



OEA – Maryland BRAC Transportation Meeting



May 19, 2008
Baltimore, Maryland

AGENDA

- **Welcome and Introductions**
- **Planning and Delivering Transportation Projects in Maryland: the Planning Programming Process & Timeline**
- **SHA: Intersection Improvement Program**
- **Local Government Subcommittee Priorities & OEA/Federal Funding of State Projects**
- **General Discussion**
- **Adjourn**

Maryland Department of Transportation Office of Planning and Capital Programming



Maryland Department of Transportation

Planning and Delivering Transportation Projects in Maryland

Presented by

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Deputy Director – Office of Planning and Capital Programming
Maryland Department of Transportation

&

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Assistant Director – Office of Policy and Governmental Affairs
Maryland Department of Transportation

Planning and Delivering Transportation Projects in Maryland

- An overview of the following:
 - Local and regional planning processes
 - State transportation planning and programming process
 - Project level planning and delivery
 - BRAC programming strategy
- A complex process that involves and overlaps local, regional, statewide and federal rules and requirements.

Levels of Transportation Planning



Local Planning Process

Land Use Decisions

- Basic land use planning & zoning powers are held by the State's municipalities and counties.
- Local governments who exercise these powers must follow certain guidelines in developing comprehensive plans.

Capital Improvement Program (CIP):

- This 6-year capital program includes projects which the County intends to fund (all or in part).
- Project selection is guided by the County Comprehensive Plan.

Local Planning Process

Transportation

- Maryland's 23 counties and the City of Baltimore each develop transportation planning documents.
- State law requires localities that develop a comprehensive plan to have a transportation component that will:
 - Propose the most appropriate pattern & location for the components of the transportation system.
 - Include bicycle/pedestrian access to the system.
 - Estimate the probable utilization of any proposed addition to the system.

Local Planning Process

Smart Growth

- With the passage of the Smart Growth & Neighborhood Conservation Act in 1997, Counties were required to define specific areas where they wanted to focus future growth.
 - These areas became Priority Funding Areas (PFA).
 - Counties can still allow development in other areas, but only projects in PFAs are eligible for State funding.
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Regional Planning Process

MPO

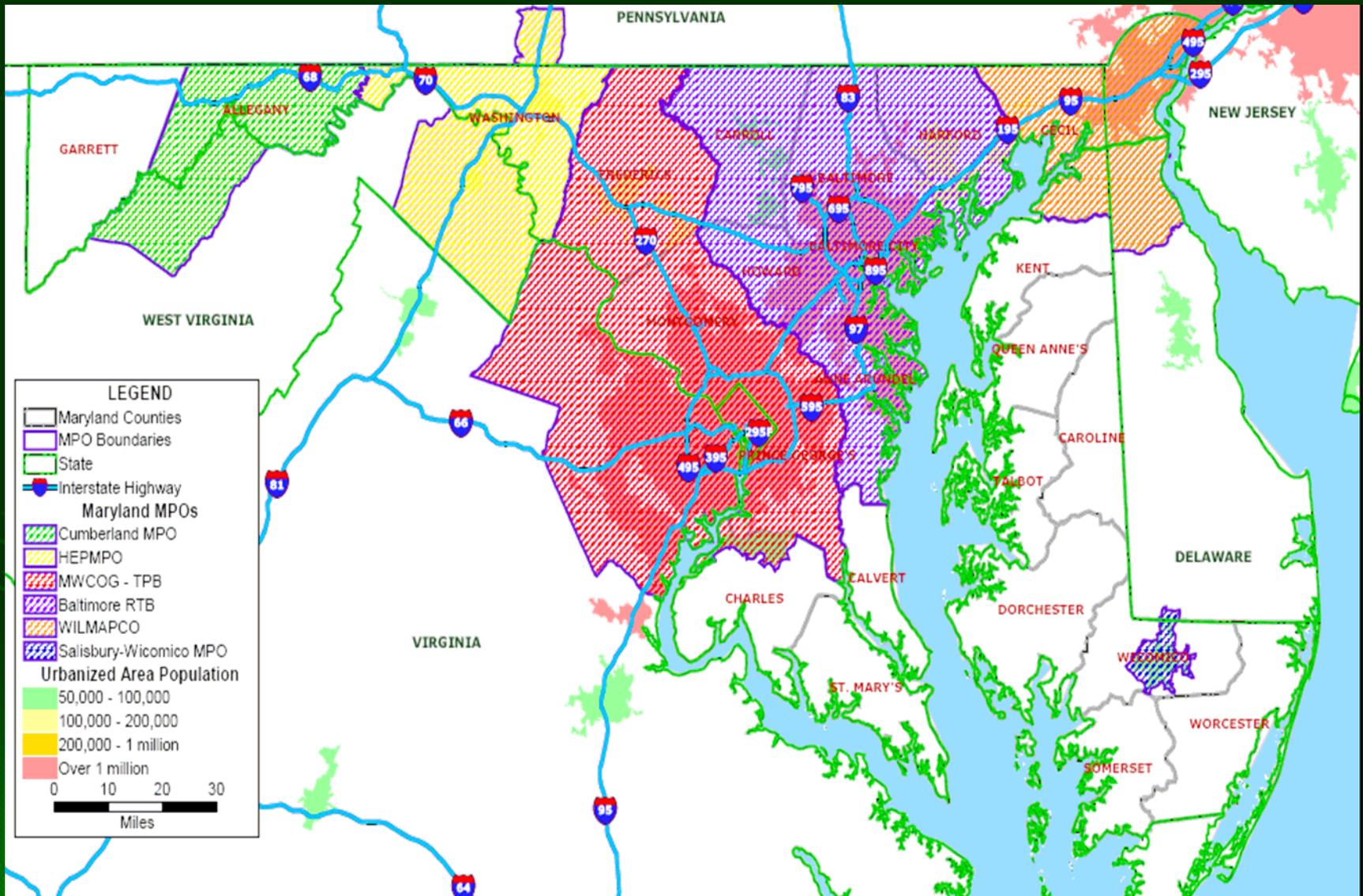
- Federal Planning Regulation requires that a Metropolitan Planning Organization (MPO) be designated for each urbanized area within the State.
- 3C Process - Continuing, Cooperative and Comprehensive
- Plans and programs that consider all transportation modes and support metropolitan community development and social goals.

Regional Planning Process

6 Metropolitan Planning Organizations (MPOs) in the State of Maryland:

1. The Transportation Planning Board (TPB) for the Washington Region
2. The Baltimore Regional Transportation Planning Board (BRTB) for the Baltimore Region
3. The Wilmington Area Planning Council (WILMAPCO) for Cecil County, MD and New Castle County, DE
4. The Hagerstown/Eastern Panhandle MPO (HEP) for Washington County, MD and Berkeley and Jefferson Counties in West Virginia
5. The Cumberland MPO for the Cumberland Urbanized Area
6. The Salisbury/Wicomico MPO

Maryland MPOs



Regional Planning Process

MPO

Each MPO, in coordination with State & local governments, develops:

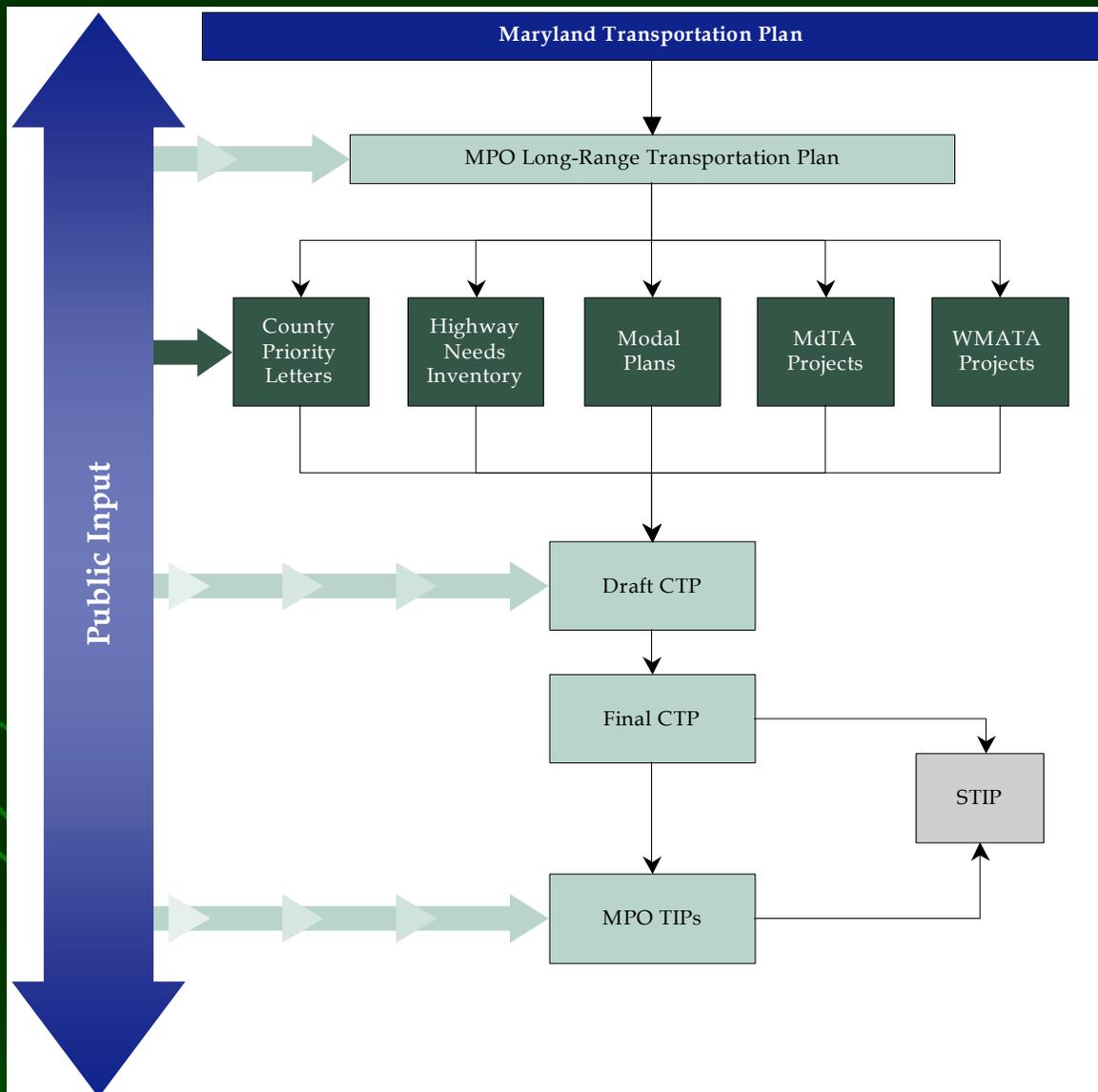
- A Unified Planning Work Program.
- A Constrained Long Range Plan (20 year planning horizon).
- A Transportation Improvement Program (TIP)—a short-term program of capital improvements.
- A Financial Analysis of the CLRP/TIP.
- An Air Quality Conformity Analysis of the CLRP & TIP.

Regional Planning Process

Long Range Plan

- Each MPO develops a CLRP which serves as the vision for the region and includes all of the transportation improvements where funding is reasonably expected over the next 20 years.
- Some projects that are included in the CLRP are selected from the County's:
 - Comprehensive Plans and Capital Improvement Programs (CIP)
 - County Priority Letters
- MPOs conduct regular meetings to coordinate State, county, and local transportation planning efforts.

State Development Process



State Planning Process

Maryland Transportation Plan (MTP)

- The first step in Maryland's transportation planning process.
- Establishes a 20-year vision for transportation in the State.
- Sets goals and objectives for improvements across all modes of transportation, including highways, tunnels, bridges, rail, buses, water ports, airports, bike trails, and sidewalks.
- All transportation projects and programs should fall within the MTP vision and work to meet the MTP goals and objectives.

Modal Plans

- Modal plans are a more detailed list of unconstrained transportation needs.
- The Highway Needs Inventory (HNI), is produced by the State Highway Administration (SHA). The HNI is a long-term, fiscally unconstrained planning document that identifies highway needs across the State.
- There are also transit capital plans that identify key long range needs, such as the Baltimore Regional Rail Plan, the MARC Growth and Investment Plan, and WMATA's long-range plan.
- The Maryland Port Administration (MPA), the Maryland Aviation Administration (MAA) often create and update Master Plan Documents.

Consolidated Transportation Program (CTP)

- For a project to be implemented, it must appear in either the State CTP or a County CIP.
- The CTP is MDOT's 6-year capital budget of projects to be funded for all the modal administrations.
- Each year, a draft CTP is presented to local elected officials & citizens throughout Maryland for comment (CTP Tour).
- Projects enter the CTP through the MPO CLRP, county Priority Letters, or through Statewide priorities, including system preservation and safety.
- Once a project has been added to the CTP, it remains in the CTP until it is OTT (or otherwise removed).

County Priority Letters

- Priority letters represent each County's internal ranking of secondary system projects deemed most important based on local need and local input.
- Priority letters involve requests for a wide variety of project funding such as transit improvements and highway reconstruction.
- Counties have the opportunity to develop a Priority Letter every year, typically in the summer as the draft CTP is developed.
- Based upon input from MDOT, the Governor decides which projects are funded in the CTP based on internal rankings, external discussions, State and MTP Goals and Objectives, and the amount of funding available.

County Priority Letters

DAVID R. CRAIG
HARFORD COUNTY EXECUTIVE



LORRAINE COSTELLO
DIRECTOR OF ADMINISTRATION

HARFORD COUNTY EXECUTIVE

January 31, 2007

Mr. John Porcari
Secretary of Transportation
Maryland Department of Transportation
7201 Corporate Center Drive
P.O. Box 598
Hanover, Maryland 21076

Re: Harford County Road Network Priorities

Dear Secretary Porcari:

We would like to thank the Maryland Department of Transportation for its continued cooperation with our County employees and for the support it has supplied while meeting the transportation needs of the area. In particular, we appreciate the funding for the long anticipated Edgewood train station facility improvements, the continued project planning and accelerated construction funding for the I-95 Section 200 improvements, and our streetscape enhancements that have greatly benefited our revitalization efforts along Route 40 in Joppa and Edgewood. The State and County has worked diligently on a number of issues that initiated a lot of public participation and staff hours. Your assistance and cooperation have been greatly appreciated.

As in the past, we are outlining what we consider to be our highest priorities for Transportation in Harford County. Harford County continues to aggressively implement smart growth polices and alternative transportation options. In our efforts to remain consistent with our transportation policies and consider the needs associated with the BRAC effort, the County has identified the following highway needs on State roads:

- 1) Planning, design and construction funds for improvements to address the accessibility and anticipated growth in and around the Aberdeen Proving Ground. This includes funds to extend MD 715 and capacity enhancements to MD 22 from APG to MD 543.
- 2) Planning, design and construction funds for improvements to the Perryman Access Road - MD 159/U.S. 40 intersections.
- 3) The continued funding and construction of safety and capacity improvements associated with MD 715 @ US 40.

Preserving Harford's past; promoting Harford's future

- 4) Construction funding for the Bel Air bypass dualization, including the interchange improvements with MD 24 and MD 924.

We would also like to take this opportunity to express our continued interest in redevelopment and revitalization efforts. As we look to the future, efforts for additional MARC service and improvements to the U.S. 40 corridor are necessary to accommodate the impacts associated with BRAC.

If you have any additional questions please do not hesitate to contact me.

Cordially,

David R. Craig
Harford County Executive

Concurrence:

Senator Nancy Jacobs
Senator Andrew P. Harris
Delegate Barry Glassman
Delegate J. Jennings
Delegate Patrick L. McDonough
Delegate Susan K. McComas
Senator J. Robert Hooper
Delegate Mary Dulany James
Delegate Donna McStifler
Delegate Rick Impallaria
Delegate B. Daniel Riley

cc: Robert S. McCord, County Attorney
Robert Cooper, Director Public Works
H. Hudson Myers, III, Deputy Director Public Works
Jeffery Stratmeyer, Chief Engineer, Public Works
Cheryl Banigan, Chief Transportation and Traffic Engineering, Public Works
Pete Gutwald, Planning and Zoning
Anthony McClune, Planning and Zoning

Project Selection

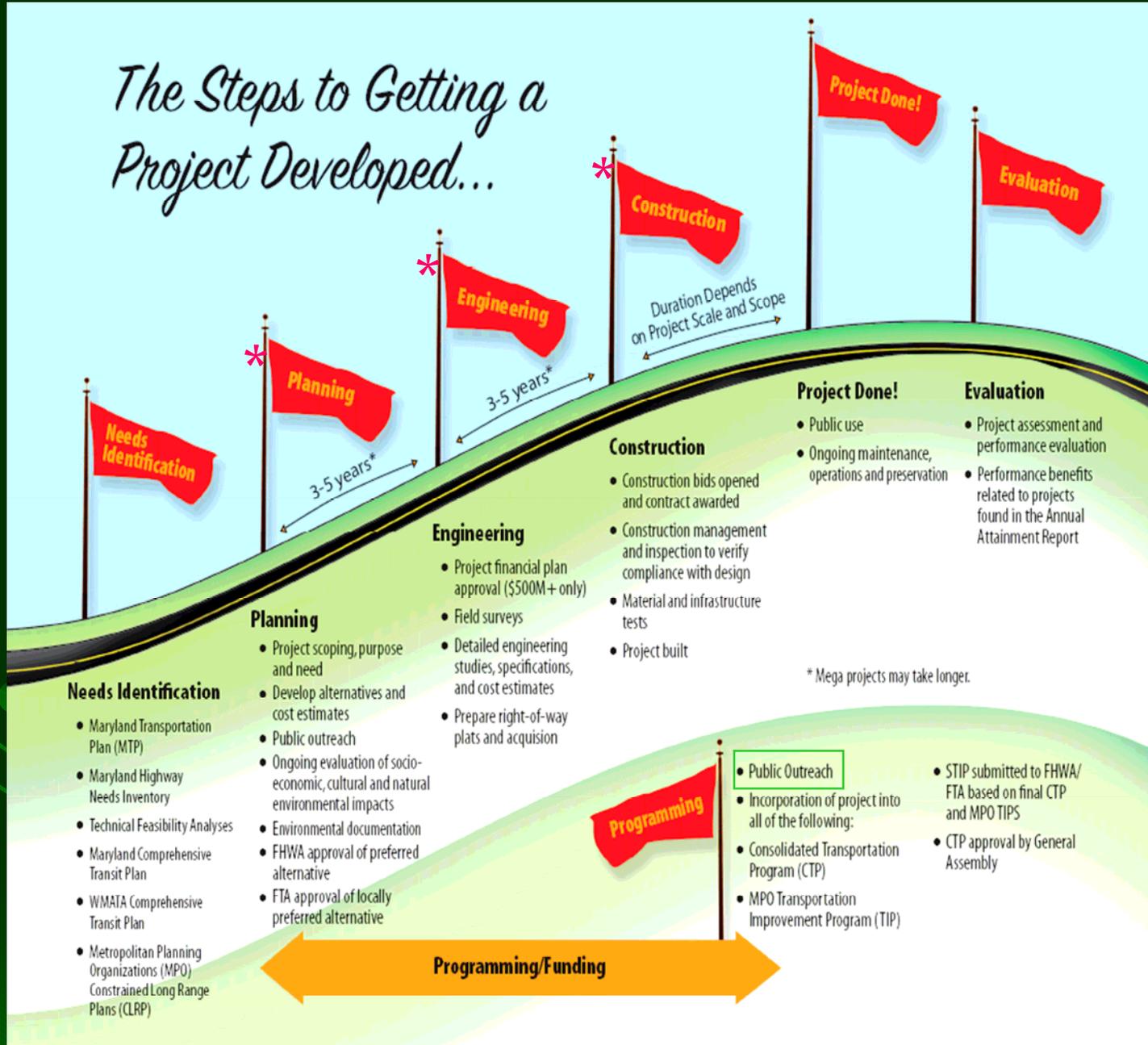
- Many factors determine when and if a project is funded:
- **System Preservation** — In Maryland, the #1 priority is to maintain and preserve infrastructure
 - Structural
 - Safety
 - Environmental

Project Selection Criteria

System Expansion

- Technical assessment
 - Safety problems
 - Capacity deficiencies
- Growth Management
 - Economic
 - Smart Growth/Revitalization
 - Environmental
- Support
 - Executive, State and Local Elected Officials
 - Metropolitan Planning Organizations
 - Public Meetings & Hearings
- Funding

The Steps to Getting a Project Developed...



Addressing BRAC: *MDOT's High/Low Strategy*



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

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

MDOT's High/Low Strategy

HIGH

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- MARC Growth and Investment Plan
- MD 198 and MD 175 Studies

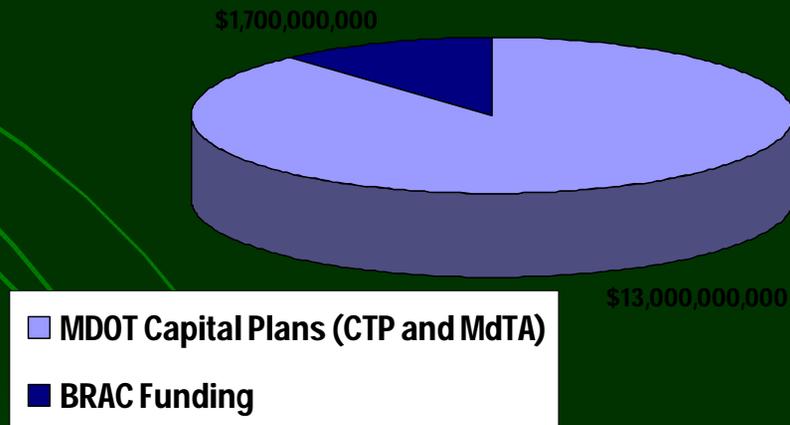
LOW

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- Edgewood MARC Station
- Intersection Improvement Program

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

Funding

- The source of a majority of “State” funding for transportation needs in Maryland is the **Transportation Trust Fund** (from many different sources including federal-aid)
 - This allows MDOT to direct resources to priority projects and encourages multi-modal solutions.
 - It also allows transportation projects to be programmed on the basis of a known cash flow.
- **MdTA** has a separate toll revenue bonding capacity. All of MdTA's projects and services are funded through tolls paid by the customers who use the agency's facilities

HOW THE TRUST FUND WORKS

Motor Fuel Tax

Vehicle Titling Tax

Sales and Use Tax

Operating Revenues

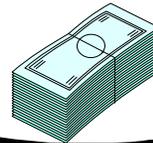
Bond Sales

Corporate Income Tax

Federal Aid

Motor Vehicle Registration and Fees

Transportation
Trust Fund



State Highway
Administration

Motor Vehicle
Administration

Local
Governments

Debt
Payments



Maryland Aviation
Administration

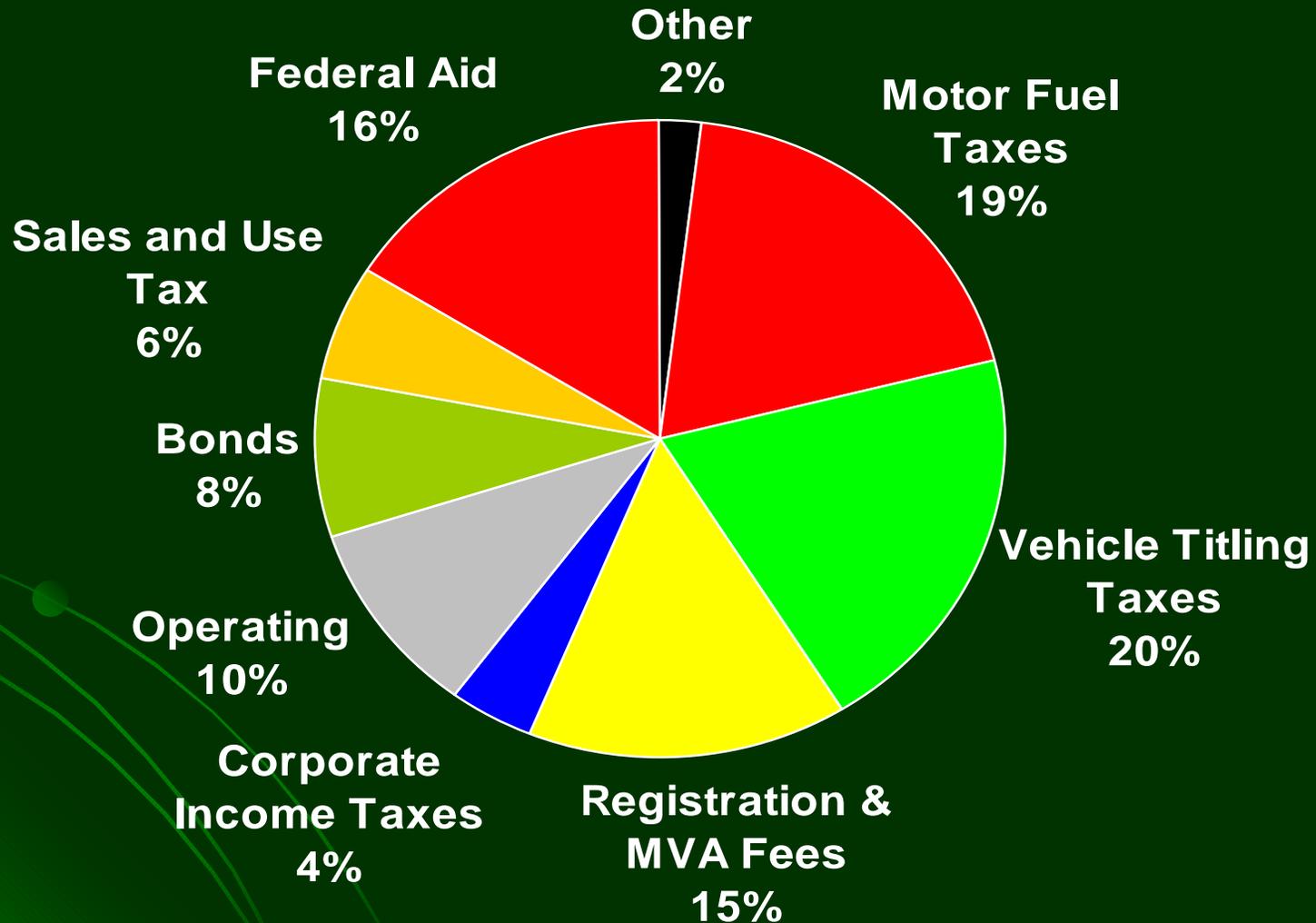
Maryland Transit
Administration

Washington Metropolitan
Transit Authority

Maryland Port
Administration

Transportation Trust Fund

FY 2008 – 2013 Sources of Revenue



Federal Funding

- New authorization acts do not provide huge sums of unanticipated funding.
- MDOT's six year capital program assumes receipt of federal funds at or slightly above existing levels.
- New authorization will bring additional unanticipated funding only if new funding levels exceed what is assumed in the program.
- Annual appropriation bills adjust spending limits to meet overall federal budget requirements.
- Discretionary earmarks in appropriation bills provide additional funding above the "base" formula level of funding only for specific transit and highway (e.g. federal lands) programs. Most highway earmarks do not provide additional funding.

State Highway Administration



BRAC Intersection Improvement Program

Presented by

Mary Deitz & Dennis Yoder

Office of Planning and Preliminary Engineering
Regional and Intermodal Planning Division

Intersection Improvement Program

- Improvements are critical to traffic operations in accessing bases.
- Sketch level concepts developed to improve short-term operations and understand scope and cost of needed improvements at NNMC, APG, and FGGM
- Traffic Studies completed in 2007
- 16 Intersections currently in Design
- Engineering surveys to be completed in Summer 2008, Design by Winter 2009-2010, and Construction to begin by Spring 2010

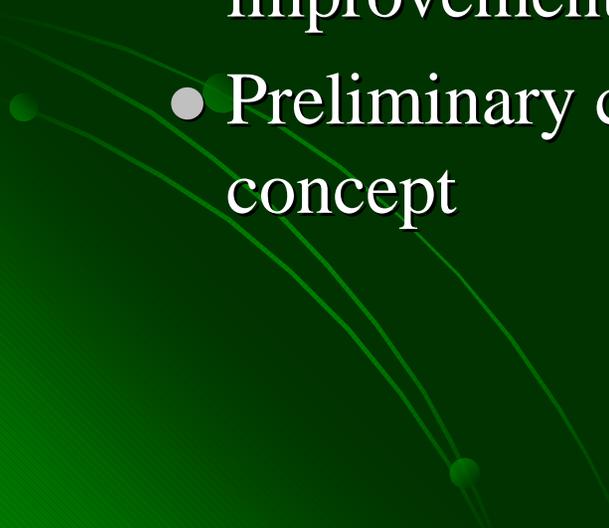
Intersection Improvement Program

● Traffic Studies

- 107 intersections analyzed to determine how they will be affected by BRAC growth
 - 26 in NNMC area, 47 in APG area, and 34 in FGGM area
- Traffic operations forecasted for 2011
- 58 of the 107 intersections expected to operate at failing levels of service in 2011 with BRAC in place
 - 5 of the 26 in NNMC area, 31 of the 47 in APG area, and 22 of 34 in FGGM area

Intersection Improvement Program

● Intersection Concepts

- Sketch level concepts developed to improve short-term operations and understand cost and scope of needed improvements
 - Concepts intended to be low cost, low impact improvements and in place by 2011
 - Preliminary costs and impacts estimated for each concept
- 

Intersection Improvement Program

● **Priority Intersections**

- Available funding insufficient to construct all needed improvements
 - Intersections prioritized based on proximity to bases and future traffic operations
 - 16 locations selected for implementation
- 

Intersection Improvement Program

Unfunded Needs

- \$147 million programmed in FY 08-13 CTP for intersection improvements for the most-heavily impacted intersections around NNMC, APG, and FGGM. This funding is insufficient to construct all needed improvements.
- However, the Intersection Improvement Program is structured to allow for flexibility.
- Available funding is intended to bring priority intersections to the point where construction could begin once additional funding is identified
- Additional federal funds (including DAR), EUL mitigation, etc. will allow for expansion of the program in the BRAC timeframe.
 - *FEDERAL MONEY WOULD BE HELPFUL TO (A) CONSTRUCT ALL PRIORITY INTERSECTIONS, AND (B) GO INTO DESIGN, ETC. FOR OTHER INTERSECTIONS*
- In addition, SHA would benefit from the bases providing Right of Way (ROW) where necessary to accommodate any roadway improvements.

Intersection Improvement Program: *How Federal Funds would be helpful*

Aberdeen Proving Ground:

- 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

Fort George G. Meade:

- 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

National Naval Medical Center:

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

“The Journey to Work”

Improving the ease and convenience for BRAC employees to get to work

- MTA’s 5-Step Approach for BRAC-Related Services
 1. LOTS Service, including Shuttles to Rail Stations.
 2. BRAC Commuter Bus Study, with buses onto Base.
 3. MARC Initial, generally within existing resources.
 4. MARC Growth and Investment Study, to 2035.
 5. Market the Services, including Rideshare.
 6. *Possible 6th Focus* - Secondary Travel Needs.

Local Government Subcommittee Transportation Priorities

- MDOT's understanding of OEA's request for a "prioritized working estimate of local projects that, but for federal assistance, can't be undertaken to address mission growth" was that it would simply provide OEA with an overall *order of magnitude* of the funding shortfall of State- and locally-prioritized BRAC-related projects in the near-term.

Local Government Subcommittee Transportation Priorities

- The LGS identified projects beyond the State's BRAC-related projects list found in the FY 08-13 CTP.
- Over the past year, MDOT has refined its list of BRAC-related projects to a more concentrated list of thirty one (31) projects that directly support BRAC and is needed to assist in facilitating access to the BRAC bases. These projects are expressly listed in the FY 08-13 CTP as BRAC-related.
- Several "BRAC-related" projects in the FY08-13 CTP pre-date the 2005 BRAC decisions

OEA/Federal Funding of State Projects

- Near-term Needs: If funding is available, it can be applied to Intersection Improvements because it would have a direct impact, and could be constructed in the BRAC timeframe.
- Coordination is Critical: Because Federal and State funding is constrained, Federal and State bodies should coordinate information and activities.
 - The State prioritization process is a careful procedure based on local input, state policy and law, project schedules, and technical evaluation.
 - The DAR funding process, as an example of Federal prioritization, is also a careful procedure based on installation requests for certification of eligibility, federal policy and law, state and local input, and technical evaluation.

