



MDOT - Aberdeen Proving Ground Local Coordination Meeting

April 28, 2008
HEAT Center
Aberdeen, Maryland



AGENDA

- **Welcome and Introductions**
- **Planning and Delivering Transportation Projects in Maryland: the Planning Programming Process & Timeline**
- **State Project Update**
 - **APG Intersection Improvements**
 - **MdTA Projects**
 - **APG BRAC Related Transit Issues: Defining the Issues**
- **General Discussion**
- **Adjourn**

Maryland Department of Transportation (MDOT) Office of Planning and Capital Programming



Maryland Department of Transportation

Planning and Delivering Transportation Projects in Maryland

Presented by

Mike Nixon

Manager – MPO, Regional Planning

MDOT – OPCP

Planning and Delivering Transportation Projects in Maryland

- An overview of the following:
 - Local and regional planning process
 - 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.

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:

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

Regional Planning Process

MPO

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

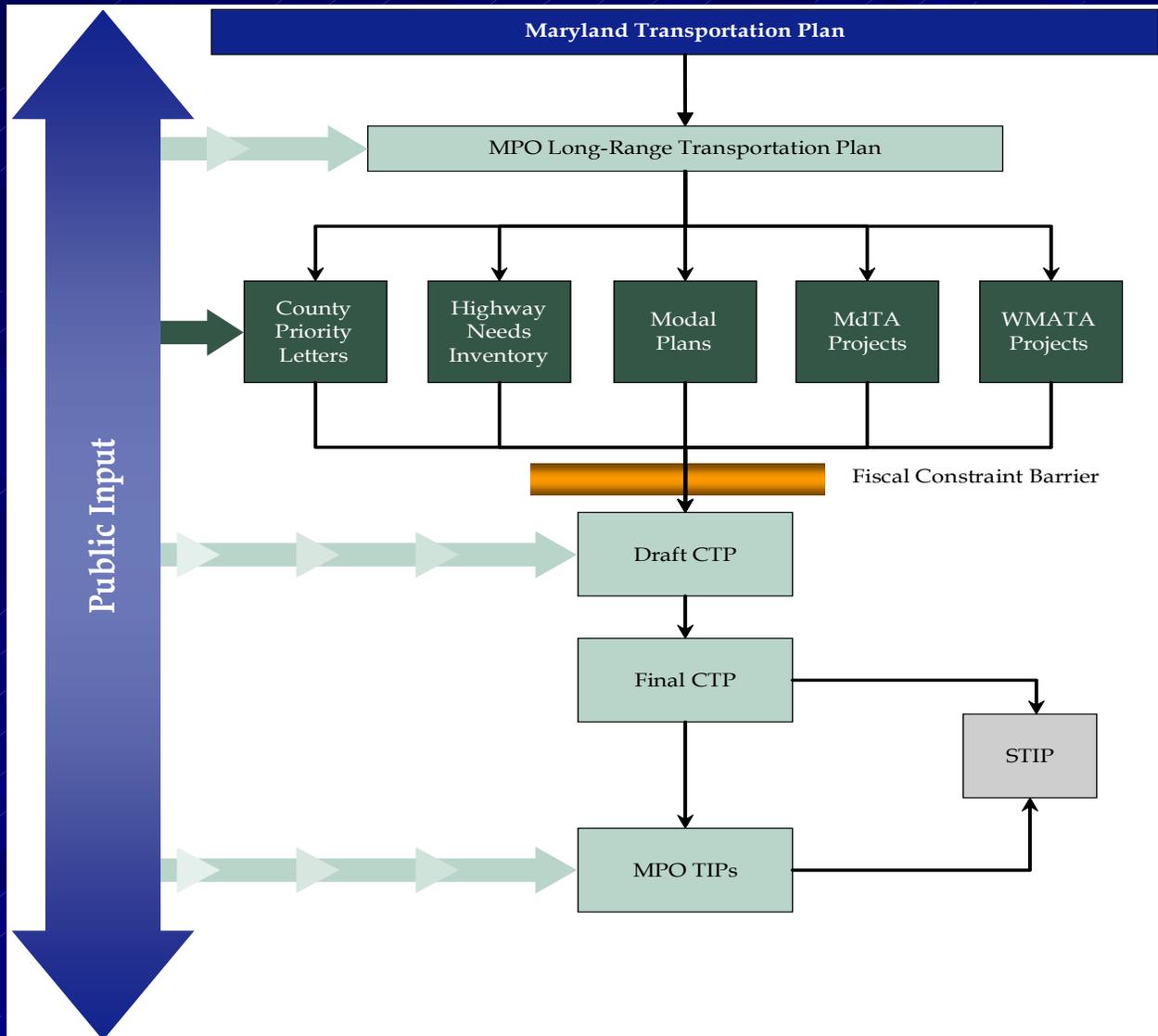
- A Unified Planning Work Program.
- A Constrained Long Range Plan (20 year planning horizon).
- A Transportation Improvement Program (TIP)—a short-term program of capital improvements.
- A Financial Analysis of the CLRP/TIP.
- An Air Quality Conformity Analysis of the CLRP & TIP.

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

- 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 is remains in the CTP until it is OTT (or otherwise removed).

County Priority Letters

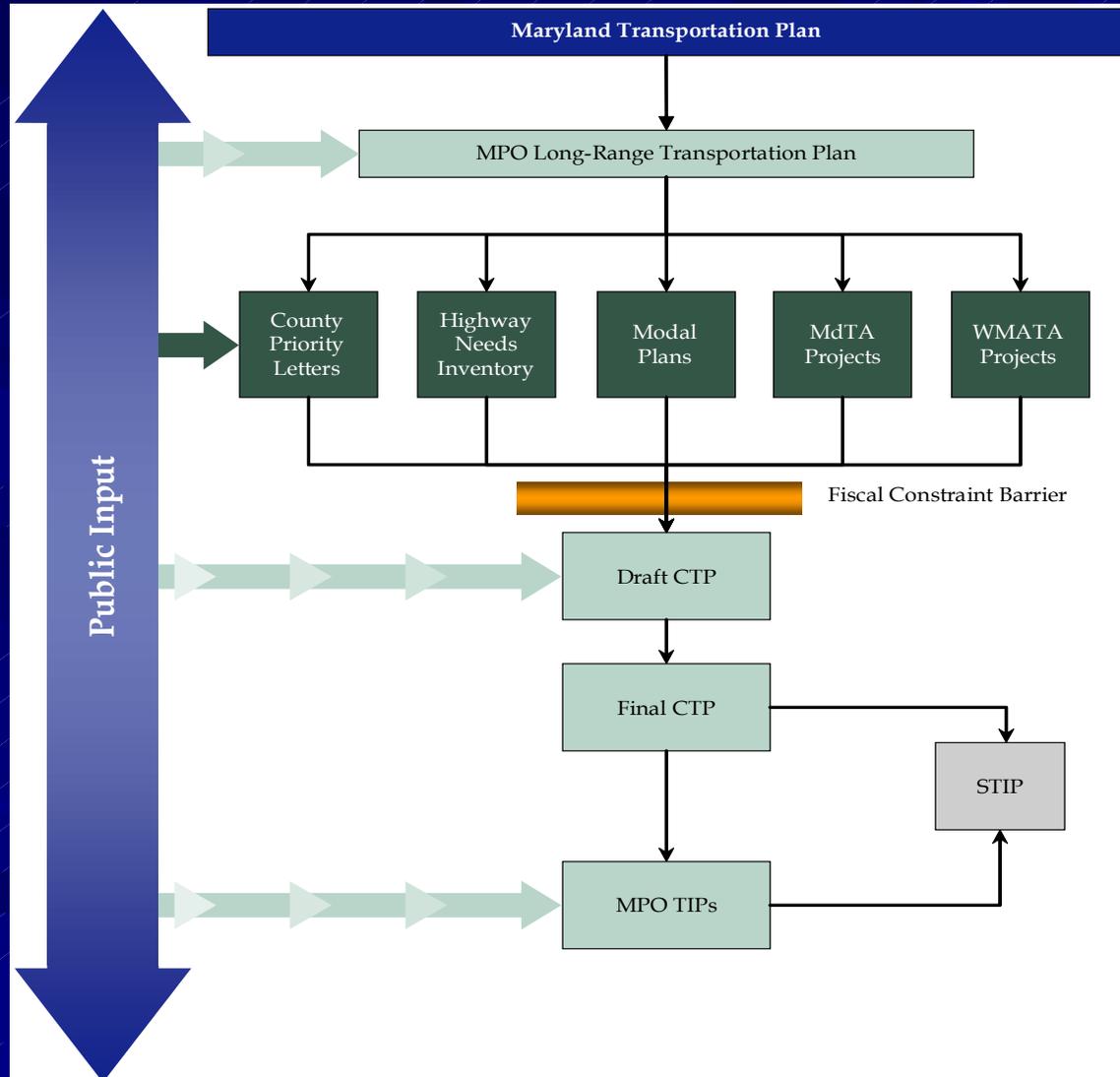
- Priority letters represent each County's internal ranking of secondary system projects deemed most important based on local need and local input.
- Priority letters involve requests for a wide variety of project funding such as transit improvements and highway reconstruction.
- Counties have the opportunity 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.

STIP

Statewide Transportation Improvement Program (STIP):

The STIP is the State's 5-year prioritized program of State and Federally funded projects, which includes each MPO's approved TIP (without change) and regionally significant projects.

State Development Process



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

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

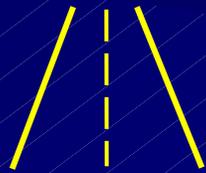
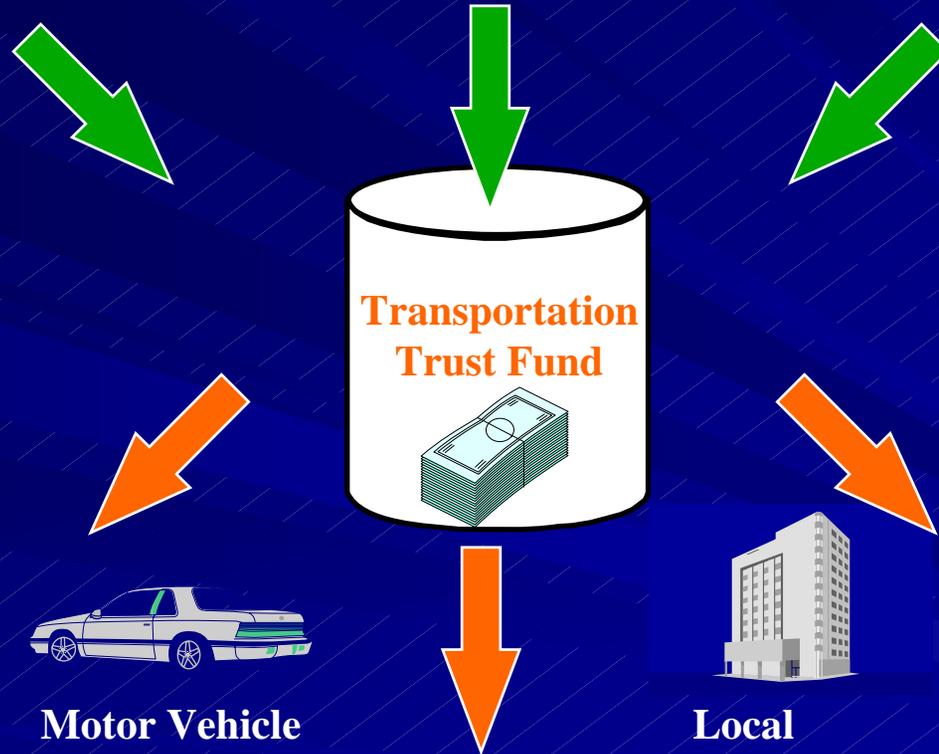
Operating Revenues

Bond Sales

Corporate Income Tax

Federal Aid

Motor Vehicle Registration and Fees



State Highway Administration



Motor Vehicle Administration



Local Governments



Debt Payments



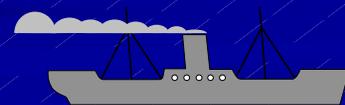
Maryland Aviation Administration



Maryland Transit Administration

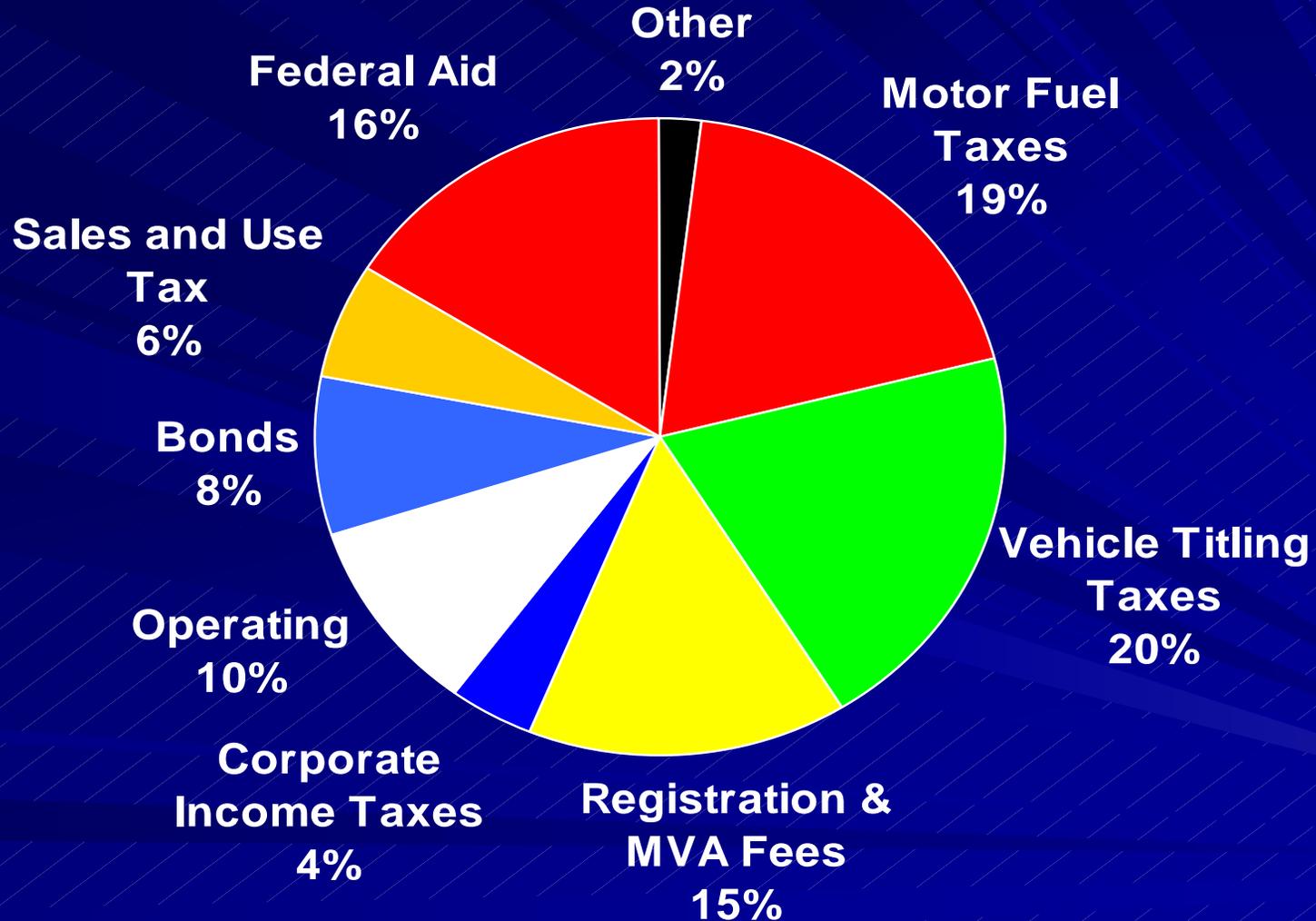


Washington Metropolitan Transit Authority



Maryland Port Administration

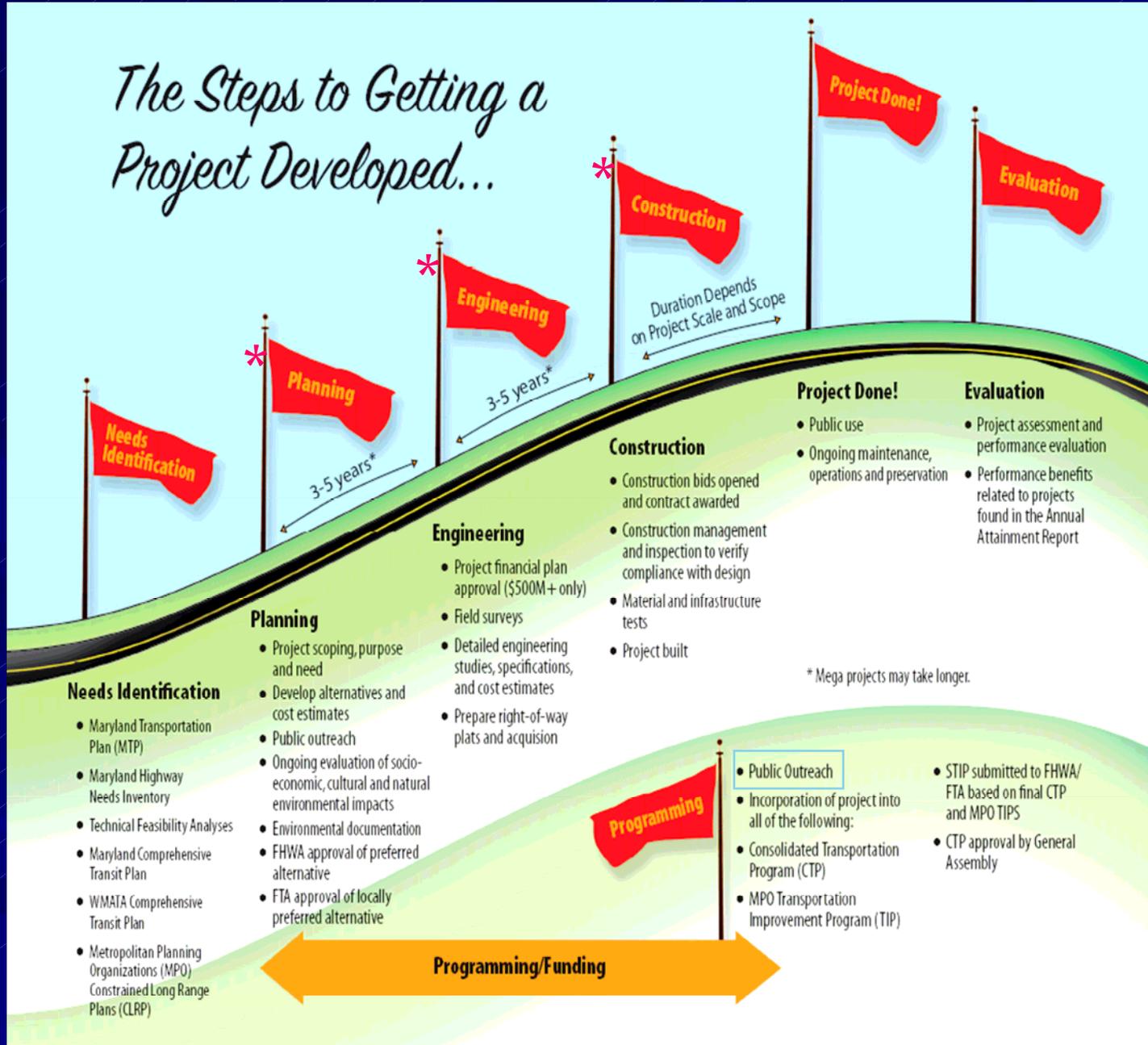
Transportation Trust Fund FY 2008 – 2013 Sources of Revenue



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 funding for specific projects above the "base" formula level of funding.

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 (CLRP)

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

Programming

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

Programming/Funding

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.

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

Local Input & Prioritization

Timeline



State Transportation Budget Process:
Balancing BRAC with Other Transportation Needs



State Highway Administration (SHA)



APG Intersection Improvement Program

presented by
Mary Deitz
SHA – OPPE

Intersection Improvement Program

- Short-Term Improvements at APG, FGGM, NNMC
- \$139 million in FY08-13 CTP for intersection improvements for the most-heavily impacted intersections around Ft. Meade, APG, and NNMC
- Traffic Studies completed
- Currently in Design

Intersection Improvement Program

■ Traffic Studies

- Study Area bounded by I-95 to the north, APG and/or the Chesapeake Bay to the south, MD 152 to the west, and MD 272 to the east
- Traffic operations forecasted for 2015 using the regional model
- 47 intersections analyzed to determine how they will be affected by BRAC growth
- 31 of the 47 intersections expected to operate at failing levels of service in 2015 with BRAC

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
- Estimated preliminary costs and impacts of each concept

Intersection Improvement Program

■ Priority Intersections

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

■ Programmed for \$57.97 million total

- \$45 million from 2007 Special Session Revenue Increase
- \$1 million from OEA grant
- \$10 million federal earmark for US 40/MD 715 interchange
- \$1.97 million federal earmark for APG BRAC intersections

Intersection Improvement Program

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



Maryland Transportation Authority (MdTA)



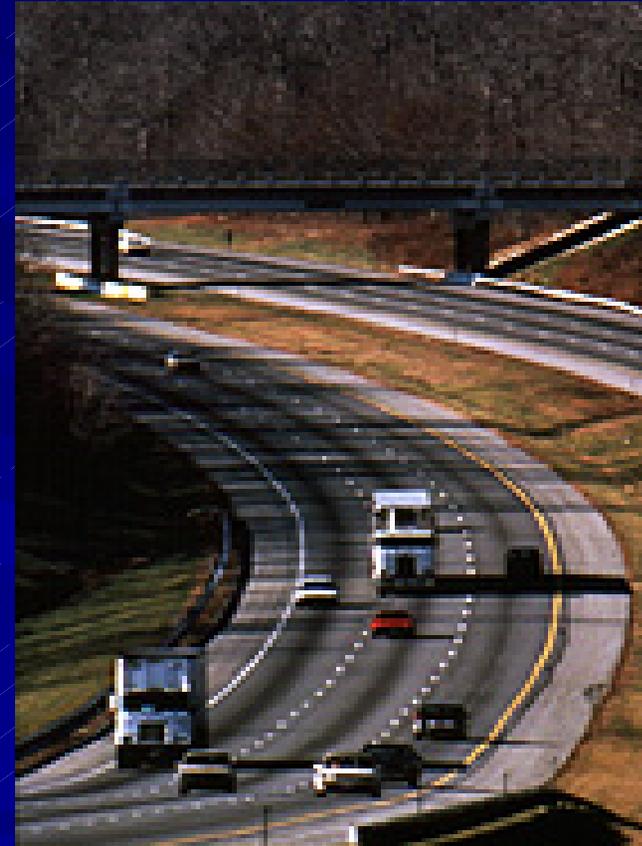
MdTA Projects

presented by
Melissa Williams

Maryland Transportation Authority (MdTA)

Maryland Transportation Authority Projects

- I-95 Express Toll Lanes
- I-95 Section 200
- I-95/MD 24 Interchange Improvements
- JFK Toll Plaza Planning Study
- Thomas J. Hatem Memorial Bridge Preservation Project

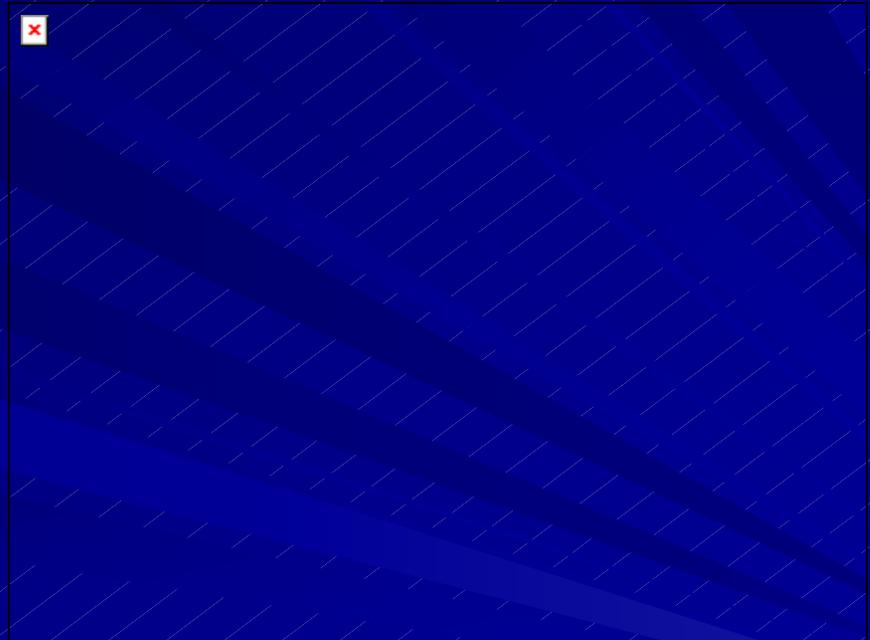




I-95 Express Toll Lanes

Known during planning studies as “JFK-Section 100,” the I-95 Express Toll Lanes project will ease congestion and increase safety by making improvements to I-95, reconstructing bridges and interchanges, and adding ETLs.

Once complete, there will be two ETLs and four general-purpose lanes in each direction.





I-95 Express Toll Lanes

✖ ETL understanding.jpg

ETLs Features

Using ETLs is your choice. Drivers will have opportunities to access the ETLs at a point of origin along the mainline as shown, or at interchange entry points.

The ETLs project includes four general purpose travel lanes and two new Express Toll Lanes in each direction.

ETLs will feature the latest toll-collection technology, with overhead gantries that will automatically prompt tolls at highway speeds, no slowing or stopping.



I-95 Express Toll Lanes

Better for Everyone

With vehicles spread out over two extra lanes in each direction, travel times, accidents and delays should decrease. ETLs will be available to Maryland Transit Administration (MTA) Bus Service riders, who can count on more reliable arrival times and connections. Less congestion means vehicles will spend less time sitting in traffic with engines idling, decreasing air pollution from emissions.

Tolls Collected Using E-ZPass

Tolls will be collected automatically as you travel at highway speeds through the electronic toll collection area. There are no toll booths, no need to slow down, and no need to stop. Toll rates will be set at fixed prices for different times of the day. During off-peak periods, when roads are less congested and traffic is flowing freely, tolls will be lower than during peak periods when traffic delays and back-ups tend to occur. Rates will be reviewed periodically.





I-95 Express Toll Lanes

Projects Underway

- Construction of I-95/I-895 Northbound General Purpose
- Replacement of Kenwood Avenue and Lillian Holt Drive Bridges
- I-95/I-695 Interchange ramp lane construction
- I-95 Mainline construction between Rossville Boulevard and Campbell Boulevard

Future Projects

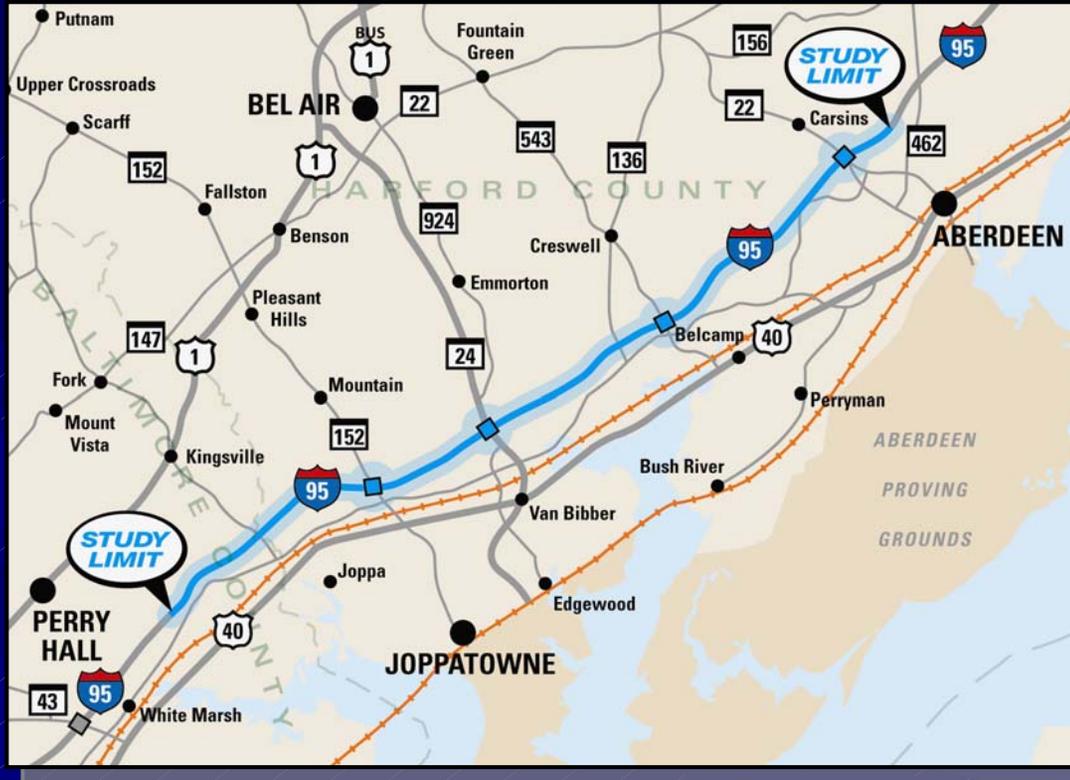
- Construction of White Marsh Run Wetland Mitigation Site
- I-95/MD 43 Interchange Reconstruction, including Campbell Blvd.
- I-95 from I-895 Interchange to Chesaco
- Reconstruction of I-95 lanes between MD 43 Interchange and New Forge Road
- I-95/I-695 ETLs construction, including reconstruction of I-695 lanes between US Route 1 and MD 7

Completed Projects

- Replacement of Rossville Boulevard Bridge over I-95
- Replacement of Cowenton Avenue and Joppa Road Bridges over I-95

ANTICIPATED TO BE OPEN TO TRAFFIC 2012

I-95 Section 200



The purpose of the I-95 Section 200 Project is to address capacity and safety needs on Section 200 and thereby improve access, mobility, and safety for local, regional, and inter-regional traffic, including passenger, freight, and transit vehicles.

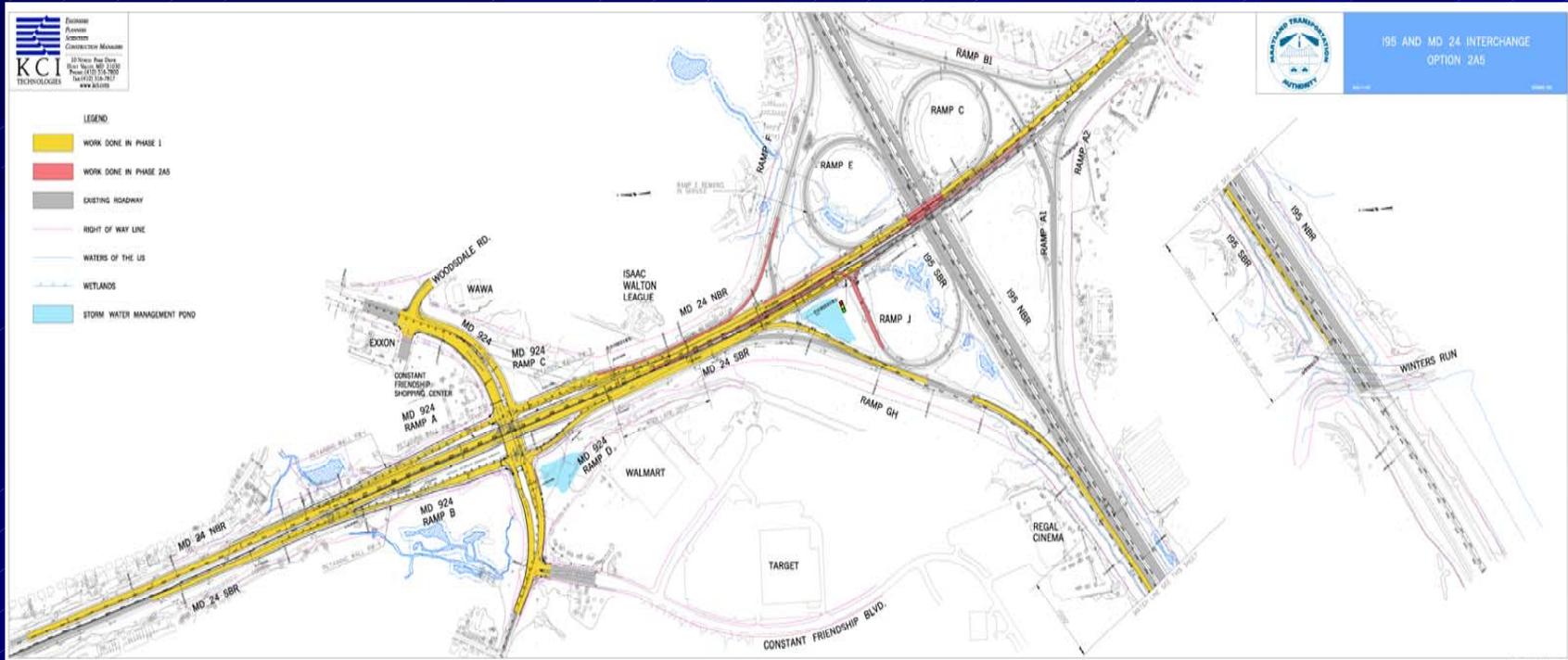
I-95 Section 200

Schedule

- Project Initiation – Fall 2005
- Public Workshop – June 22, 2006
- Technical Reports – Fall 2006
- Environmental Document – Summer 2007
- Public Hearing – December 13, 2007
- Final Decision Document – Fall 2008
- Design/Construction – To Be Determined



I-95/MD 24 Interchange Improvements



The purpose of the I-95/MD 24 Improvement Project is to enhance safety conditions, reduce congestion and provide sufficient traffic capacity to serve existing and future development needs in the surrounding area.

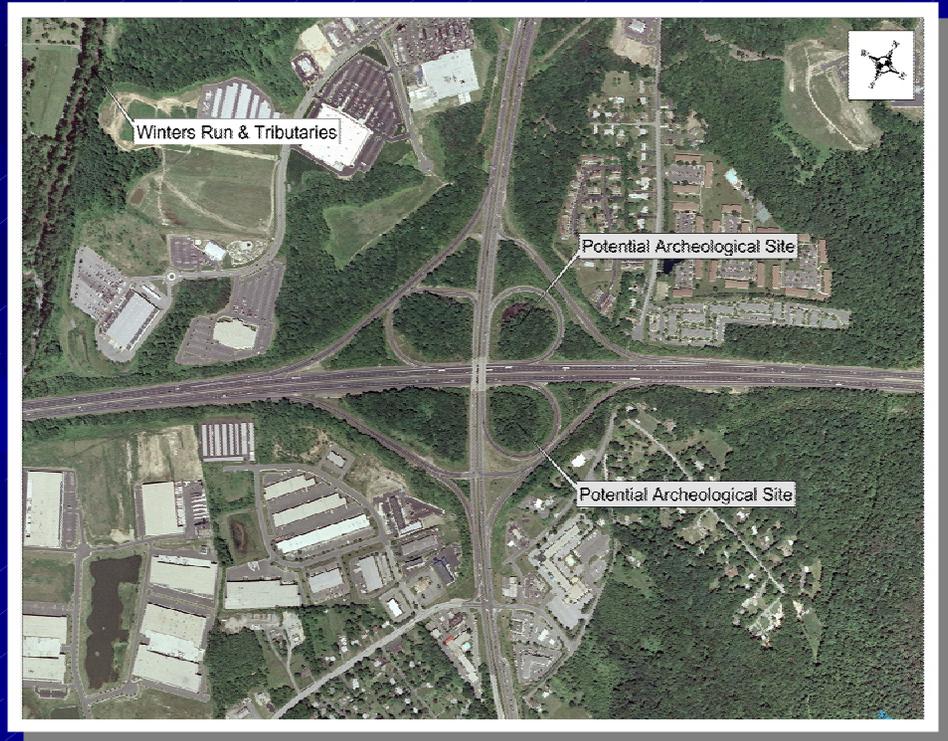
I-95/MD 24 Interchange Improvements

Improvements include: reconstructing portions of the existing I-95/MD 24 interchange and construction of a bridge and exit and entrance ramps that will upgrade the existing MD 24 and MD 924/Tollgate Road intersection to a grade-separated interchange.

Schedule

Construction Start: 2008 (Pending)

Construction Duration: 825 Days



JFK Toll Plaza Planning Study

The purpose of the study is to evaluate the travel characteristics of vehicles using I-95 and other major roads in Cecil County to determine the optimum location for tolling on I-95 within the County.

The study is divided into two components:

- 1) evaluate potential tolling locations along I-95, including modifying the existing toll plaza and
- 2) determine the optimal tolling method.



JFK Toll Plaza Planning Study

Schedule

Newsletter 1 - Spring 2008

Study Initiation – Spring 2008

Traffic Data Collection: Spring /
Summer 2008

Traffic Analyses & Modeling –
Summer / Fall 2008

Tolling Location Studies – Summer /
Fall 2008

Newsletter 2 – Fall 2008

Public Meeting – Winter 2008/2009

Newsletter 3 – Early 2009

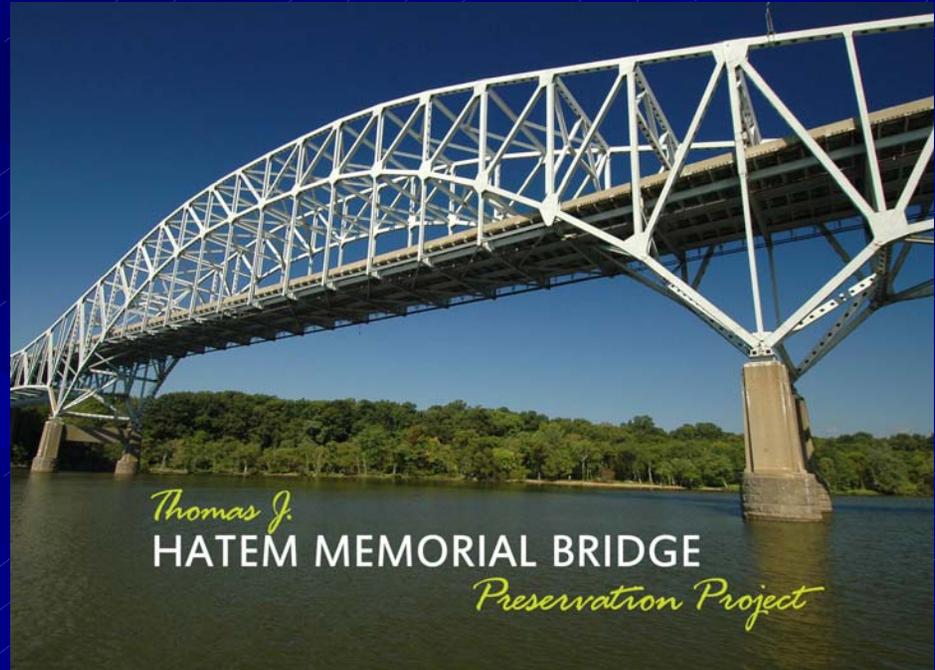
Study Completion – Spring 2009



Thomas J. Hatem Memorial Bridge Preservation Project

Work includes:

- complete replacement of the bridge roadway (deck)
- substructure (concrete piers) repairs
- installation of a new, permanent jersey barrier in the center of the bridge



Thomas J. Hatem Memorial Bridge Preservation Project

Schedule:

Begin re-decking June, 2008

Construction is expected to take about 3½ years





Maryland Transit Administration (MTA)



APG BRAC Related Transit Issues: Defining the Issues

presented by
Gerald Cichy
BRAC Coordinator - MTA

“The Journey to Work”

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

- MTA’s 5-Step Approach for BRAC-Related Services
- APG Base Access (preliminary discussions)
 1. Buses terminating on base, with no routing through
 2. No off-loading of people at the gates
 3. Legal review of “close-door” service
- One-Seat Ride

MTA 5 Step Approach for BRAC Related Services:

1. **LOTS** – Support review of Locally Operated Transit Systems (LOTS) through MTA funding of Transit Development Programs (TDP) in Harford and Cecil Counties, and special studies where appropriate.
 - Present Service: Harford Transit to Aberdeen and Edgewood MARC Stations. Cecil County Transit to Perryville MARC Station.
 - MTA study of BRAC-related improvement to Harford Transit
 - Future Service: To be determined, including direct service onto the Base. Possible Base-provided shuttles to Aberdeen MARC Station.

MTA 5 Step Approach for BRAC Related Services:

2. BRAC Commuter Bus Study – MTA funding consultant study to determine Commuter Bus services to APG and Fort Meade.

- APG routes studied include origins from Baltimore City, Baltimore County, Southern Pennsylvania, Cecil County and New Castle County, Delaware.
- Future service locations still under consideration based on demand:
 - Baltimore City Route: First Mariner Arena, Canton, Baltimore Travel Plaza, White Marsh Park-n-Ride, Aberdeen MARC Station, then direct access to APG
 - Delaware Route: Churchmans Crossing, Elkton, Chesapeake House Travel Center, then direct access to APG. (Feasibility of route based on cost sharing with Delaware / DART)

MTA 5 Step Approach for BRAC Related Services:

3. **MARC Initial** – Review of possible MARC services generally within existing resources

Service to/from Aberdeen and Baltimore:

- Depending on demand, MTA will consider putting present morning deadhead trains to Perryville in service to Aberdeen, and also consider utilizing the available capacity on Amtrak trains.
- Using Amtrak for MARC riders would require some negotiation, acceptance and additional cost to the MTA, however there are several factors in MTA's favor:
 - Amtrak is heavily dependant on the federal government
 - they work closely with the military on transportation matters
 - currently provide some limited service to Aberdeen.
- Using Amtrak service combined with the MARC service could represent adequate schedule coverage for APG workers. MTA service to other stops north of Baltimore would be MARC only, as Amtrak would not want to incur the additional delay.

MTA 5 Step Approach for BRAC Related Services:

3. MARC Initial, cont.

Service Under Consideration (Depending on Demand)

Possible morning schedule northbound:

	MARC	Amtrak	Amtrak	MARC
Train	554 DHD	180	130	506
Dp Baltimore	5:30a	6:12a	7:18a	8:00a
Ar Aberdeen	6:00a	*6:35a	7:35a**	8:33a

Possible afternoon schedule southbound:

	MARC	Amtrak	Amtrak	MARC
Train	535	83	85	579 DHD
Dp Aberdeen	3:00p	4:15p**	*5:15p	6:20p
Ar Baltimore	3:38a	4:35p	5:38p	6:40p

* Amtrak trains presently making the Aberdeen stop.

** Does not presently stop at Aberdeen.

- Shuttle Bus needed for Aberdeen MARC and possibly Edgewood MARC Stations. Options for funding shuttle bus service include DOD/Base, EULs, TMA or LOTS.

MTA 5 Step Approach for BRAC Related Services:

4. MARC Growth and Investment Study – MTA efforts at funding longer term needs for MARC service to BRAC Facilities, and to Baltimore and Washington, DC.

- Potential Future Improvements through 2035:
 - Mid-Day / Evening / Weekend Service
 - Engine and Rail Car Improvements/Purchases
 - Station Improvements
 - Track Improvements/Expansion
 - Additional Yard Facilities

MTA 5 Step Approach for BRAC Related Services:

5. **Market the Services** – MTA effort to work with local jurisdictions and BRAC facilities to market transit services, including Rideshare and Commuter Choice, where appropriate

- Present Effort: MTA marketing of present MARC, Commuter Bus and Core Bus.
- MTA funding of Rideshare Coordinator (Pat Fielder) in Harford County.
- MTA marketing of Commuter Choice through presentations and dissemination of information to businesses and citizens.
- Future Effort: Aimed at Coordinated and Cooperative effort to market Rideshare and Transit Alternatives to Aberdeen and Edgewood, EULs, and surrounding Business and Residential Community.

MTA 5 Step Approach for BRAC Related Services:

Perhaps a sixth focus would be:

Secondary Travel Needs – lessons learned from the Patuxent Naval Air Station BRAC experience.

Spouses of Pax River military, federal and contract workers sought additional MTA Commuter Bus service to reach jobs in the Washington area.

- Present Effort: MTA runs Commuter Bus Services to Baltimore from Northeast Maryland. MTA runs MARC service from Perryville, Aberdeen and Edgewood to Baltimore and Washington area.
- Future Effort: MTA could make service adjustments to MARC and MTA Commuter Bus service to meet the transit needs of APG/Edgewood area working spouses to Baltimore and Washington, DC.

