



Maryland Department of Transportation Presentation to the National Governors Association



Presented by
Secretary John D. Porcari
July 29, 2008
Annapolis, Maryland

MDOT: BRAC

Presentation Overview

- MD Department of Transportation Background
- Pax River Experience
- What BRAC means for Maryland
- BRAC 2005
 - Challenges: Timing, Funding, EULs
 - Responding to the Challenges
 - MDOT's High-Low Strategy
 - Maryland's Consolidated Transportation Program (CTP)
 - BRAC-related Transportation Projects
 - Near Term: Intersection Improvements
 - Mid- and Long-Term: MARC Growth and Investment Plan
 - SB 206/HB 366: BRAC Community Enhancement Act

MDOT: Coordinated Response

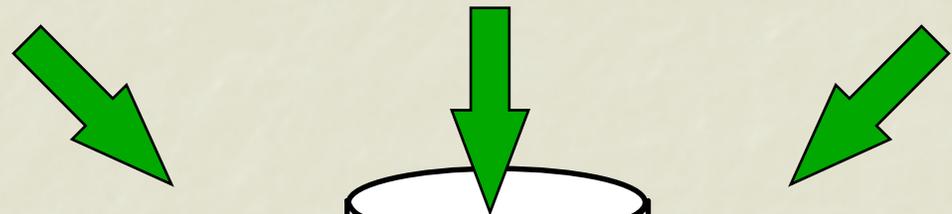
- Multi-Modal Department
 - State Highway Administration
 - Maryland Transit Administration
 - Maryland Port Administration
 - Maryland Aviation Administration
 - Maryland Motor Vehicle Administration
 - Maryland Transportation Authority
 - Coordination with the Washington Metropolitan Area Transit Authority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

Transportation Trust Fund (TTF)

- The source of a majority of “State” funding for transportation needs in Maryland
- Funds operating and capital transportation needs (SHA, MTA, MPA, MAA, MVA, State’s share of WMATA)
 - 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.
 - Consolidated Transportation Program (CTP)
- MdTA: tolls paid by customers who use the agency's facilities fund all of MdTA's projects and services

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



State Highway Administration



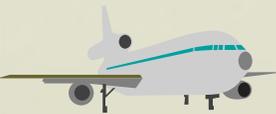
Motor Vehicle Administration



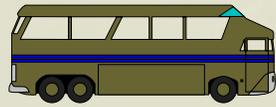
Local Governments



Debt Payments



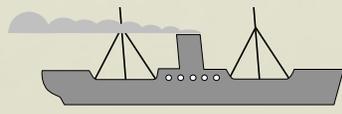
Maryland Aviation Administration



Maryland Transit Administration



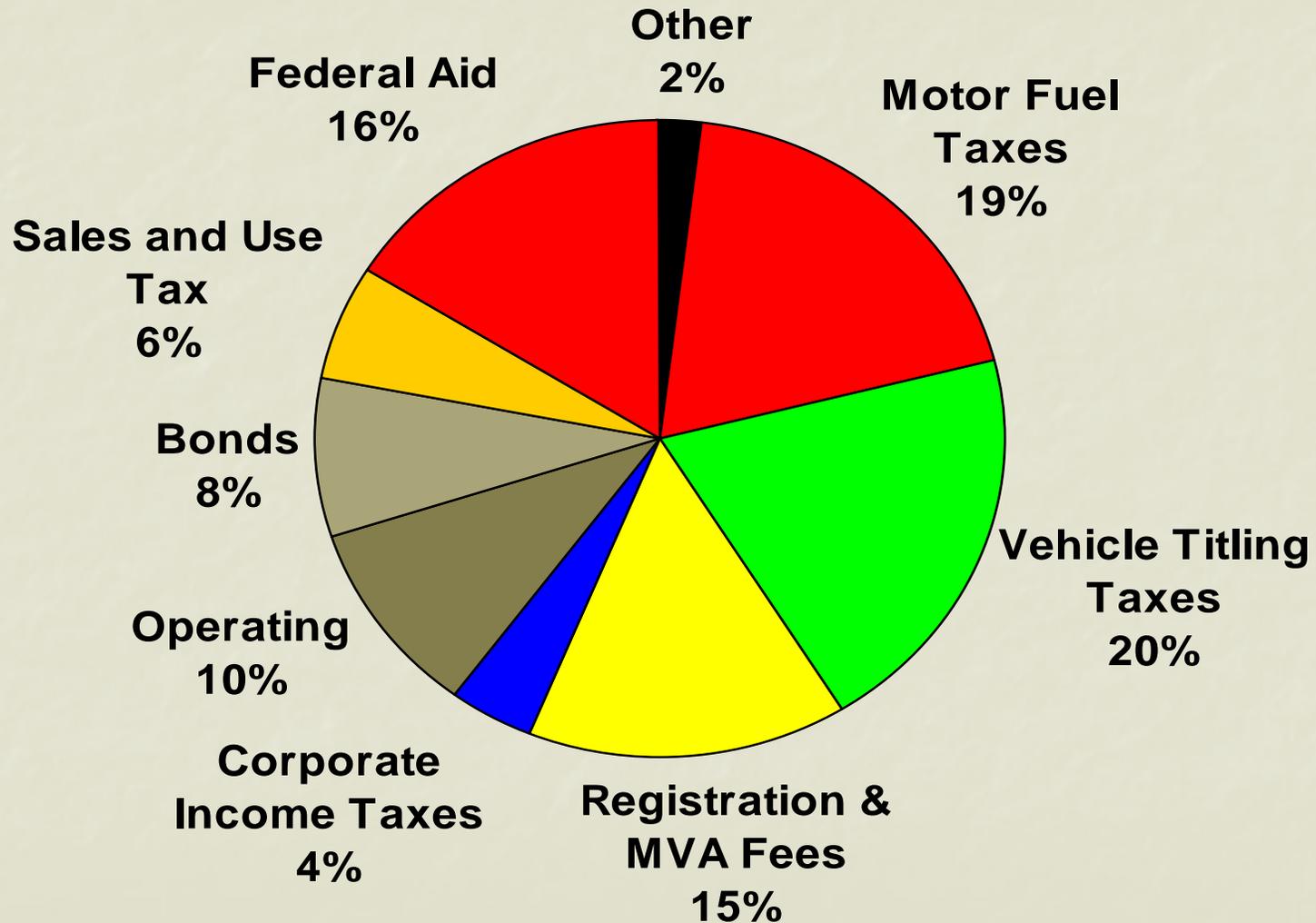
Washington Metropolitan Transit Authority



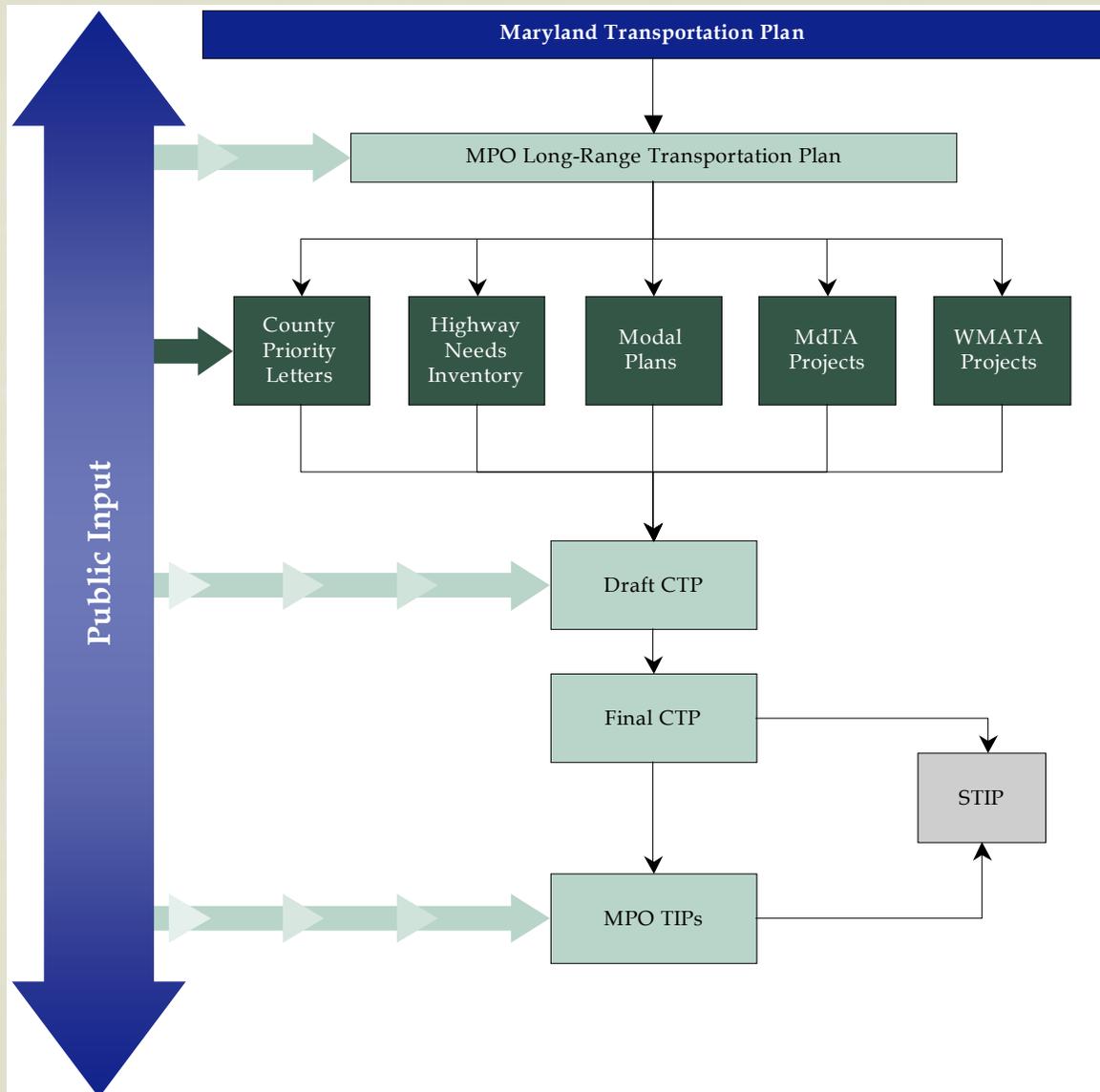
Maryland Port Administration

Transportation Trust Fund

FY 2008 – 2013 Sources of Revenue

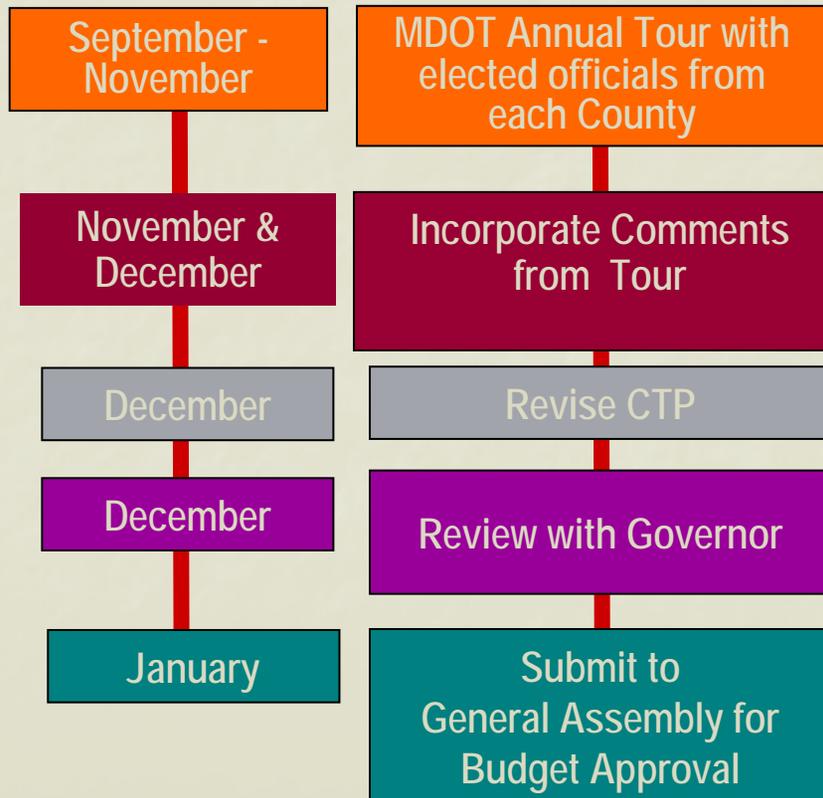


State Development Process



Local Input & Prioritization

Timeline



State Transportation Budget Process:
Balancing BRAC with
Other Transportation
Needs

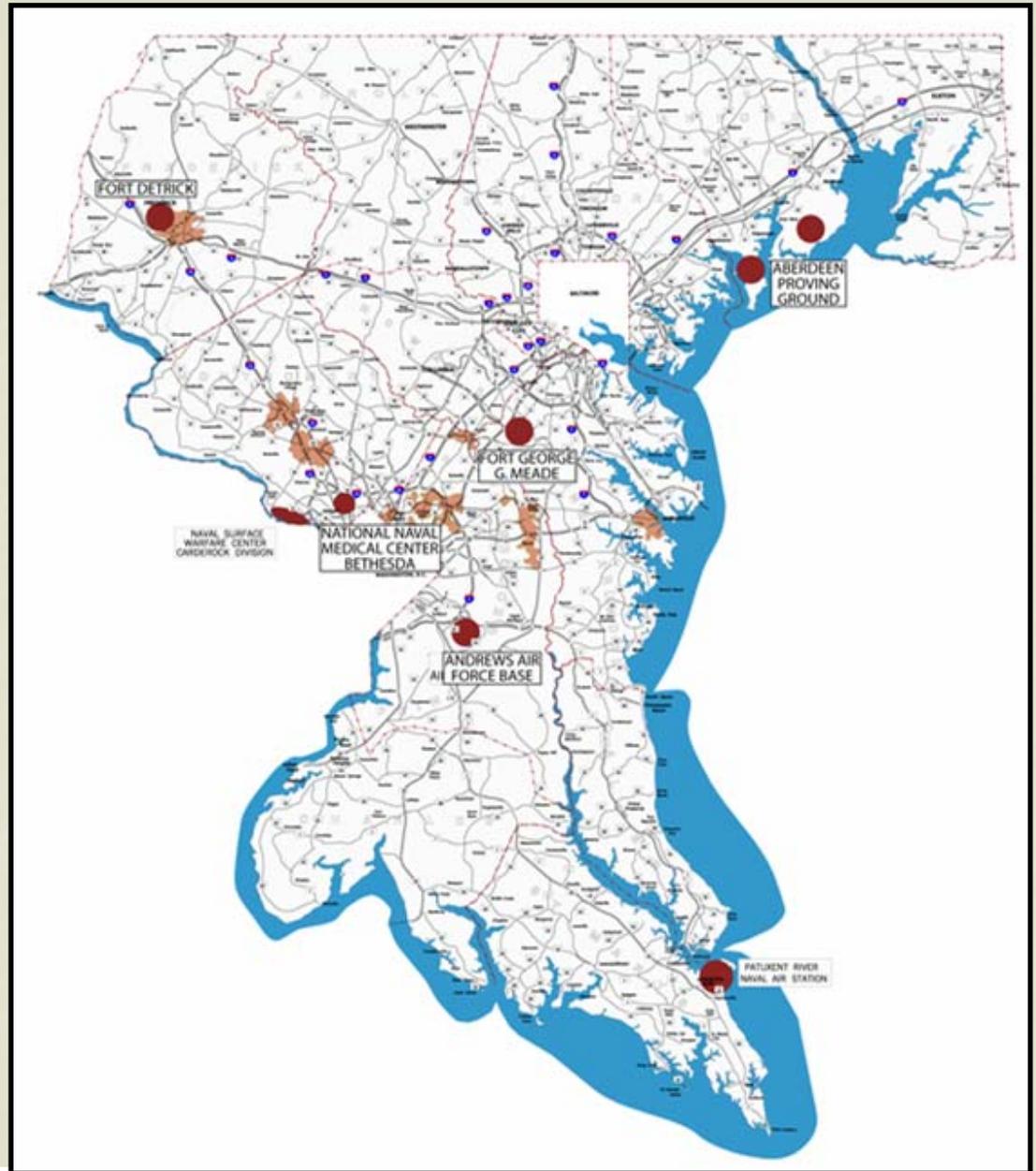
Patuxent River Naval Air Station: Lessons Learned

- 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

● 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

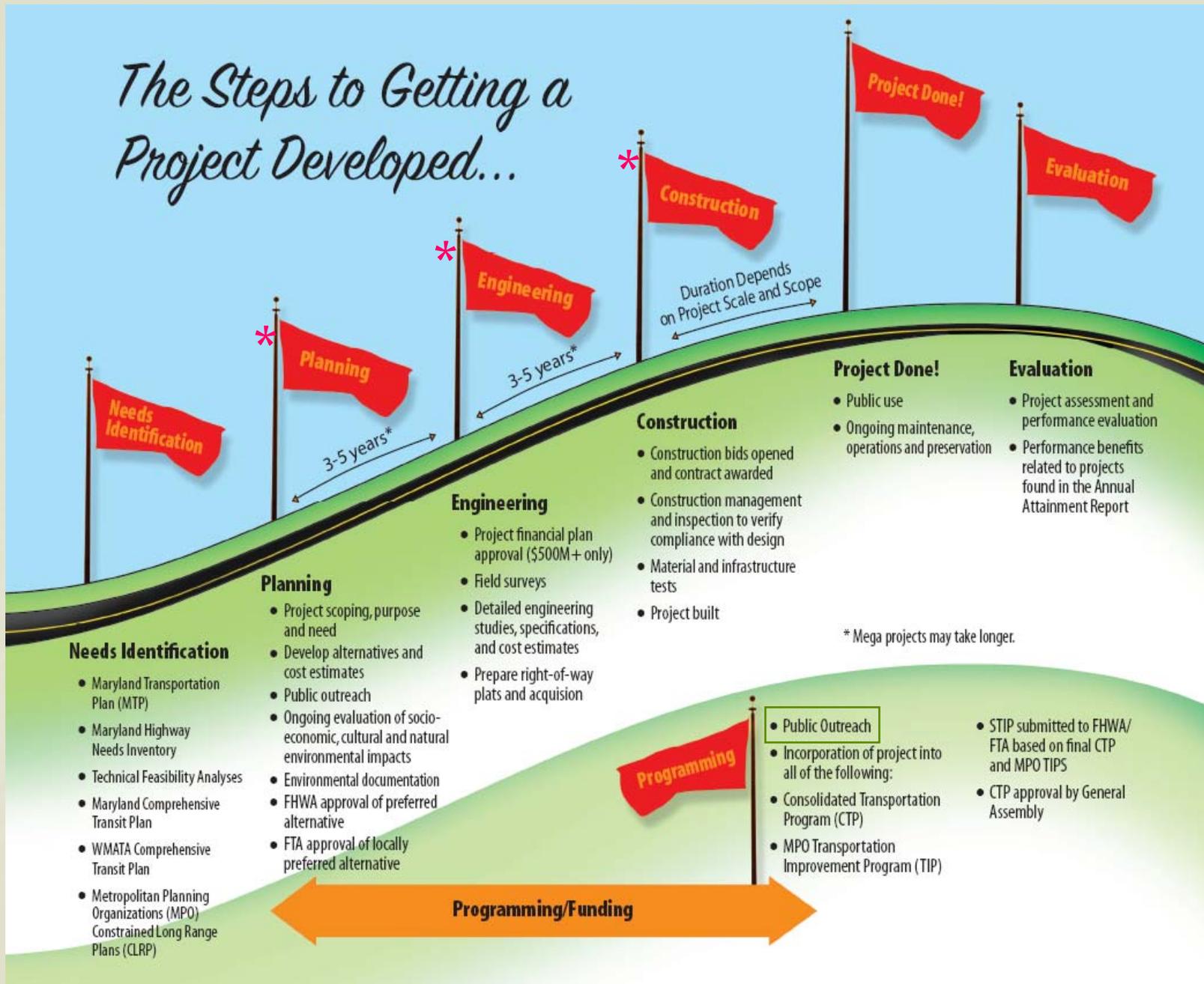


BRAC 2005 Challenges:

Timing

- **Timing:** with BRAC jobs arriving in the next three years, there is little time to build large transportation projects.
 - A major road project can take 8-12 years
 - National and State Environmental Policies, NEPA
 - Phases
 - Project Planning (36-60 months)
 - Design (18-36 months)
 - Right-of-Way (18-36 months)
 - Construction (12-36 months)

The Steps to Getting a Project Developed...



Needs Identification

- Maryland Transportation Plan (MTP)
- Maryland Highway Needs Inventory
- Technical Feasibility Analyses
- Maryland Comprehensive Transit Plan
- WMATA Comprehensive Transit Plan
- Metropolitan Planning Organizations (MPO) Constrained Long Range Plans (CLRPs)

Planning

- Project scoping, purpose and need
- Develop alternatives and cost estimates
- Public outreach
- Ongoing evaluation of socio-economic, cultural and natural environmental impacts
- Environmental documentation
- FHWA approval of preferred alternative
- FTA approval of locally preferred alternative

Engineering

- Project financial plan approval (\$500M+ only)
- Field surveys
- Detailed engineering studies, specifications, and cost estimates
- Prepare right-of-way plats and acquisition

Construction

- Construction bids opened and contract awarded
- Construction management and inspection to verify compliance with design
- Material and infrastructure tests
- Project built

Project Done!

- Public use
- Ongoing maintenance, operations and preservation

Evaluation

- Project assessment and performance evaluation
- Performance benefits related to projects found in the Annual Attainment Report

* Mega projects may take longer.

Programming/Funding

Programming

- Public Outreach
- Incorporation of project into all of the following:
 - Consolidated Transportation Program (CTP)
 - MPO Transportation Improvement Program (TIP)

- STIP submitted to FHWA/FTA based on final CTP and MPO TIPS
- CTP approval by General Assembly

BRAC 2005 Challenges:

Funding

- **Funding:** BRAC creates new transportation needs but there are no separate BRAC funding sources from the Federal government.
 - Challenge on the Local, State, and Federal levels

BRAC 2005 Challenges: Enhanced Use Lease (EUL)

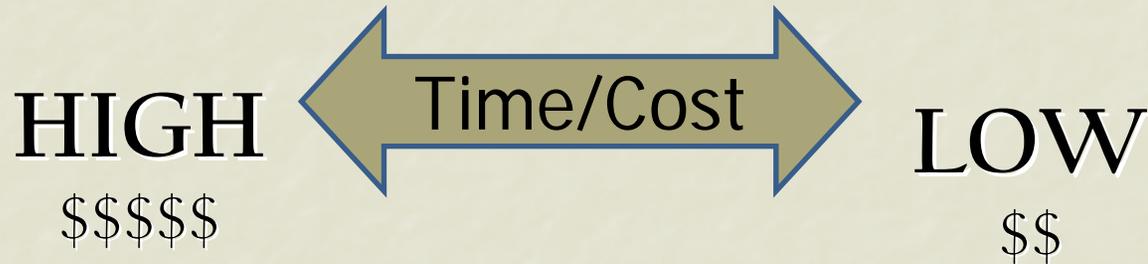
- Generally, large commercial projects on “non-excess” DoD federal enclave property located outside the gate.
- Under federal enabling statute (10 U.S.C. § 2667), EULs are subject to state and local taxation, but do not otherwise have to follow state and local development procedures.
- *APG*: OPUS East LLC’s G.A.T.E. project
- *Ft. Meade*: Trammell Crow
- *Ft. Detrick*: Central Utility Plant (CUP) and Gateway Project

Responding to the Challenges

Timing & Funding

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

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

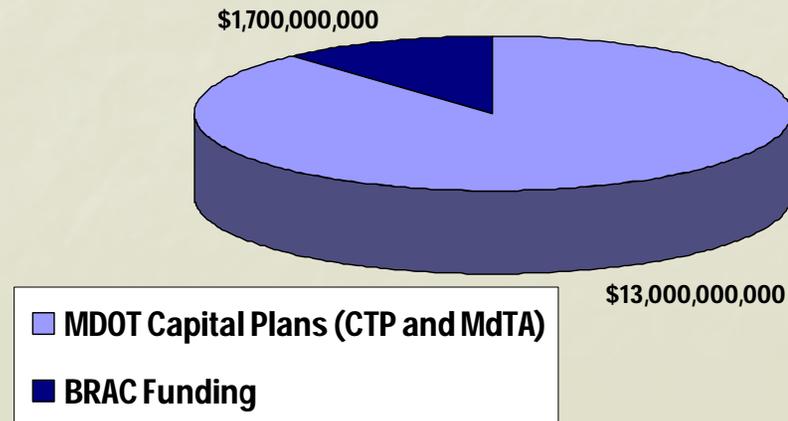


- Major construction projects
- Long-term needs
- Eight-plus years to complete
- Examples: MARC Growth and Investment Plan

- Minor projects
- Near-term fix
- One to three years to complete
- Example: 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
- \$356 million added as a result of 2007 special session revenue increase



Statewide Vision & BRAC: Transportation Choices

- Transit – Providing safe & efficient mobility; minimizing environmental impacts
- Smart Growth – Expanding transportation choices by revitalizing existing communities
- Demand management – Promoting telework, car and van pools, transit benefits
- Strategic investments – Funding key highway and transit investments

Near-Term Actions:

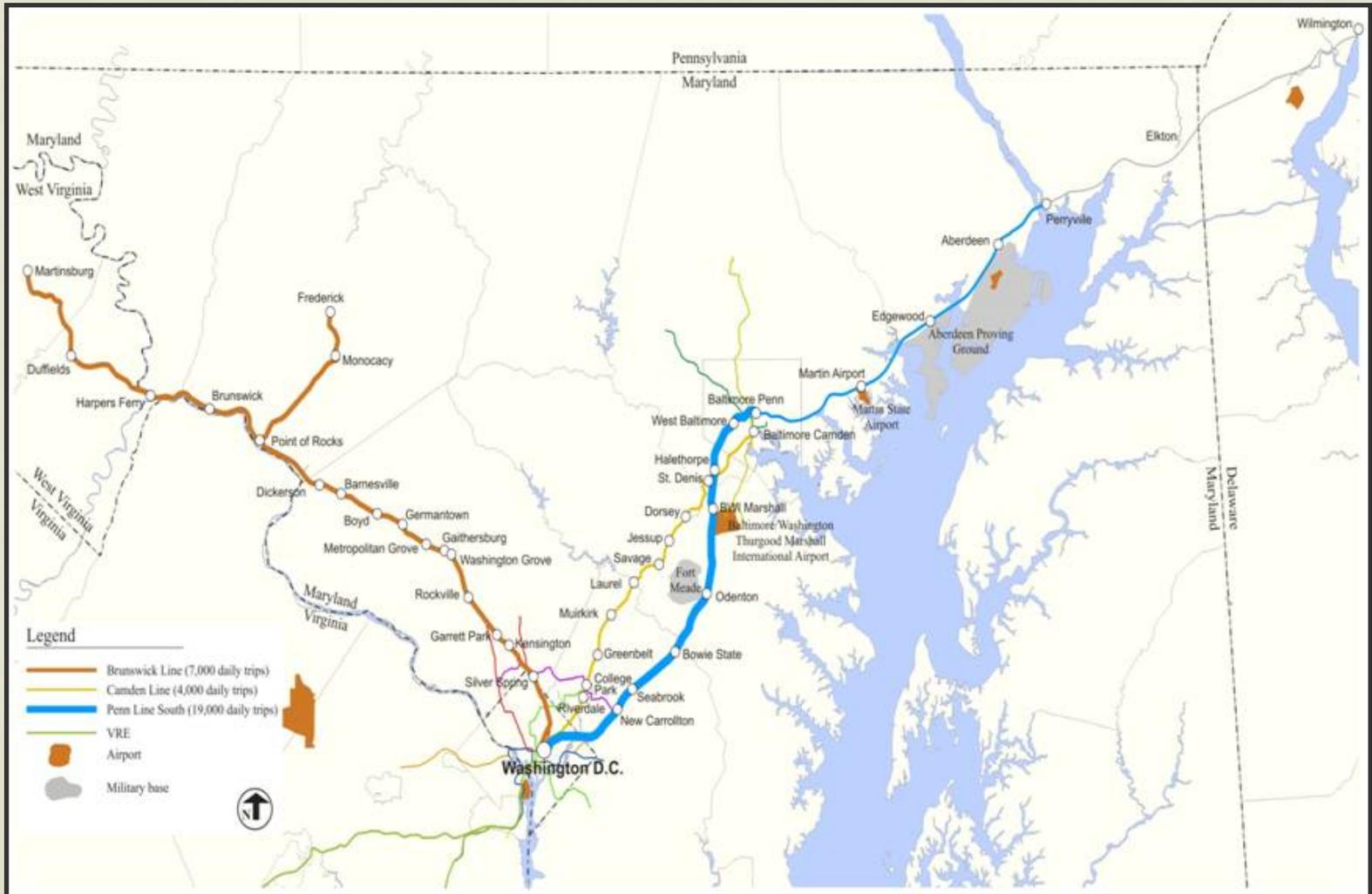
Intersection Improvement Program

- Short-Term Improvements for the most-heavily impacted intersections around NNMC, APG, and FGGM
- \$147 million programmed in FY 08-13 CTP. Available funding is intended to bring priority intersections to the point where construction could begin once additional funding is identified
- 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
 - 54 of the 107 intersections studied are expected to operate at failing levels of service in 2011
- 16 Intersections selected for implementation and are currently in Design
- Engineering surveys to be completed in Summer 2008, Design by Winter 2009-2010, and Construction to begin by Spring 2010

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
 - \$201 million for the MARC Growth and Investment Plan.

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



Responding to the Challenges: EUL

SB 206/HB366: “BRAC Community Enhancement Act”

- Legislation passed during General Session, April 2008
- Intended to address BRAC related-issues
 - Provide infrastructure funding assistance to localities
 - Provide flexibility in working with Enhanced Use Lease projects
- BRAC Revitalization and Incentive Zones
- EUL PILOT Agreements

BRAC Revitalization and Incentive Zones

- Infrastructure assistance to local governments for BRAC-related growth
- Provides up to \$5 million a year, potentially leveraging up to \$150 million in State and local infrastructure.
- Local governments apply, MD Dept. of Business & Economic Development (DBED) designates
 - Priority given to transit areas and strategic growth areas

EUL under SB 206/HB366

- Codified as MD Code Ann., Tax-Property Art. § 7-211.3
- Under § 7-211.3, projects are exempt from State and local property taxation if EUL developers enter into a PILOT agreement with the State (MDOT) and local jurisdiction.
- Intended to provide flexibility: Incentive for infrastructure mitigation: provides mechanism for payment towards infrastructure in lieu of taxes.

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%2008.pdf](http://www.mdot.state.md.us/Planning/Plans%20Programs%20Reports/Programs/CTP%2008-13/Section%20A/BRAC%20Related%20Projects%2008.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>

