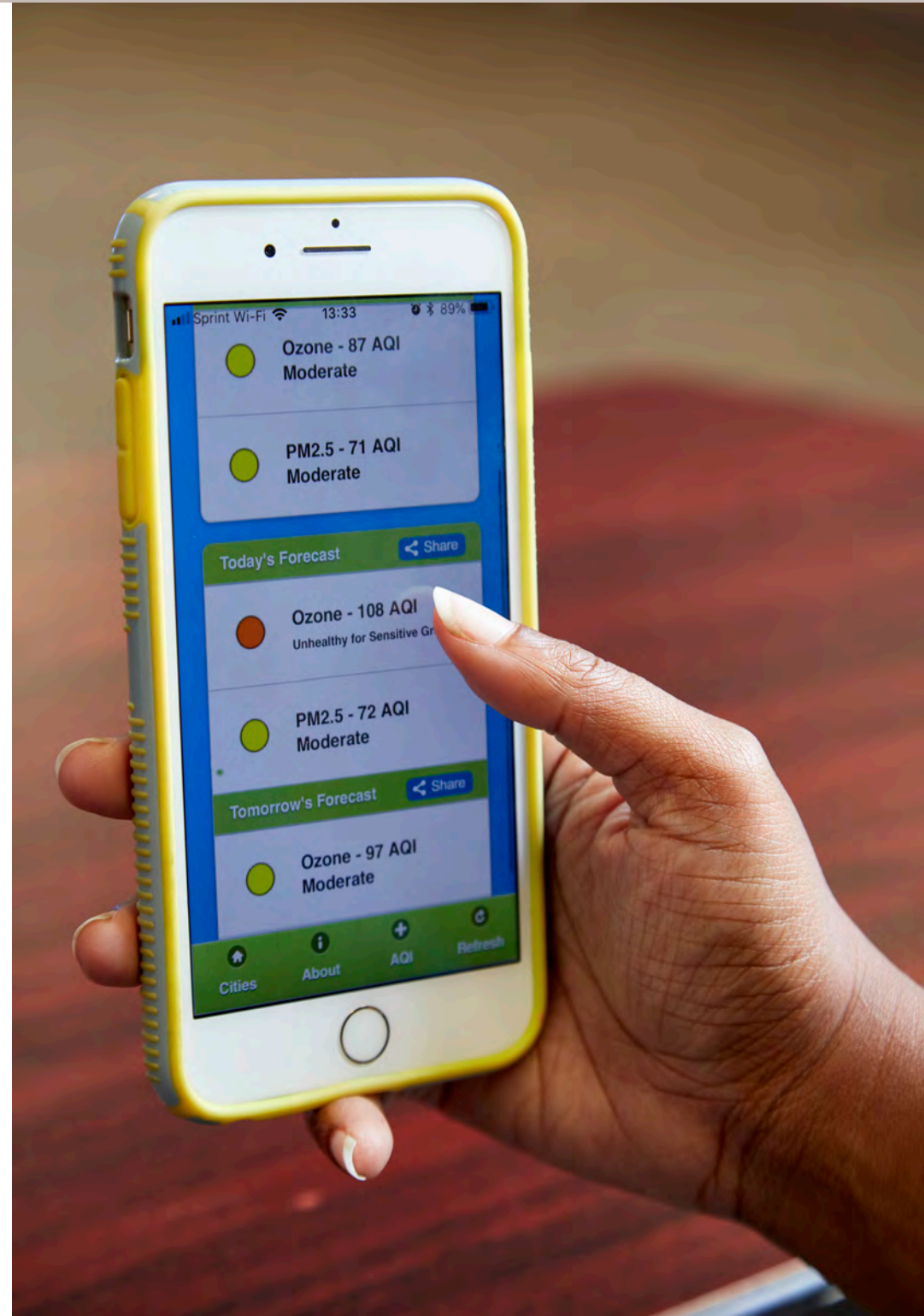
Medium Priority (up to 4 projects can have this rating) – 20 points

Low Priority (an unlimited number of projects can have this rating) – 10 points

Demonstrated MDOT Financial Support – 10 points added to priority score

Maximum Score

The maximum total score (technical score + policy score) is 90 points.



Technical Criteria and Scoring Methodologies

Modes	Criteria	Methodologies
Goal: Safety		
Highway	Crash severity (injuries and fatalities) – 5, 3, or 1 points	Total number of injuries and fatalities for most recent 3 years, multiplied by 2 and added to total number of injuries; divide this total by annual VMT in millions for this segment to determine accident severity per 1,000,000 VMT
Goal: Accessibility		
Highway	Complete Streets features – 5, 3, or 0 points	Degree to which project delivers safety / accessibility benefits for all modes (ADA improvements, improved bike facilities, etc.) – total population first, then EJ population – per mile benefits Significant features = 5 points Moderate features = 3 points Not applicable = 0 points
Highway	Access to job/activity hubs – 5, 3, or 1 points	Degree to which project improves infrastructure enabling access to and supporting major Job/Activity Hubs – 1/2 mile buffer analysis – per mile benefits
Transit	Transit station/stops – 10, 6, or 2 points	Degree to which project supports access to specific destinations – EJ population – 1/4 mile buffer analysis Improve existing station/stops = 10 points New station/stops = 6 points Operations improvement plan = 2 points
Transit	Access to job/activity hubs – 10, 6, or 2 points	Degree to which project improves infrastructure enabling access to and supporting major Job/Activity Hubs – 1/4 mile buffer analysis – per mile benefits

Goal: Mobility		
Highway	2025 Level of Service (LOS) – 7, 4, or 1 points	2020 LOS (with Existing + Committed) – LOS E-F = 7 points LOS D = 4 points LOS C-A = 1 point
Highway	2045 LOS – 3, 2, or 1 points	2040 LOS (with Existing + Committed) – LOS E-F = 3 points LOS D = 2 points LOS C-A = 1 point
Transit	Transit options – 5, 3, or 1 points	Extent to which project provides options (from TAZ) – Transit project focused on mobility (MARC, BRT, commuter bus) = 5 points Metro or light rail project = 3 points Local bus project = 1 point
Transit	Ridership – 5, 3, or 1 points	Average daily number of riders in Year 2040 per mile of project (using data generated from BMC's travel demand model based on all-project network)
Goal: Environmental Conservation		
Highway and Transit	Effects on ecologically significant lands / historical properties – 5, 3, or 0 points	Geographic proximity to ecologically significant lands (using Maryland green infrastructure mapping data) / geographic proximity to culturally significant properties and resources (using National Register of Historic Places, Maryland Inventory of Historic Properties) Little to no effects = 5 points Moderate effects = 3 points Significant effects = 0 points
Highway and Transit	Emissions and greenhouse gas (GHG) Reductions – 5, 3, or 1 points	Degree to which project includes components that reduce GHG emissions (e.g., Transportation Demand Management or Transportation System Management components, carbon sequestration, electric vehicle infrastructure)

Goal: Security		
Highway	Evacuation route or parallels – 5, 3, or 0 points	Degree to which project falls on an existing evacuation route (as defined in Evacuation Traffic Management Support document) or improves a critical link to an existing evacuation route – Falls on evacuation route = 5 points Improves critical link = 3 points No evacuation function = 0 points
Goal: Economic Prosperity		
Highway and Transit	Connection to Priority Funding Area (PFA) – 5, 3, or 0 points	Points assigned depending on project location relative to PFA – Within PFA = 5 points Connecting to PFA = 3 points Outside PFA = 0 points
Highway and Transit	Connection to Sustainable Community – 5, 3, or 0 points	Points assigned depending on project location relative to Sustainable Community – Within Sustainable Community = 5 points Connecting to Sustainable Community = 3 points Outside Sustainable Community = 0 points



Evaluation and Scoring of Candidate Projects

The table on the following pages shows information on each candidate project submitted by the state agencies and local jurisdictions as well as how each project scored according to the evaluation criteria. Each project has a total score consisting of technical score plus policy score.

The table also shows other information, including:

- whether or not the candidate project was in the previous LRTP (long-range transportation plan), *Maximize2040*
- individual estimated project costs (year of expenditure) and cumulative estimated costs – this is to enable a fiscal constraint analysis.

BMC staff members distributed this information to members of the Technical Committee and the Public Advisory Committee for review. Members of the Technical Committee discussed the preliminary results of the project scoring and presented alternatives to this list based on agency or jurisdictional considerations and priorities. At the end of this process, the Technical Committee had agreed on a Preferred Alternative.

Maximize2045 - Candidate Project Scoring

Organization	Project Name	Project Type	Project Description	Op Yr Range - Financial	YOE Capital Cost	Cumulative YOE Capital Cost	MDOT Support	Project Priority	In Last LRTP	Safety	Complete Streets	Job- Activity Hubs - Roads	Job- Activity Hubs - Transit	Transit Station	2025 No- Build LOS	2045 No- Build LOS	Transit Options	Transit Ridership	Envir Effects	Emissions /GHG	Evacuation Route	PFA	Sustainable Community	Technical Score	Total Score	
Baltimore City	Hanover Street Bridge over Middle Branch	Roadway / Interchange / Traffic Operations	Replace existing 1916 Hanover Street Bridge over Middle Branch	2024-2034	\$255,000,000	\$255,000,000	Demonstrated MDOT Financial Support - 10 points	High Priority - 30 Points	No		5	5	5		4	2			3	3	5	5	5	42	82	
Howard County	Bus Rapid Transit - U.S. 29 Corridor	Transit	Bus Rapid Transit (BRT) Ellicott City / Downtown Columbia Transit Center Location (Mall Ring Road) to MD 198 in Montgomery County; Grade-separated facilities in median of U.S. 29.	2035-2045	\$735,000,000	\$990,000,000	Demonstrated MDOT Financial Support - 10 points	High Priority - 30 points	Yes				10				5	3	5	5		5	0	33	73	
Carroll County	MD 97	Roadway / Interchange / Traffic Operations	Widen from 2 to 5 lanes, including interchange at Meadow Branch Road; construct pedestrian and bicycle facilities.	2035-2045	\$233,000,000	\$1,223,000,000	Demonstrated MDOT Financial Support - 10 points	High Priority - 30 Points	Yes	1	3	5			7	3	0	0	0	0	3	5	5	0	32	72
Baltimore City	U.S. 40 over Martin Luther King Jr. Boulevard Ramp Removal	Roadway / Interchange / Traffic Operations	Remove the two U.S. 40 bridges over Martin Luther King Jr. Boulevard, reconnecting N Freemont Avenue where it is currently bisected by U.S. 40. Intersection and streetscape improvements on Martin Luther King Jr. Boulevard.	2024-2034	\$118,000,000	\$1,341,000,000	No MDOT Financial Support	High Priority - 30 Points	No	5	5	5			1	1	0	0	5	5	5	5	5	5	42	72
Baltimore County	I-795	Roadway / Interchange / Traffic Operations	I-795 from Owings Mills Boulevard (MD 940) to Franklin Boulevard from 4 to 6 lanes and construct an interchange at Dolfield Boulevard	2035-2045	\$191,000,000	\$1,532,000,000	Demonstrated MDOT Financial Support - 10 points	High Priority - 30 Points	Yes	3	0	5			4	3	0	0	5	1	5	5	0	31	71	
Carroll County	MD 140	Roadway / Interchange / Traffic Operations	Widen from 6 to 8 lanes, full interchange at MD 97, Continuous Flow Intersections (CFI) at Center Street and Engler Road	2035-2045	\$271,000,000	\$1,803,000,000	Demonstrated MDOT Financial Support - 10 points	High Priority - 30 points	Yes	3	3	5			1	1	0	0	5	3	5	5	0	31	71	
MTA	BaltimoreLink Bus Expansion Program - Phase 1	Transit	Purchase of buses to meet increasing ridership demands (beyond replacement needs), 2024-2034	2024-2034	\$67,000,000	\$1,870,000,000	Demonstrated MDOT Financial Support - 10 points	High Priority - 30 points	Yes				6	2	0	0	1	1	5	5	0	5	5	30	70	
MTA	BaltimoreLink Bus Expansion Program - Phase 2	Transit	Purchase of buses to meet increasing ridership demands (beyond replacement needs), 2035-2045	2035-2045	\$90,000,000	\$1,960,000,000	Demonstrated MDOT Financial Support - 10 points	High Priority - 30 Points	Yes				6	2	0	0	1	1	5	5	0	5	5	30	70	
Baltimore County	I-695 over U.S. 40 Bridge Replacement	Roadway / Interchange / Traffic Operations	Replace Bridge No. 0312400 on inner and outer loops of I-695 over US 40, reconfigure I-695/US 40 Interchange, widen main line of I-695; add noise and retaining walls.	2024-2034	\$34,000,000	\$1,994,000,000	Demonstrated MDOT Financial Support - 10 points	High Priority - 30 Points	Yes	3	0	3	0	0	7	3	0	0	3	0	5	5	0	29	69	
Howard County	U.S. 29	Roadway / Interchange / Traffic Operations	Widen from 2 to 3 lanes in the northbound direction, includes auxiliary lanes and a grade-separated interchange at the Rivers Edge community.	2024-2034	\$78,000,000	\$2,072,000,000	Demonstrated MDOT Financial Support - 10 points	High Priority - 30 Points	Yes	5	0	0			7	3	0	0	3	1	5	5	0	29	69	
Harford County	Aberdeen MARC Station	Transit	Transit Oriented Development (TOD); new train station, additional parking, U.S. 40 'Green Boulevard,' and Station Square Plaza - new pedestrian underpass and green, terraced plaza/amphitheater	2035-2045	\$70,000,000	\$2,142,000,000	No MDOT Financial Support	High Priority - 30 Points	Yes				10		0	0	5	5	3	5	5	5	5	38	68	
Harford County	U.S. 1 Bypass	Roadway / Interchange / Traffic Operations	Widen from 2 to 4 lanes and improve the U.S. 1 @ MD 24 and U.S. 1 @ MD 924 interchanges	2035-2045	\$165,000,000	\$2,307,000,000	Demonstrated MDOT Financial Support - 10 points	High Priority - 30 Points	Yes	1	0	5			7	3	0	0	3	1	3	5	0	28	68	
Howard County	I-95	Roadway / Interchange / Traffic Operations	Create peak hour shoulder use.	2024-2034	\$41,000,000	\$2,348,000,000	Demonstrated MDOT Financial Support - 10 points	High Priority - 30 points	Yes	3	0	5			7	3	0	0	3	1		5	0	27	67	
Baltimore County	MD 140	Roadway / Interchange / Traffic Operations	Widen from 4 to 6 lanes; raised median and outside bicycle lanes	2024-2034	\$28,000,000	\$2,376,000,000	Demonstrated MDOT Financial Support - 10 points	Medium Priority - 20 Points	Yes	5	3	5			4	2	0	0	5	3	5	5	0	37	67	
Carroll County	MD 32	Roadway / Interchange / Traffic Operations	Widen from 2 to 4 lanes; addition of pedestrian and bicycle facilities.	2035-2045	\$57,000,000	\$2,433,000,000	Demonstrated MDOT Financial Support - 10 points	High Priority - 30 Points	Yes	1	3	0			7	3	0	0	0	3	5	5	0	27	67	
Baltimore County	Broening Highway / I-695	Roadway / Interchange / Traffic Operations	Construct a full interchange at Exit 44 of I-695 to adequately support redevelopment at Sparrows Point	2024-2034	\$139,000,000	\$2,572,000,000	Demonstrated MDOT Financial Support - 10 points	High Priority - 30 Points	Yes	3	0	5			1	1	0	0	0	1	5	5	5	26	66	
Baltimore County	MD 7 / MD 43 Interchange	Roadway / Interchange / Traffic Operations	Upgrade from partial to full interchange, including two new ramps to accommodate full movements at interchange.	2024-2034	\$59,000,000	\$2,631,000,000	Demonstrated MDOT Financial Support - 10 points	High Priority - 30 Points	No	3	0	3			1	1	0	0	5	3	5	5	0	26	66	
Howard County	MD 175 / I-95 Interchange	Roadway / Interchange / Traffic Operations	Design and construct needed improvements to interchange consistent with preferred options in MDOT SHA MD 175 Improvement Study.	2035-2045	\$182,000,000	\$2,813,000,000	Demonstrated MDOT Financial Support - 10 points	High Priority - 30 points	Yes	5	0	5			1	1	0	0	0	3	5	5	0	25	65	
Baltimore City	Baltimore Street	Roadway / Interchange / Traffic Operations	Roadway reconstruction using concrete, utility upgrades/replacements, sidewalk reconstruction, ADA improvements, curb and gutter reconstruction, signal upgrades, pavement markings and signing, SWM facilities, landscaping and streetscaping elements	2035-2045	\$26,000,000	\$2,839,000,000	No MDOT Financial Support	High Priority - 30 Points	No	3	3	5			1	1	0	0	3	5	3	5	5	34	64	
Anne Arundel County	MD 3	Roadway / Interchange / Traffic Operations	Widen from 4 to 6 lanes from St Stephen Church Road to MD 175 and review upgrade roadway segments, bike/ped facilities (especially crossing) and improve intersection operations.	2035-2045	\$120,000,000	\$2,959,000,000	No MDOT Financial Support	High Priority - 30 Points	Yes	5	3	0			7	3	0	0	3	3	5	5	0	34	64	
Anne Arundel County	MD 177	Roadway / Interchange / Traffic Operations	Roadway has numerous access points and is near capacity between Jumpers Hole Road and MD 648 which leads to congestion between Jumpers Hole Road and MD 607	2035-2045	\$196,000,000	\$3,155,000,000	Demonstrated MDOT Financial Support - 10 points	High Priority - 30 Points	No	3	3	0			4	2	0	0	0	1	5	5	0	23	63	
Baltimore City	Howard Street Bridge	Roadway / Interchange / Traffic Operations	Replace existing bridge which consists of two steel tied arch and six steel girder segments. These span over I-83, Jones Falls, MTA, Amtrak, CSX, Falls Road and over a fenced in private lot. Increase traffic lanes and add bicycle lanes. Improve north and south approach roadways.	2024-2034	\$61,000,000	\$3,216,000,000	No MDOT Financial Support	High Priority - 30 Points	No	3	3	5			1	1	0	0	3	3	3	5	5	32	62	
Anne Arundel County	MD 175	Roadway / Interchange / Traffic Operations	Widen from 4 to 6 lanes; includes reconstruction of MD 175/MD 295 interchange, improvements at MD 32 interchange, and pedestrian/bicycle facilities.	2024-2034	\$185,000,000	\$3,401,000,000	Demonstrated MDOT Financial Support - 10 points	Medium Priority - 20 Points	Yes	3	5	5			4	2	0	0	0	3	5	5	0	32	62	
Anne Arundel County	MD 198	Roadway / Interchange / Traffic Operations	Widen from 2 to 4 lanes and construct a continuous center median; includes ramp widening at MD 295 and pedestrian/bicycle facilities within project limits.	2024-2034	\$238,000,000	\$3,639,000,000	Demonstrated MDOT Financial Support - 10 points	Medium Priority - 20 Points	Yes	1	5	5			7	3	0	0	0	3	3	5	0	32	62	
Baltimore County	MD 7	Roadway / Interchange / Traffic Operations	Capacity, congestion relief and safety (flooding) improvements. Raise existing road and bridge above 100 year floodplain. Provide 6 lane divided section, with 2 through lanes in each direction on MD 7 and double left turns at Mehrs Lane and Campbell Blvd.	2024-2034	\$9,000,000	\$3,648,000,000	No MDOT Financial Support	High Priority - 30 Points	Yes	3	3	3			4	3	0	0	3	3	5	5	0	32	62	
Anne Arundel County	MD 2	Roadway / Interchange / Traffic Operations	Roadway improvements, new premium transit service, new sidewalks, and permitting land use densities that support transit in select locations where redevelopment might occur. The primary road improvement would be to widen the 4 lane sections to 6 lanes throughout.	2035-2045	\$299,000,000	\$3,947,000,000	No MDOT Financial Support	High Priority - 30 Points	No	3	3	3			4	2	0	0	3	3	5	5	0	31	61	
Howard County	U.S. 1 / MD 175 Interchange	Roadway / Interchange / Traffic Operations	Construct a new grade-separated interchange	2035-2045	\$153,000,000	\$4,100,000,000	Demonstrated MDOT Financial Support - 10 points	Medium Priority - 20 Points	Yes	3	0	5			4	3	0	0	5	1	5	5	0	31	61	
Howard County	I-70	Roadway / Interchange / Traffic Operations	Widen from 4 to 6 lanes; includes reconstruction of I-70 / Marriottsville Road interchange and upgrading of I-70 / U.S. 29 interchange	2024-2034	\$698,000,000	\$4,798,000,000	Demonstrated MDOT Financial Support - 10 points	High Priority - 30 Points	Yes	3	0	0			4	2	0	0	5	1	5	0	0	20	60	
Carroll County	MD 26	Roadway / Interchange / Traffic Operations	Widen from 4 to 6 lanes, including bike and pedestrian facilities	2035-2045	\$102,000,000	\$4,900,000,000	Demonstrated MDOT Financial Support - 10 points	High Priority - 30 points	Yes	3	3	0			1	2	0	0	0	3	3	5	0	20	60	

Maximize2045 - Candidate Project Scoring

Organization	Project Name	Project Type	Project Description	Op Yr Range - Financial	YOE Capital Cost	Cumulative YOE Capital Cost	MDOT Support	Project Priority	In Last LRTP	Safety	Complete Streets	Job-Activity Hubs - Roads	Job-Activity Hubs - Transit	Transit Station	2025 No-Build LOS	2045 No-Build LOS	Transit Options	Transit Ridership	Envir Effects	Emissions / GHG	Evacuation Route	PFA	Sustainable Community	Technical Score	Total Score
Harford County	U.S. 1	Roadway / Interchange / Traffic Operations	Widen from 4 to 6 lanes, including bicycle and pedestrian accommodations	2035-2045	\$37,000,000	\$4,937,000,000	Demonstrated MDOT Financial Support - 10 points	Medium Priority - 20 Points	Yes		5	3	1		1	2	0	0	5	3	5	5	0	30	60
Baltimore County	I-695, I-70 to MD 43	Roadway / Interchange / Traffic Operations	Create a new lane of traffic along outside shoulder of inner and outer loops during peak hours. Ramp metering and reconfiguration of I-695 / I-70 interchange.	2024-2034	\$350,000,000	\$5,287,000,000	Demonstrated MDOT Financial Support - 10 points	Medium Priority - 20 Points	Yes	3	0	5			4	3	0	0	3	1	5	5	0	29	59
Baltimore City	Martin Luther King Jr. Re-Visioning	Roadway / Interchange / Traffic Operations	Create a "Complete Street" that unifies rather than divides; a connection that links people to life's opportunities; connects people to employment, health care, and shopping.	2024-2034	\$9,000,000	\$5,296,000,000	No MDOT Financial Support	High Priority - 30 Points	No	3	5				1	2	0	0	3	5	5	5	0	29	59
Carroll County	MD 140 at MD 91	Roadway / Interchange / Traffic Operations	Divided highway with new interchange at MD 91 and intersection improvements, addition of pedestrian and bicycle facilities.	2035-2045	\$170,000,000	\$5,466,000,000	Demonstrated MDOT Financial Support - 10 points	Medium Priority - 20 Points	Yes	3	3	0			7	3	0	0	0	0	3	5	0	29	59
Howard County	MD 175	Roadway / Interchange / Traffic Operations	Widening, bicycle, transit and pedestrian improvements consistent with Anne Arundel County widening proposals.	2035-2045	\$21,000,000	\$5,487,000,000	Demonstrated MDOT Financial Support - 10 points	Low Priority - 10 Points	No	3	5	3			7	3	0	0	5	3	5	5	0	39	59
Queen Anne's County	MD 18 Road Widening - Kent Narrows to Bay Bridge	Roadway / Interchange / Traffic Operations	Widen MD 18 from Kent Narrows to the Bay Bridge, including ROW acquisition, utility relocation, new pedestrian improvements, and reconstruction of intersections to improve capacity, safety, and mobility on the only alternative route to U.S. 50/201 on the island.	2024-2034	\$111,000,000	\$5,598,000,000	No MDOT Financial Support	High Priority - 30 Points	No	3	3	0			4	3	0	0	3	3	5	5	0	29	59
Harford County	MD 24	Roadway / Interchange / Traffic Operations	Widening from 4 to 6 lanes, includes sidewalks and bicycle accommodations where appropriate	2035-2045	\$98,000,000	\$5,696,000,000	No MDOT Financial Support	High Priority - 30 Points	Yes	3	3	5			1	1	0	0	3	3	5	5	0	29	59
Anne Arundel County	U.S. 50	Roadway / Interchange / Traffic Operations	Portions of facility, especially from MD 675, across the Severn River Bridge to Governor Ritchie Highway (MD 2), experience recurring congestion. SHA's improvements at the Severn River Bridge are complete; remainder of funding should be used to address remainder of corridor.	2035-2045	\$330,000,000	\$6,026,000,000	Demonstrated MDOT Financial Support - 10 points	Medium Priority - 20 Points	Yes	3	0	5			4	3	0	0	3	1	5	5	0	29	59
Howard County	MD 175 / MD 108 Interchange	Roadway / Interchange / Traffic Operations	MD 175 @ MD 108-new partial grade separation to allow increased capacity and traffic flow to MD 175 and provide direct access to Gateway Dr and Columbia Gateway employment center.	2024-2034	\$96,000,000	\$6,122,000,000	Demonstrated MDOT Financial Support - 10 points	Medium Priority - 20 Points	No	5	3	5			1	1	0	0	0	3	5	5	0	28	58
MTA	Penn-Camden Connector	Transit	Provide access to Riverdale Yard from Penn Line for locomotive repair and maintenance	2024-2034	\$62,000,000	\$6,184,000,000	No MDOT Financial Support	High Priority - 30 Points	No				0		0	0	5	5	3	5	0	5	5	28	58
Baltimore County	MD 140 - Painters Mill Road	Roadway / Interchange / Traffic Operations	Intersection improvements, additional left turn lane, and parallel access roads.	2024-2034	\$45,000,000	\$6,229,000,000	Demonstrated MDOT Financial Support - 10 points	Medium Priority - 20 Points	Yes	3	0	3			1	1	0	0	5	3	5	5	0	26	56
Harford County	MD 22	Roadway / Interchange / Traffic Operations	Widening of existing 2- and 3-lane sections to 4 and 5 lanes; includes an HOV lane from Old Post Road to APG gate, bicycle and pedestrian access, and transit queue jump lanes transit priority system where applicable.	2024-2034	\$158,000,000	\$6,387,000,000	No MDOT Financial Support	High Priority - 30 Points	Yes	3	3	5			4	3	0	0	0	3	5	0	0	26	56
Howard County	U.S. 1 Revitalization Projects	Roadway / Interchange / Traffic Operations	U.S. 1 - MD 175 to Whiskey Bottom Road: widening, ped, bike, transit, streetscape and access improvements consistent with U.S. 1 Design Manual (to the extent possible); developer participation with SHA coordination and SHA/County MOU for U.S. 1 revitalization cross section. Breakout project.	2035-2045	\$145,000,000	\$6,532,000,000	Demonstrated MDOT Financial Support - 10 points	Low Priority - 10 Points	No	3	5	5			7	3	0	0	0	3	5	5	0	36	56
Howard County	Bus Rapid Transit to BWI	Transit	New bus rapid transit service: Dorsey MARC station to Arundel Mills to BWI consolidated rental car facility to BWI light rail station	2035-2045	\$449,000,000	\$6,981,000,000	No MDOT Financial Support	Medium Priority - 20 Points	Yes				10		0	0	5	5	5	5	0	5	0	35	55
Queen Anne's County	MD 8 Widening, Interchange and Service Roads	Roadway / Interchange / Traffic Operations	Widen Route 8; convert MD 8 overpass to a divergent diamond, and add the Thompson Creek and Cox Creek service roads to improve traffic flow, add capacity and allow for alternative routes to services and residential areas. Provide for bike and pedestrian improvements along existing and new routes	2024-2034	\$82,000,000	\$7,063,000,000	No MDOT Financial Support	High Priority - 30 Points	No	3	3	0			1	2	0	0	3	3	5	5	0	25	55
Anne Arundel County	I-97	Roadway / Interchange / Traffic Operations	Add managed lanes (HOV lanes) to address capacity needs, investigate need for additional interchange access in Crownsville. MD 214 includes travel lane extensions east of MD 2. Bicycle improvements throughout most of the corridor and pedestrian improvements in segments. The intersections of MD 214 at Riva Road and MD 214 at Stepiens Lane are recommended to have a traffic signal warrant assessment conducted.	2035-2045	\$391,000,000	\$7,454,000,000	No MDOT Financial Support	High Priority - 30 Points	Yes	3	0	3			7	3	0	0	0	3	5	0	0	24	54
Anne Arundel County	MD 214	Roadway / Interchange / Traffic Operations	MD 214 includes travel lane extensions east of MD 2. Bicycle improvements throughout most of the corridor and pedestrian improvements in segments. The intersections of MD 214 at Riva Road and MD 214 at Stepiens Lane are recommended to have a traffic signal warrant assessment conducted.	2035-2045	\$112,000,000	\$7,566,000,000	No MDOT Financial Support	High Priority - 30 Points	No	3	5	0			7	3	0	0	0	3	3	0	0	24	54
Harford County	MD 543	Roadway / Interchange / Traffic Operations	Widen from 2 to 4 lanes, including intersection upgrades at MD 136, turn lanes and bicycle and pedestrian access. Improvement includes capacity upgrades to the MD 543 @ I95 interchange. Improvement will fix the queuing problems on MD 543 through the intersection with MD 7.	2035-2045	\$161,000,000	\$7,727,000,000	No MDOT Financial Support	High Priority - 30 Points	Yes	1	3	5			4	3	0	0	0	3	5	0	0	24	54
Howard County	U.S. 1	Roadway / Interchange / Traffic Operations	Widen from 4 to 6 lanes; construct typical section as defined in State/County MOU for U.S. 1 revitalization	2035-2045	\$179,000,000	\$7,906,000,000	Demonstrated MDOT Financial Support - 10 points	Low Priority - 10 Points	Yes	3	3	5			7	3	0	0	0	3	5	5	0	34	54
Carroll County	MD 851	Roadway / Interchange / Traffic Operations	Infrastructure improvements and pavement rehabilitation; streetscaping	2024-2034	\$15,000,000	\$7,921,000,000	Demonstrated MDOT Financial Support - 10 points	Medium Priority - 20 Points	Yes	3	3	0			1	1	0	0	0	5	0	5	5	23	53
Baltimore County	Paper Mill Road Extension	Roadway / Interchange / Traffic Operations	Extend Paper Mill Road to intersection of York and Shawan Roads.	2024-2034	\$22,000,000	\$7,943,000,000	No MDOT Financial Support	High Priority - 30 Points	No	1	0	3			7	3	0	0	0	1	3	5	0	23	53
Howard County	Bus Rapid Transit - U.S. 1 Corridor	Transit	Bus Rapid Transit will emulate light rail operations at a lower cost, and is designed to link Howard County commuters from Dorsey MARC to Laurel MARC Station and Laurel and to College Park and Purple Line Light Rail.	2035-2045	\$184,000,000	\$8,127,000,000	No MDOT Financial Support	Medium Priority - 20 Points	No					10	0	0	5	1	5	5		5	0	31	51
Harford County	MARC Service	Transit	Fill the Northeast Corridor Commuter Rail Gap by providing Commuter Rail Service to Delaware. In addition, provide additional service to Harford County, including reverse commute, late evening service, and weekend service	2024-2034	\$21,000,000	\$8,148,000,000	No MDOT Financial Support	Medium Priority - 20 Points	Yes					6	0	0	5	5	5	5		3	0	29	49
Anne Arundel County	MD 295	Roadway / Interchange / Traffic Operations	Widen from 4 to 6 lanes; includes a new interchange at Hanover Road and an extension of Hanover Road from the CSX railroad tracks to MD 170.	2035-2045	\$331,000,000	\$8,479,000,000	Demonstrated MDOT Financial Support - 10 points	Low Priority - 10 Points	Yes	3	0	5			7	3	0	0	0	1	5	5	0	29	49
Howard County	MD 32	Roadway / Interchange / Traffic Operations	Proposed widening to minimum 3 lanes in each direction (Feasibility and Needs Study required); increased capacity at grade separations; feasibility of future HOV and/or HOT lanes; improved freight operations and access to Regional Activity Centers.	2035-2045	\$1,025,000,000	\$9,504,000,000	Demonstrated MDOT Financial Support - 10 points	Low Priority - 10 Points	No	3	3	5			4	3	0	0	0	3	5	0	0	26	46
Harford County	U.S. 40 / MD 22 Interchange	Roadway / Interchange / Traffic Operations	Capacity and safety improvements: interchange reconstruction (partial interchange allowing right turn movements only).	2035-2045	\$35,000,000	\$9,539,000,000	No MDOT Financial Support	Medium Priority - 20 Points	No	3	3	5			1	1	0	0	0	3	5	5	0	26	46
Anne Arundel County	MD 713	Roadway / Interchange / Traffic Operations	Corridorwide road improvements that include reconstruction and widening, as well as intersection improvements and bike/ped accommodations. Primarily widening MD 713 from 2 to 4 lanes between MD 175 and Stoney Run Drive.	2035-2045	\$60,000,000	\$9,599,000,000	No MDOT Financial Support	Low Priority - 10 Points	Yes	3	3	5			7	3	0	0	3	3	3	5	0	35	45

Maximize2045 - Candidate Project Scoring

Organization	Project Name	Project Type	Project Description	Op Yr Range - Financial	YOE Capital Cost	Cumulative YOE Capital Cost	MDOT Support	Project Priority	In Last LTP	Safety	Complete Streets	Job-Activity Hubs - Roads	Job-Activity Hubs - Transit	Transit Station	2025 No-Build LOS	2045 No-Build LOS	Transit Options	Transit Ridership	Envir Effects	Emissions / GHG	Evacuation Route	PFA	Sustainable Community	Technical Score	Total Score
MTA	New MARC Storage and Maintenance Facility	Transit	Alternate location to store MARC Penn Line trains following the implementation of Amtrak's Penn Station Re-development plans which do not accommodate the current storage and maintenance at Penn Station	2035-2045	\$62,000,000	\$9,661,000,000	No MDOT Financial Support	High Priority - 30 Points	No						0	0	5	5		5	0	0	0	15	45
Howard County	Broken Land Parkway at Snowden River Parkway	Roadway / Interchange / Traffic Operations	Capacity, operational and safety improvements at this signalized intersection as well as access improvements to MD 32 ramps.	2024-2034	\$23,000,000	\$9,684,000,000	Demonstrated MDOT Financial Support - 10 points	Low Priority - 10 Points	No	3	3	5			4	3	0	0	5	3	3	5	0	34	44
Anne Arundel County	MD 100	Roadway / Interchange / Traffic Operations	Widen roadway to accommodate additional traffic and possible inclusion of managed lanes	2035-2045	\$271,000,000	\$9,955,000,000	No MDOT Financial Support	Low Priority - 10 Points	Yes	3	0	5			7	3	0	0	3	3	5	5	0	34	44
Carroll County	MD 31	Roadway / Interchange / Traffic Operations	Infrastructure improvements and pavement rehabilitation; streetscaping	2024-2034	\$16,000,000	\$9,971,000,000	Demonstrated MDOT Financial Support - 10 points	Low Priority - 10 Points	Yes	3	3	0			1	2	0	0	0	5	5	5	0	24	44
Howard County	MD 100	Roadway / Interchange / Traffic Operations	Widen MD 100 from I-95 to Anne Arundel County to 6 lanes with auxiliary merge/diverge lanes.	2024-2034	\$36,000,000	\$10,007,000,000	Demonstrated MDOT Financial Support - 10 points	Low Priority - 10 Points	No	1	0	5			4	2	0	0	0	1	5	5	0	23	43
			Corridor serves a diverse traffic mix, including local traffic in Savage, Odenton, and Millersville areas, and commuter traffic destined for Ft. Meade, NSA job centers, as well as Annapolis. Widen to 8 lanes between I-95 and MD-295. Add additional HOV-2 lanes.																						
Anne Arundel County	MD 32	Roadway / Interchange / Traffic Operations	Construct new 2-lane road in Perryman to handle a bulk of the truck traffic accessing the distribution centers on the peninsula, including turn lanes and bicycle and pedestrian access	2035-2045	\$480,000,000	\$10,487,000,000	No MDOT Financial Support	Low Priority - 10 Points	No	5	0	5			7	3	0	0	0	3	5	5	0	33	43
Harford County	Perryman East (Road A)	Roadway / Interchange / Traffic Operations	Capacity improvements, including turn lanes and bicycle and pedestrian access where applicable	2024-2034	\$50,000,000	\$10,537,000,000	No MDOT Financial Support	Low Priority - 10 Points	No	1	3	5			7	3	0	0	3	3	3	5	0	33	43
Harford County	MD 152	Roadway / Interchange / Traffic Operations	Elevate grade of cross street through movement as well as left turn movements from all directions while allowing MD 24 through and right turn movements as well as side street right turn movements to operate with free-flowing movements as described in the MD 924 Study.	2024-2034	\$74,000,000	\$10,611,000,000	No MDOT Financial Support	Low Priority - 10 Points	No	3	3	3			7	3	0	0	3	5	5	0	0	32	42
Harford County	MD 24 at Singer Road Interchange	Roadway / Interchange / Traffic Operations	Streetscape and capacity improvements, including center turn lane, sidewalks and bicycle accessibility, pedestrian-scape lighting with banners, crosswalks, street furniture, and trash receptacles	2035-2045	\$131,000,000	\$10,742,000,000	No MDOT Financial Support	Medium Priority - 20 Points	No	3	0	1			1	1	0	0	3	3	5	5	0	22	42
Harford County	Thomas Run Road	Roadway / Interchange / Traffic Operations	Relocate existing West Baltimore MARC Station further south. This will be consistent with the construction of the new BAP Tunnel and much needed ADA accessibility improvements.	2035-2045	\$16,000,000	\$10,758,000,000	No MDOT Financial Support	Low Priority - 10 Points	No	3	5	0			4	2	0	0	5	5	3	5	0	32	42
MTA	West Baltimore MARC Station Relocation	Transit	Bus Rapid Transit between New Carrollton MARC/Metro station and Parole along U.S. 50	2035-2045	\$91,000,000	\$10,849,000,000	No MDOT Financial Support	Low Priority - 10 Points	Yes				2		0	0	5	5	5	5	0	5	5	32	42
Anne Arundel County	U.S. 50 BRT	Transit	Add a travel lane in each direction, including turn lanes and completion of the shared-use path from Forest Valley Road to Red Pump Road adjacent to the roadway	2035-2045	\$712,000,000	\$11,561,000,000	No MDOT Financial Support	Low Priority - 10 Points	Yes				10		0	0	5	3	5	5		3	0	31	41
Harford County	MD 24 (Rock Spring Road)	Roadway / Interchange / Traffic Operations	Elevate grade of cross street through movement as well as left turn movements from all directions while allowing MD 24 through and right turn movements as well as side street right turn movements to operate with free-flowing movements as described in the MD 924 Study.	2035-2045	\$69,000,000	\$11,630,000,000	No MDOT Financial Support	Low Priority - 10 Points	No	3	3	3			7	3	0	0	0	3	3	5	0	30	40
Harford County	MD 24 at Wheel Road Interchange	Roadway / Interchange / Traffic Operations	Capacity improvements, including turn lanes, bicycle lanes and sidewalks	2035-2045	\$160,000,000	\$11,790,000,000	No MDOT Financial Support	Low Priority - 10 Points	No	3	0	1			7	3	0	0	3	3	5	5	0	30	40
Harford County	Abingdon Road	Roadway / Interchange / Traffic Operations	Implement improvements as articulated in 2014 Clarksville Pike Streetscape Plan and Design Guidelines / Traffic Study. Improvements will include selected road capacity enhancements, sidewalks, shared-use paths, and traffic signal upgrades.	2035-2045	\$69,000,000	\$11,859,000,000	No MDOT Financial Support	Low Priority - 10 Points	No	1	5	3			4	3	0	0	0	5	3	5	0	29	39
Howard County	MD 108	Roadway / Interchange / Traffic Operations	Safety, capacity, operational, and access improvements on MD 32 north of I-70 consistent with MD SHA Feasibility Study. MD SHA Access Control Study, and Carroll County proposal for widening MD 32 north of this project's limits.	2035-2045	\$46,000,000	\$11,905,000,000	No MDOT Financial Support	Low Priority - 10 Points	Yes	3	5	0			7	3	0	0	3	3	0	5	0	29	39
Howard County	MD 32	Roadway / Interchange / Traffic Operations	Widen from 4 lanes to 6 lanes, including turn lanes and bicycle and pedestrian access.	2035-2045	\$69,000,000	\$11,974,000,000	Demonstrated MDOT Financial Support - 10 points	Low Priority - 10 Points	Yes	3	0	0			7	3	0	0	0	1	5	0	0	19	39
Harford County	U.S. 40	Roadway / Interchange / Traffic Operations	Additional MTA commuter bus service from Harford County to Downtown Baltimore, to Harbor East, and a reverse commute route from Baltimore that will serve Aberdeen Proving Ground. Project will also include installing shelters and extending the U.S. 40 Commuter service to connect with Harford Transit.	2035-2045	\$67,000,000	\$12,041,000,000	No MDOT Financial Support	Low Priority - 10 Points	Yes	3	3	5			1	3	0	0	0	3	5	5	0	28	38
Harford County	MTA Commuter Bus Service	Transit	Resurfacing and reconstruction, including slope repair and guardrail replacement	2024-2034	\$2,000,000	\$12,043,000,000	No MDOT Financial Support	Low Priority - 10 Points	Yes				6		0	0	5	1	5	5		3	0	25	35
Harford County	MD 24 (Section G)	Roadway / Interchange / Traffic Operations	Construct queue jump lanes along MD 22 and MD 924 and install equipment on the buses that syncs with traffic signals along these corridors	2024-2034	\$10,000,000	\$12,053,000,000	Demonstrated MDOT Financial Support - 10 points	Low Priority - 10 Points	Yes	3	0	0			1	2	0	0	0	3	5	0	0	14	34
Harford County	Transit Signal Priority	Transit	Develop and construct consistent highway cross-section capable of accommodating U.S. 29 peak period traffic.	2024-2034	\$4,000,000	\$12,057,000,000	No MDOT Financial Support	Low Priority - 10 Points	No				6		0	0	1	0	0	5		5	0		27
Howard County	U.S. 29 Widening	Roadway / Interchange / Traffic Operations	Construct new 2-lane road and bridge over Cranberry Run in Perryman, including turn lanes and bicycle and pedestrian access	2035-2045	\$684,000,000	\$12,741,000,000	No MDOT Financial Support	Low Priority - 10 Points	No	1	0	0			7	3	0	0	5	1	5	5	0		37
Harford County	Perryman West (Road B)	Roadway / Interchange / Traffic Operations	Construct a new 4-lane road, including bicycle and pedestrian access.	2024-2034	\$50,000,000	\$12,791,000,000	No MDOT Financial Support	Low Priority - 10 Points	No	1	3	1			7	3	0	0	0	3	3	5	0		36
Harford County	MD 715 Extended	Roadway / Interchange / Traffic Operations	Add an additional travel lane in each direction, including turn lanes and bicycle and pedestrian access where applicable	2024-2034	\$127,000,000	\$12,918,000,000	No MDOT Financial Support	Low Priority - 10 Points	No	1	3	5			1	4	0	0	0	3	5	0	0		32
Harford County	U.S. 1	Roadway / Interchange / Traffic Operations		2035-2045	\$31,000,000	\$13,131,000,000	No MDOT Financial Support	Low Priority - 10 Points	No	3	3	0			1	2	0	0	0	3	5	0	0		27