

Maryland Department of Transportation Presentation to WILMAPCO's "Planning at the Edge" Conference

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MDOT: BRAC

Presentation Overview

- MD Department of Transportation Background
- BRAC Background
- Pax River Experience
- What BRAC means for Maryland
- BRAC 2005
 - Challenges
 - Responding to the Challenges
 - BRAC Subcabinet
 - State's BRAC Action Plan
 - Maryland's Consolidated Transportation Program (CTP)
 - CTP & BRAC
 - BRAC-related Transportation Projects
 - Near Term
 - Mid- and Long-Term

MDOT: Coordinated Response

● Multi-Modal Department

- State Highway Administration
- Maryland Transit Administration
- Maryland Port Administration
- Maryland Aviation Administration
- Maryland Motor Vehicle Administration
- Maryland Transportation Authority
- Coordination with the Washington Metropolitan Area Transit Authority (WMATA), Local Transit Systems

● Local Government Consultation Process

Transportation Trust Fund (TTF)

- Funds operating and capital transportation needs (SHA, MTA, MPA, MAA, MVA, State's share of WMATA)
 - Consolidated Transportation Program (CTP)
- Revenues are generated from:

Bonds	6%	Federal Aid	18%
Operating	10%	Other	2%
Corporate Income Taxes	6%	Motor Fuel Taxes	21%
Registrations and MVA Fees	16%	Vehicle Titling Taxes	21%

BRAC Background

● **B**ase **R**ealignment **A**nd **C**losure

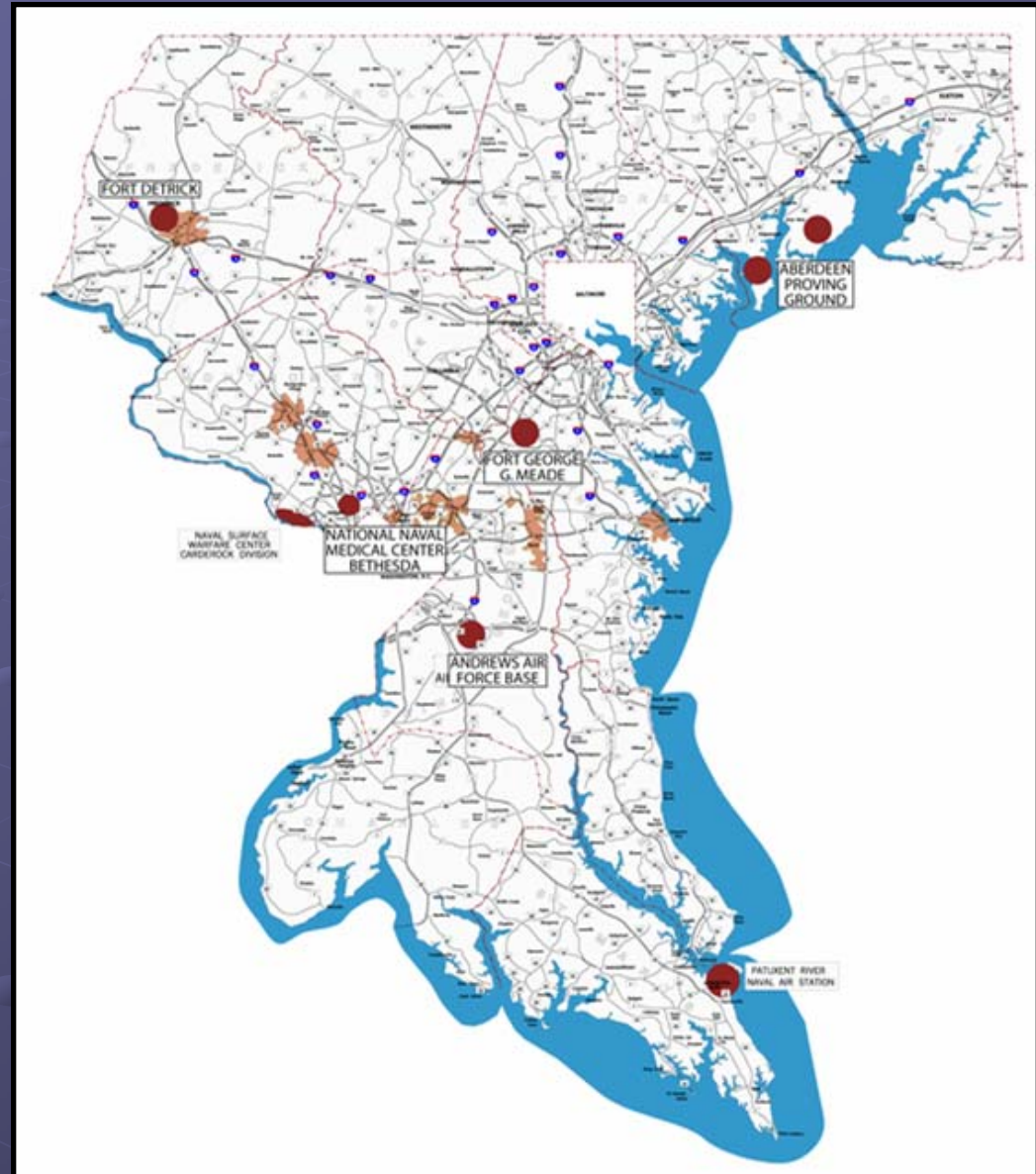
- Congressionally authorized process of the Department of Defense (DoD)
- Has been previously used to reorganize its base structure

● **BRAC 2005**

Patuxent River Naval Air Station: Lessons Learned

- Regional Cooperation & Prioritization
- Flexibility
 - Demand for Commuter Bus
- Land-Use and Transportation Coordination
- Making the Most of the Resources At Hand
 - MD 235: key access to the base; phased improvements; included sidewalks, bike lanes, landscaping
 - Regionally significant projects implemented over several years

BRAC 2005



BRAC 2005 in Maryland

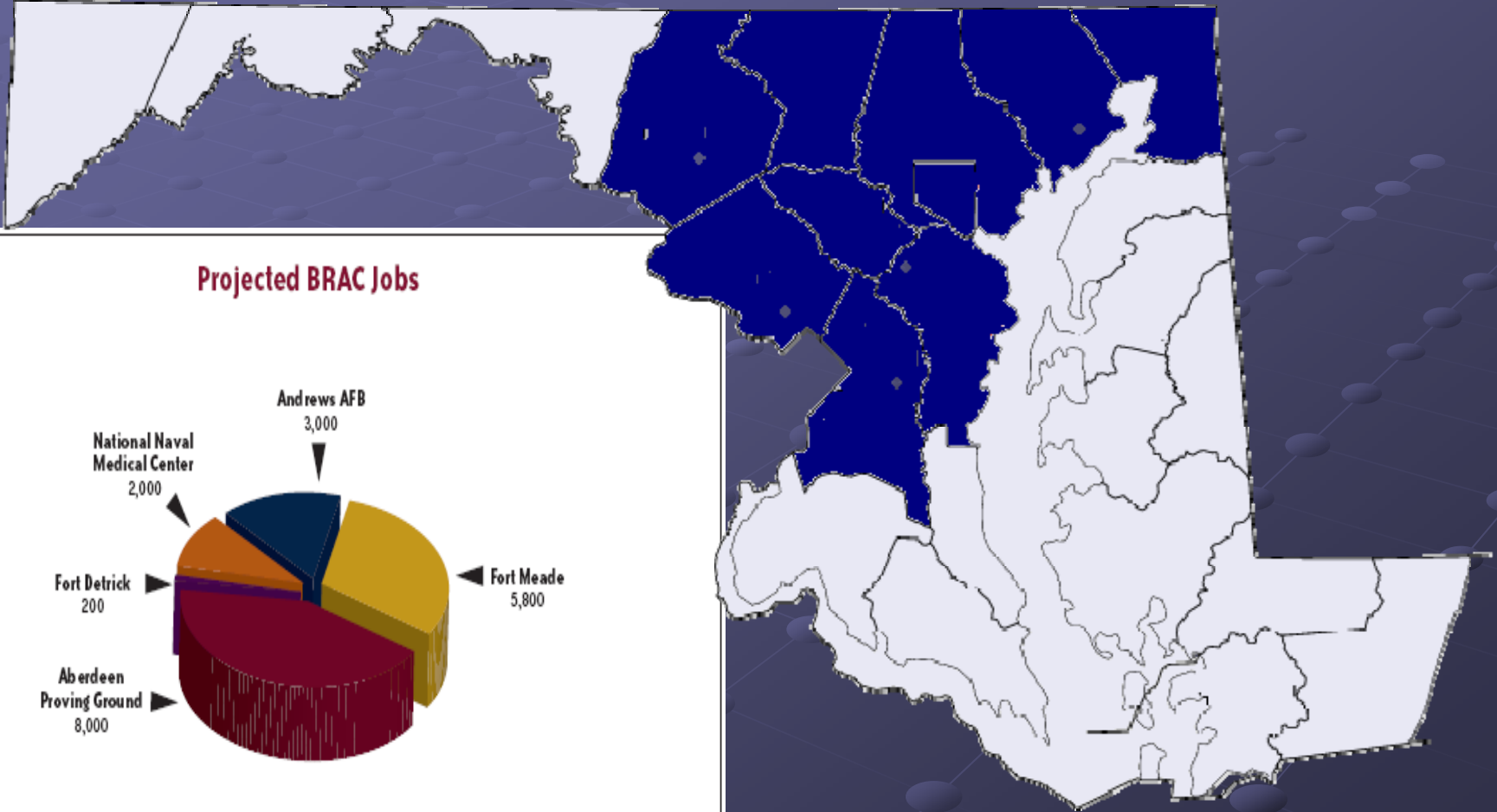
- **Largest Economic Growth in Maryland Since WWII**

- 40,000 to 60,000 direct, indirect and induced jobs
- 26,000 direct military jobs with Aberdeen Proving Ground and Fort George G. Meade bearing the most growth.

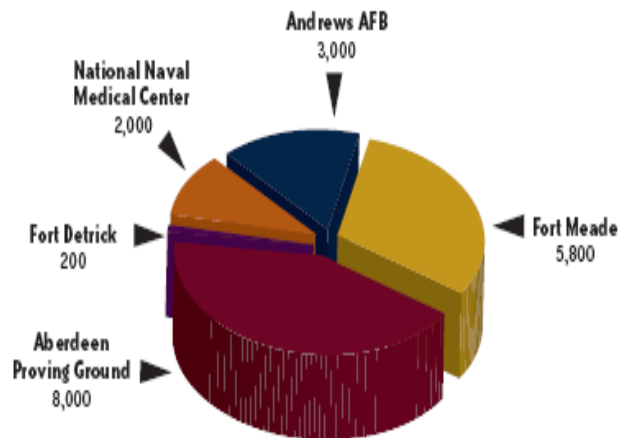
- **New Neighbors, New Friends, New Marylanders**

- 28,000 new households

Maryland Installation Movements



Projected BRAC Jobs



These numbers are current estimates and may change over time.

BRAC 2005 Challenges

- 1. Unanticipated Growth:** States have had to quickly adjust priorities and actions to meet the 2011 timeframe.
- 2. Timing:** With BRAC jobs arriving in the next three years, there is little time to build large transportation projects.

BRAC 2005 Challenges (cont'd)

- 3. Funding:** BRAC creates new transportation needs but there are no separate BRAC funding sources from the Federal government.
- 4. Enhanced Use Lease (EUL):** In the past, these commercial projects would have located outside the gate in areas planned for growth that would be taxable and would have to follow state and local processes.

Responding to the Challenges

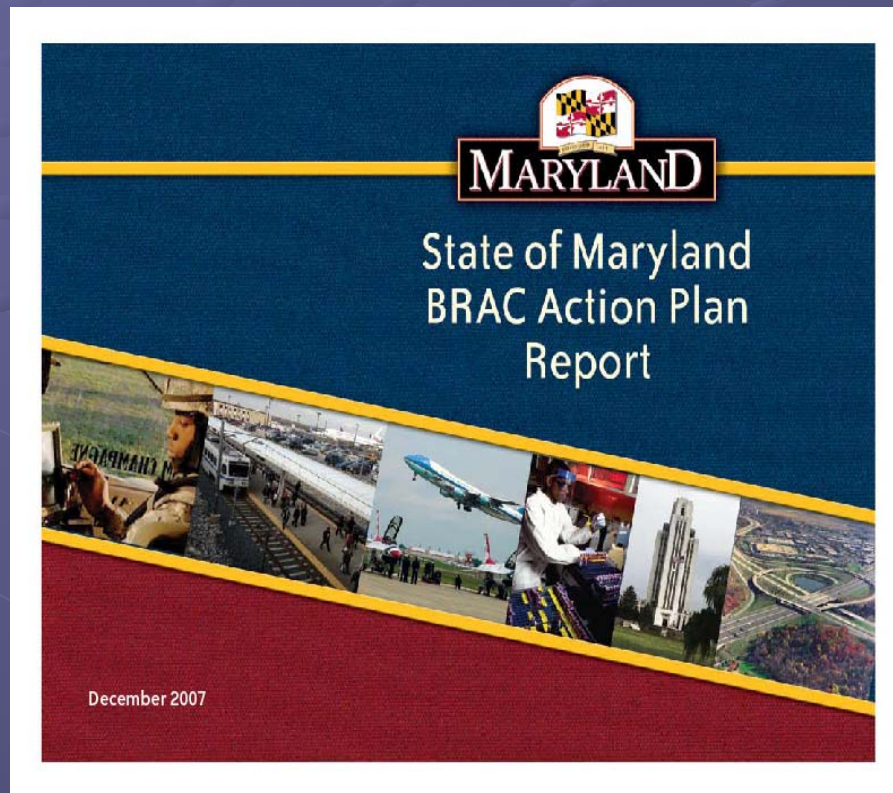
- **Unanticipated Growth**
 - **Governor's Subcabinet on Base Realignment and Closure (BRAC Subcabinet)**
 - ***State Action Plan***

Maryland BRAC Subcabinet

Lt. Governor, Chair

- Secretary of Transportation
- Secretary of Business and Economic Development
- Secretary of Labor, Licensing and Regulation
- Secretary of Higher Education Commission
- Superintendent of State Department of Education
- Secretary of Department of Planning
- Secretary of Housing and Community Development
- Secretary of the Department of Environment
- Secretary of Budget and Management
- ❖ *Secretary of the Governor's Office of Minority Affairs*

Responding to the Challenges



[BRAC Action Plan](http://www.gov.state.md.us/brac/index.asp)
[http://www.gov.state.md](http://www.gov.state.md.us/brac/index.asp)
[.us/brac/index.asp](http://www.gov.state.md.us/brac/index.asp)

Workforce Creation
Education
Housing
Planning
Environment
Economic Development
MBE Participation
Transportation

Responding to the Challenges

Timing & Funding

- **High/Low Investment Strategy**
- **FY 2008-2013 Consolidated Transportation Program (CTP)**

High/Low Strategy

HIGH
\$\$\$\$\$

Time/Cost

LOW
\$\$

- Major construction projects
- Long-term needs
- Eight-plus years to complete

- Minor projects
- Near-term fix
- One to three years to complete

FY 2008-2013 CTP

<http://www.mdot.state.md.us/Planning/Plans%20Programs%20Reports/Programs/Index.html>



Maryland Department of Transportation

CONSOLIDATED TRANSPORTATION PROGRAM

2008 State Report on Transportation • FY 2008-2013

Mark W. Miller, Governor
Anthony D. Brown, Lt. Governor
John B. Perrow, Secretary

Local Input & Prioritization

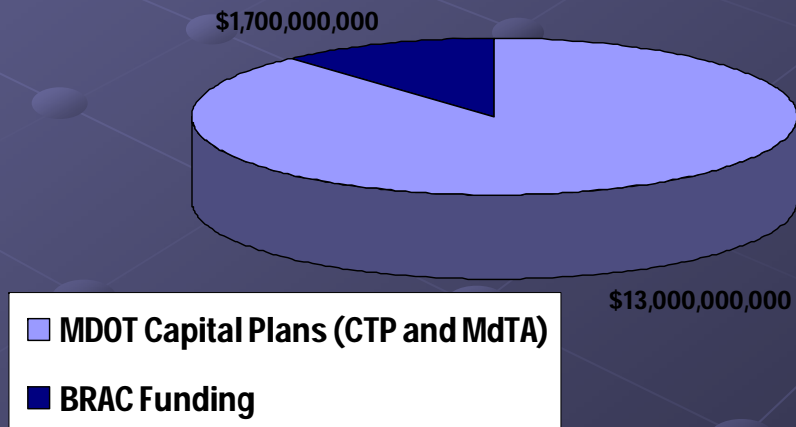
Timeline



State Transportation Budget Process:
Balancing BRAC with Other Transportation Needs

MDOT – CTP BRAC-Related Projects

- **\$1.7 billion** for 31 BRAC-related projects in the **six-year CTP (FY 08-13) period**
- **FY 2009 Budget** includes a total of **\$448.5 million** for BRAC projects



MDOT – CTP BRAC-Related Projects

- **\$356 million** added to the Consolidated Transportation Program (CTP) as a result of special session **revenue increase**
- MDOT will add funding in future years for **longer- term projects** as they advance
 - Priorities established and updated in consultation with Local Governments

Near-Term Actions

● **Intersection Improvement Program**

- Short-Term Improvements at APG, FGGM, NNMC
- \$139 million for intersection improvements for the most-heavily impacted intersections around Ft. Meade, APG, and NNMC
- Traffic Studies completed
- Currently in Design

Intersection Improvement Program

Aberdeen Proving Ground: \$46 million

- MD 715 @ US 40 including Old Philadelphia Road
- US 40 @ MD 159/MD 7
- MD 22 @ Old Post Road
- MD 22 @ Beards Hill Road
- US 40 @ MD 155/MD 7A
- MD 22 @ MD 462

Naval Naval Medical Center: \$44.8 million

- MD 355 @ West Cedar Lane
- MD 355 @ Jones Bridge Road
- MD 187 @ West Cedar Lane
- MD 185 @ Jones Bridge Road

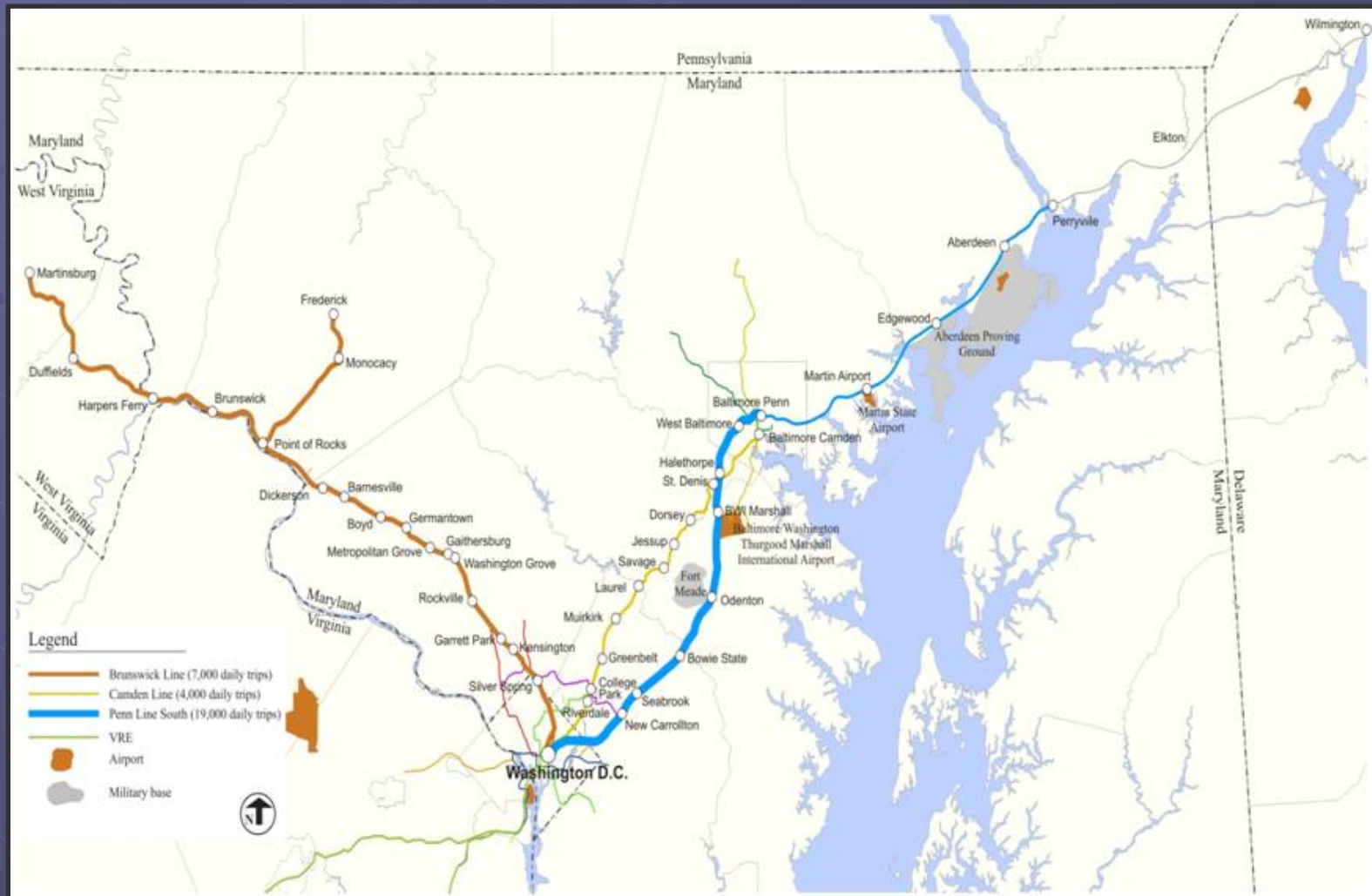
Fort George G. Meade: \$47.9 million

- MD 175 @ MD 713/Rockenback Road
- MD 175 @ MD 174 (Reece Road)
- MD 175 @ Mapes Road
- MD 175 @ Max Blobs Park Road/Clark Road
- MD 175 @ Disney Road
- MD 174 @ Severn Road

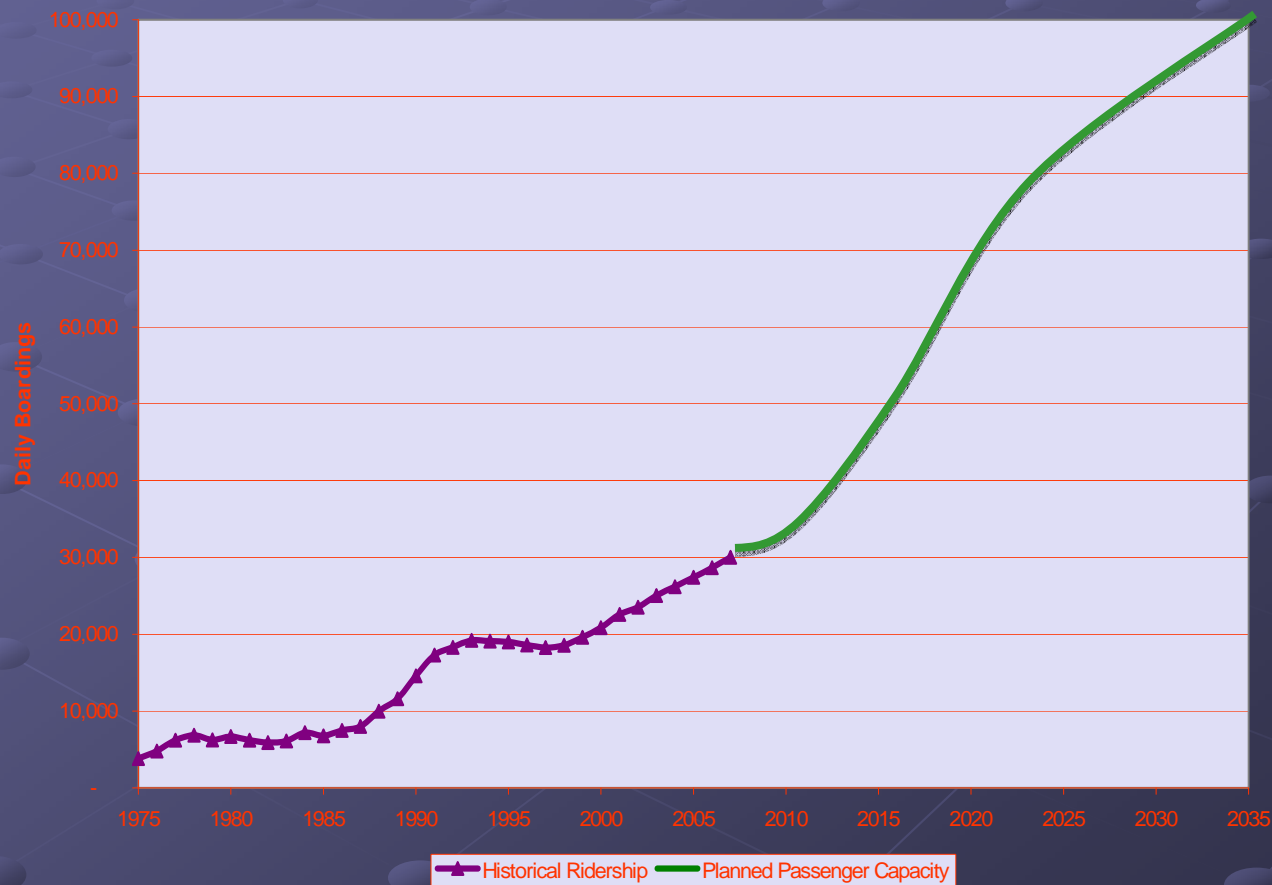
Near Term Actions (cont'd)

- **Transit:** Improved bus service and access to rail
 - \$20 million for Commuter Bus Program
 - \$9.0 million for Assessment of Transit Needs for BRAC
 - \$6.8 million to Locally Operated Transit Systems

Mid-Term and Long-Term Actions: MARC Growth and Investment Plan



MARC Growth and Investment Plan - Ridership and Passenger-Carrying Capacity



Responding to the Challenges

- FUNDING

- BRAC Community Enhancement Act (SB 206/HB 366)

- BRAC Revitalization and Incentive Zones

- EULs

- BRAC Community Enhancement Act (SB 206/HB 366)

- Enhanced Use Lease clarification

For Further Information:

- **MDOT:** www.mdot.state.md.us
- **MDOT and BRAC:**
www.mdot.state.md.us/planning/brac
- **CTP:**
http://www.mdot.state.md.us/Planning/Plans%20Programs%20Reports/Programs/CTP%2008-13/Section_A/BRAC%20Related%20Projects%20008.pdf
- **State BRAC Action Plan:**
<http://www.mdot.state.md.us/Planning/brac/New%20Pages/MD%20BRAC%20ACtion%20Plan>
- **MARC Growth and Investment Plan:**
<http://www.mtmaryland.com/marc%20plan%20full.pdf>

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