



MDOT – Fort George G. Meade Local Coordination Meeting

May 5, 2008

Howard County Government Gateway Building
Columbia, Maryland



AGENDA

- **Welcome and Introductions**
- **Planning and Delivering Transportation Projects in Maryland: the Planning Programming Process & Timeline**
- **State Project Update**
 - **FGGM Intersection Improvements**
 - **MD 175 Study**
 - **MD 198 Study**
 - **FGGM BRAC Related Transit Issues: Defining the Issues**
- **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

Heather Murphy

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

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



Regional Planning



State 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

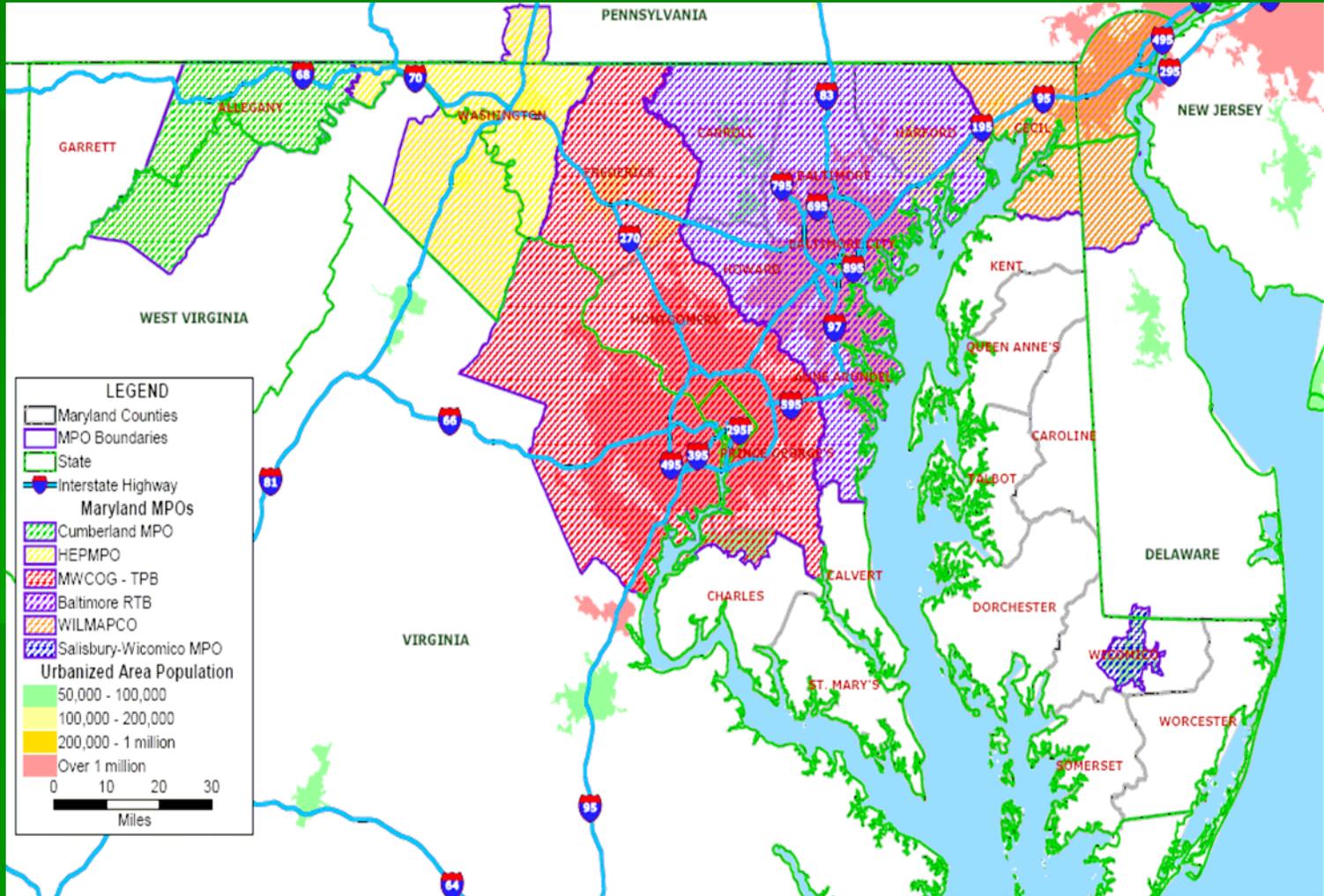
- Federal Planning Regulation requires that a Metropolitan Planning Organization (MPO) be designated for each urbanized area within the State.
- 3C Process - Continuing, Cooperative and Comprehensive
- Plans and programs that consider all transportation modes and support metropolitan community development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

Regional Planning Process

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

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, and
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:

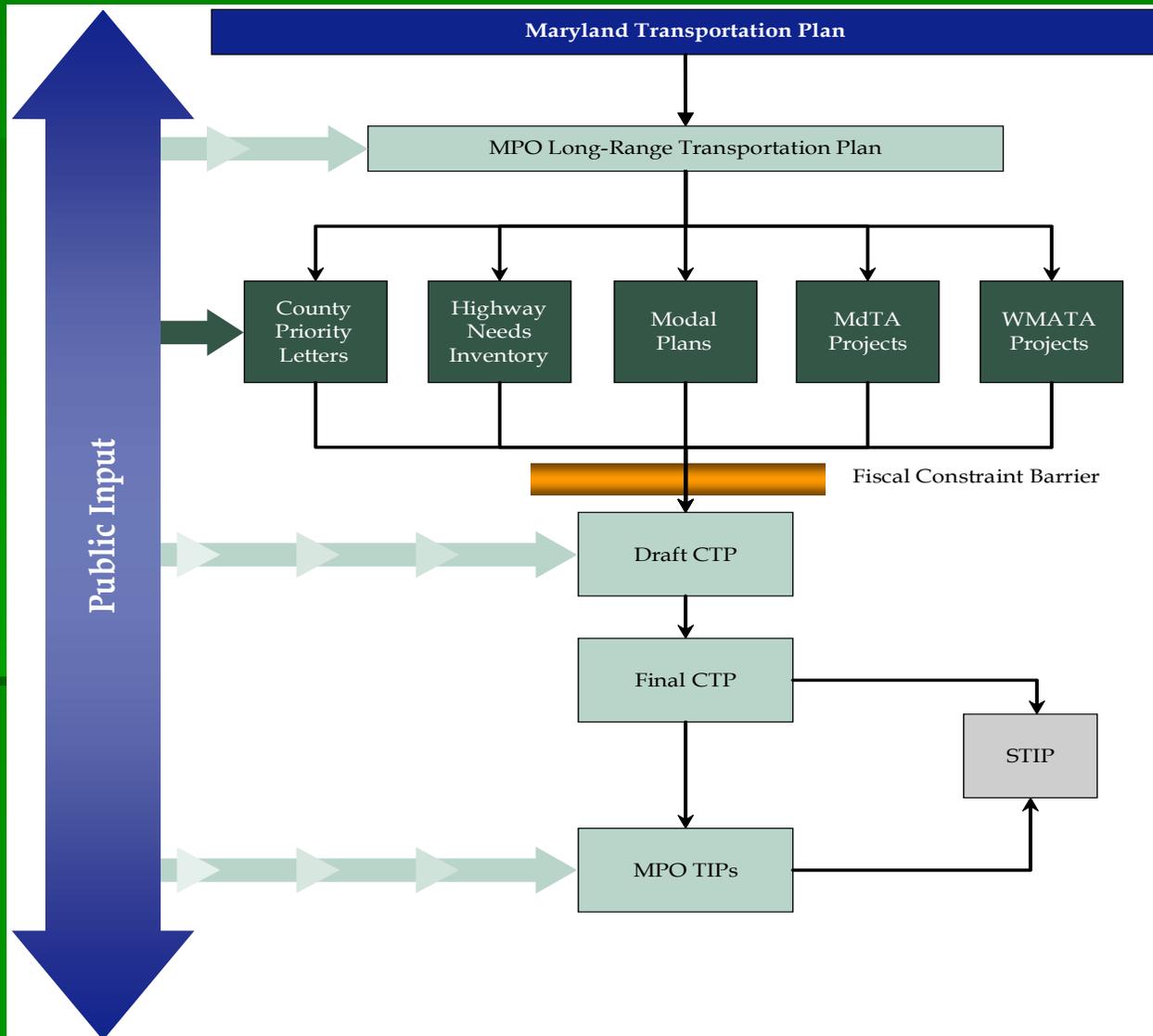
- A Unified Planning Work Program.
- A Constrained Long Range Plan (20 year planning horizon).
- A Transportation Improvement Program (TIP)—a short-term program of capital improvements.
- A Financial Analysis of the CLRP/TIP.
- An Air Quality Conformity Analysis of the CLRP & TIP.

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

- 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).

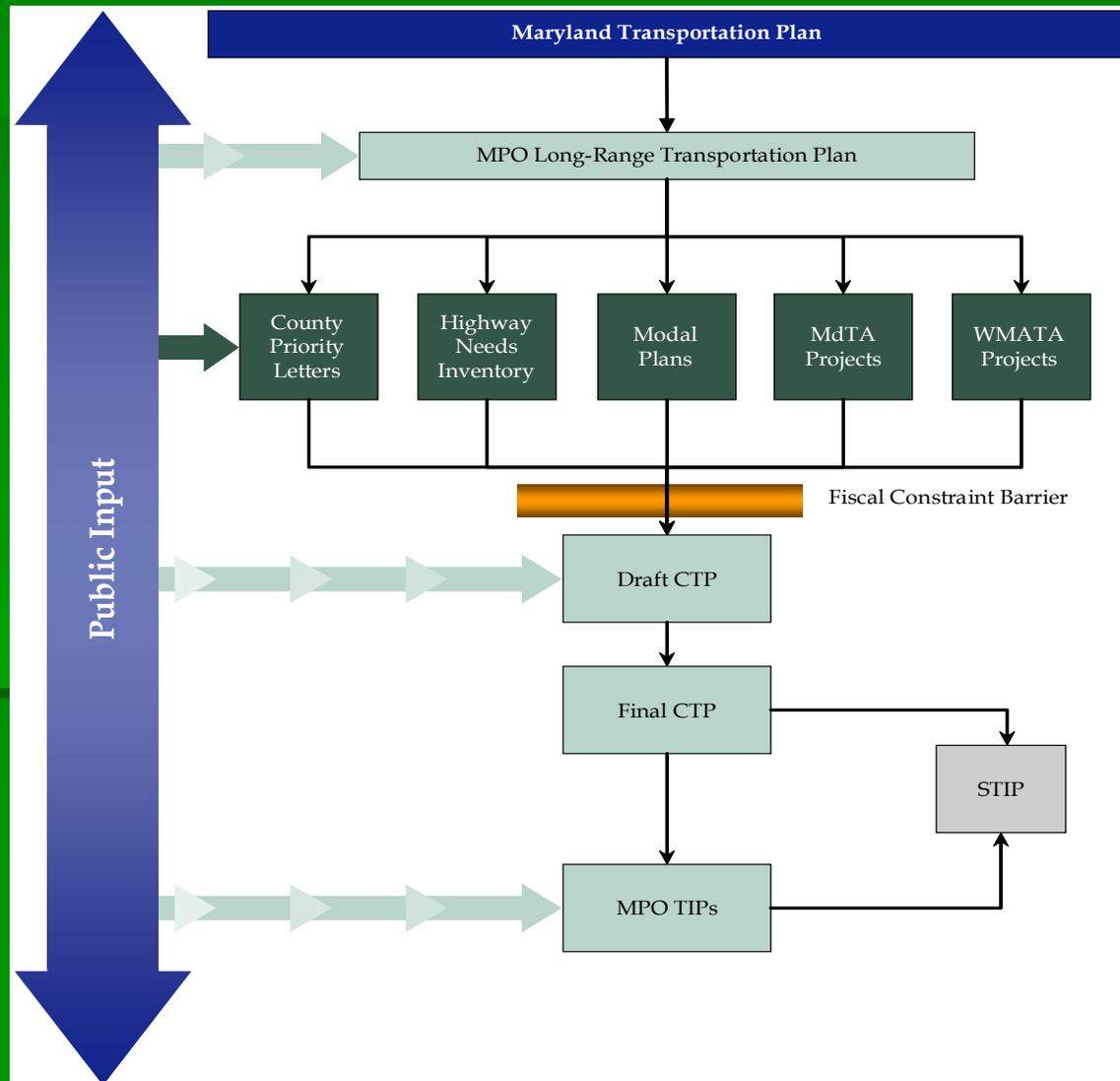
County Priority Letters

- 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.

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

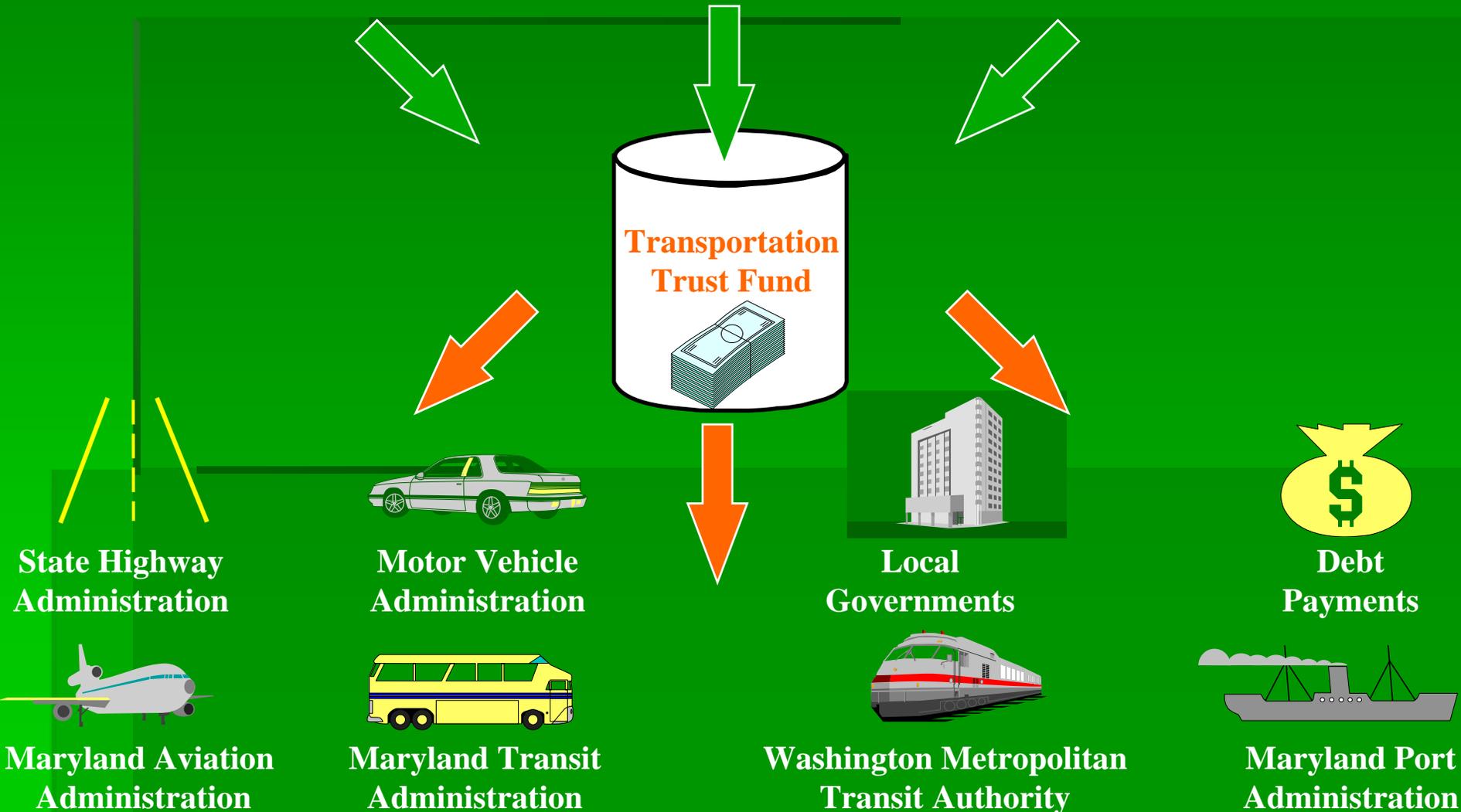
Operating Revenues

Bond Sales

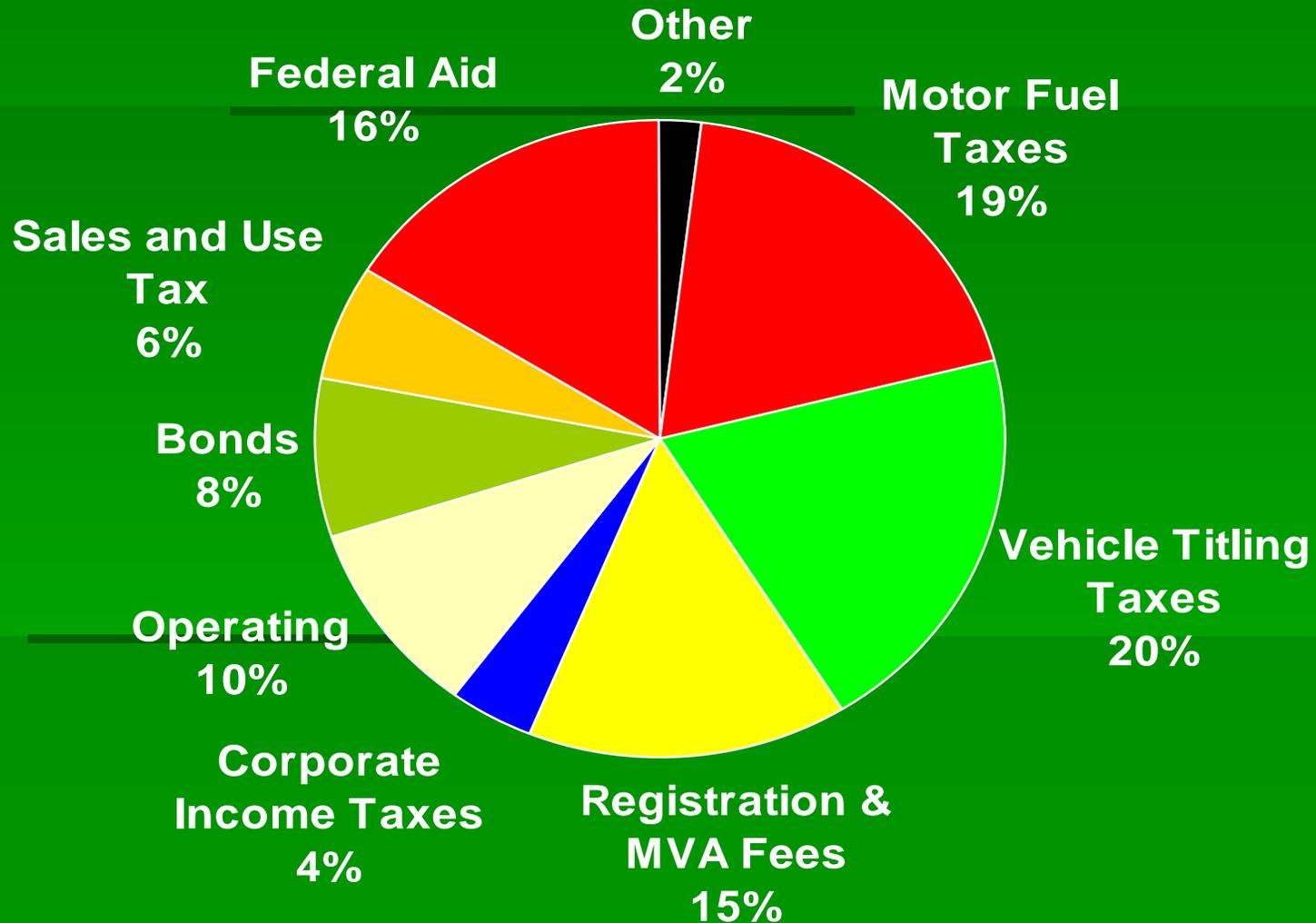
Corporate Income Tax

Federal Aid

Motor Vehicle Registration and Fees



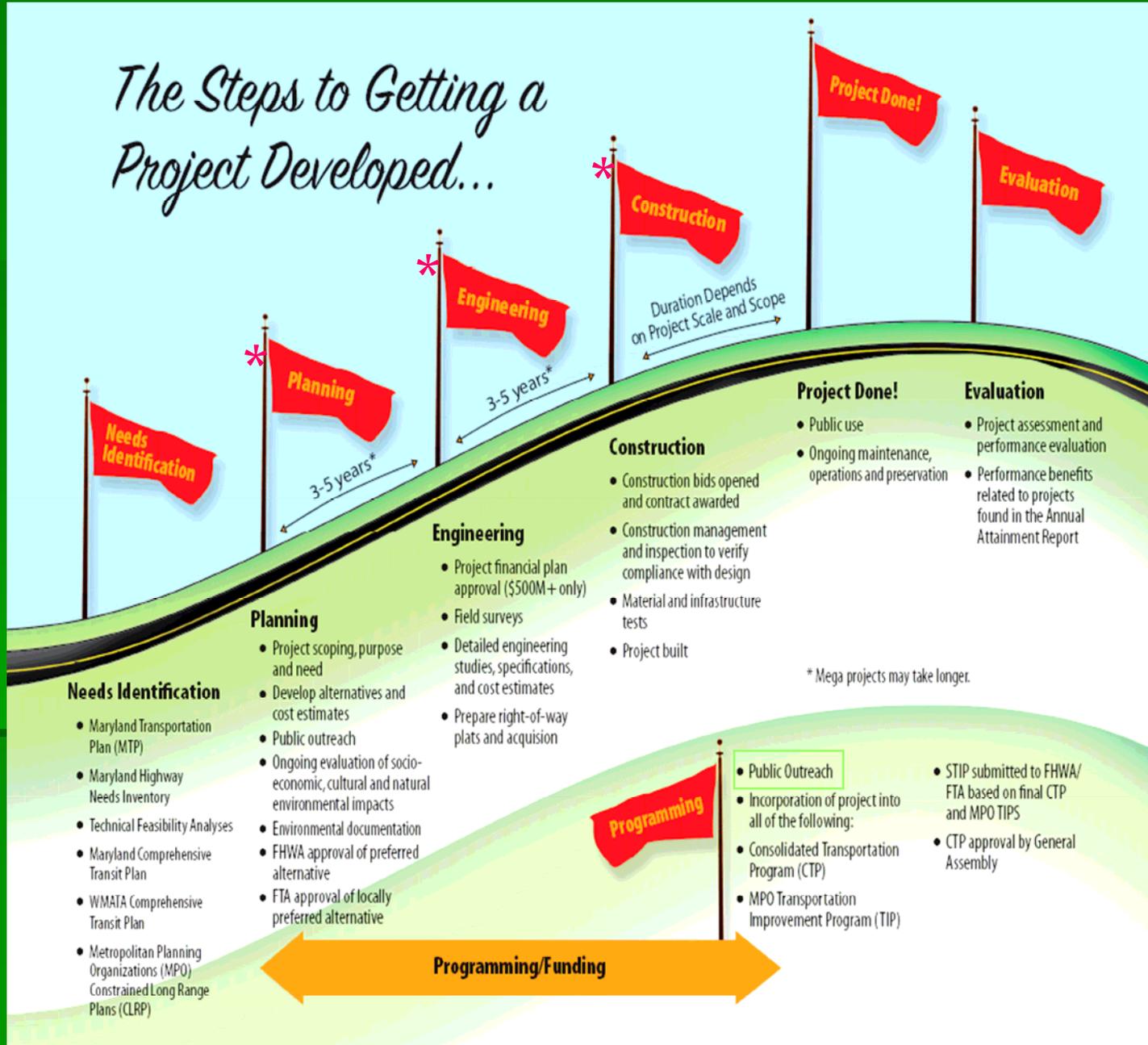
Transportation Trust Fund FY 2008 – 2013 Sources of Revenue



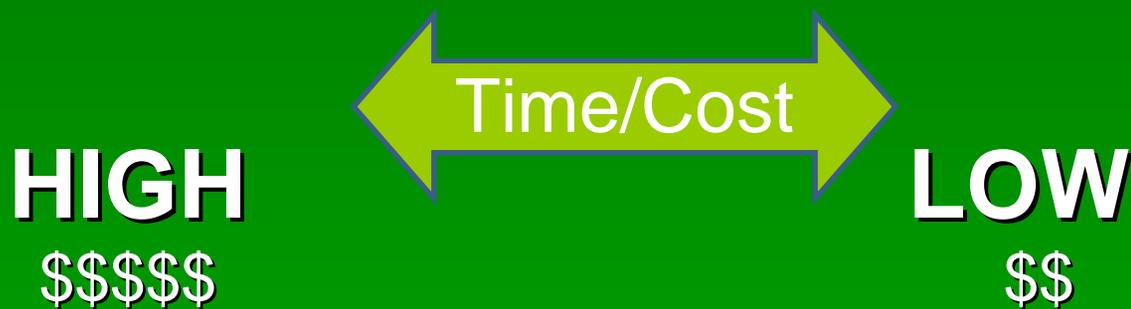
Federal Funding

- 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...



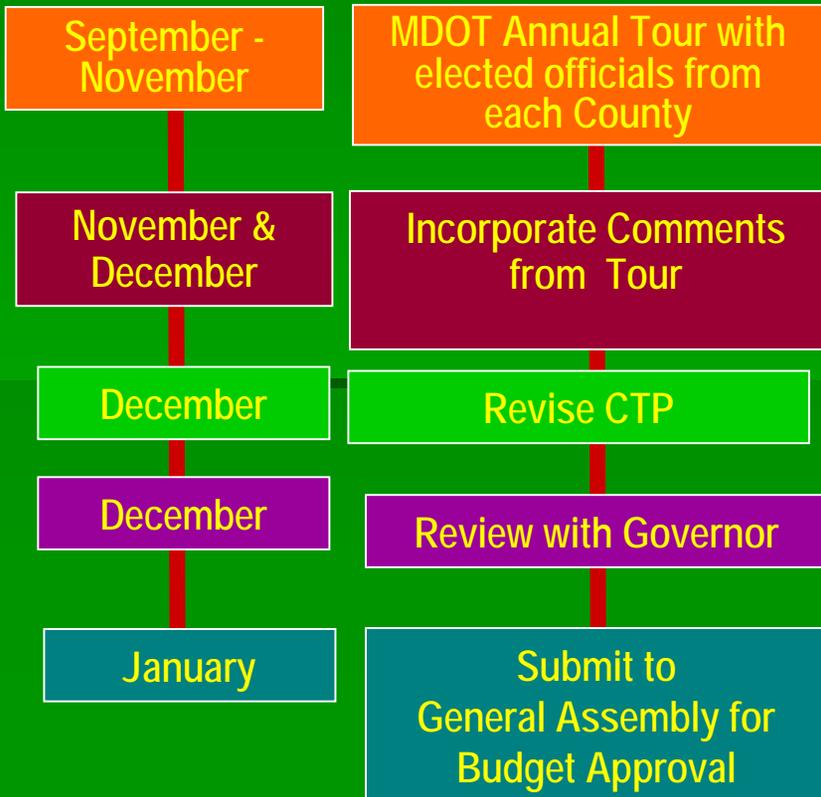
Addressing BRAC: *MDOT's High/Low Strategy*



- 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



MD 198 Study

MD 175 Study

FGGM Intersection Improvement Program

Presented by

**Danielle Edmonds,
Kameel Holmes, Mark Lotz,
Janie Tiedeman**

SHA's "High" Strategy

- MD 198 Project Planning Study
- MD 175 Project Planning Study

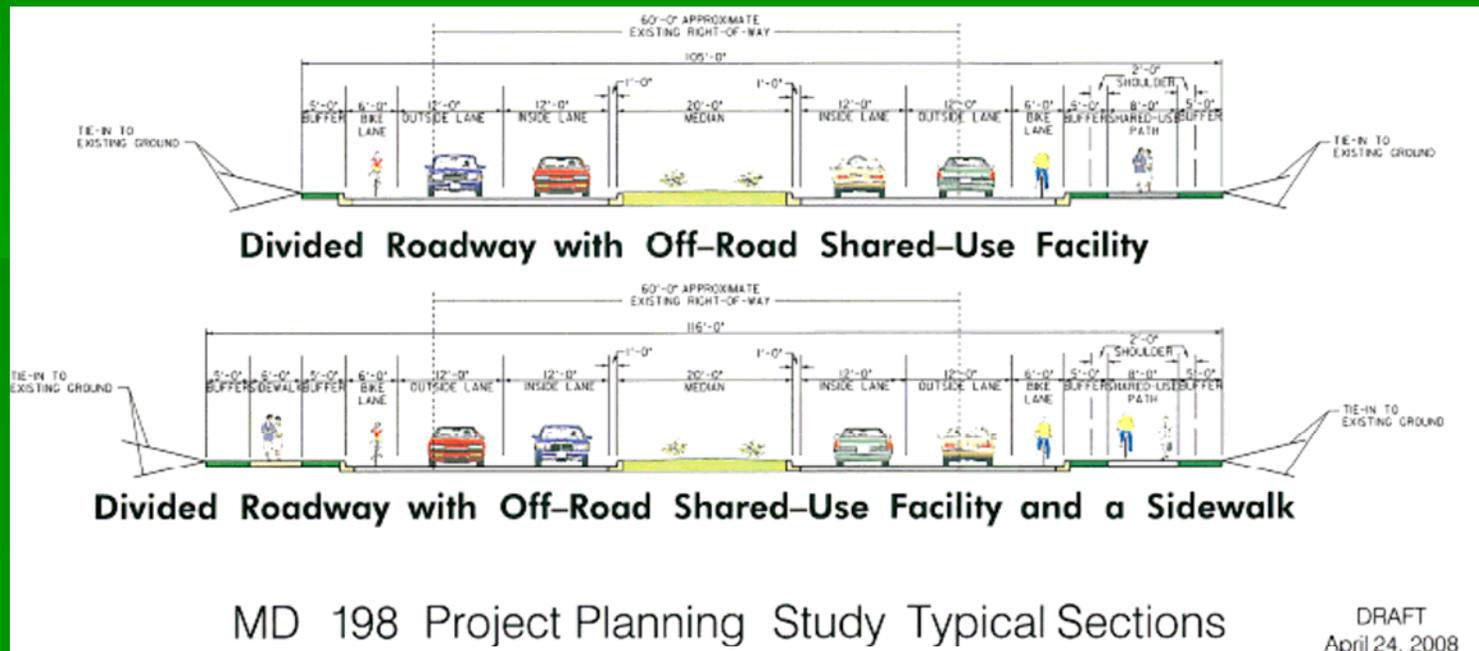
MD 198 Project Planning Study

Purpose and Need

- Improve existing capacity and traffic operations
- Increase vehicular, bicycle and pedestrian safety
- Support existing and planned (BRAC) related growth

MD 198 Project Planning Study - Typical Sections

- Four-lane divided highway typical section
- Relocate all or a portion of MD 198 north
- Relocate all or a portion of MD 198 south



MD 198 Project Planning Study - Schedule

- Purpose and Need Concurrence Spring 2007
- Alternates Public Workshop June 24, 2008
- Alternatives Retained for Detailed Study Summer 2008
- Location / Design Public Hearing Fall 2008
- Location / Design Approval Winter 2009

MD 175 Project Planning Study

Purpose and Need

Purpose

- To improve the existing capacity, traffic operations, motor vehicle, bicycle and pedestrian safety, while supporting existing and planned development in the area.

Need

- The area around Fort Meade is one of the fastest growing areas of Anne Arundel County.
- Numerous developments including Arundel Mills Mall, growth of BWI Business District, and growth of Fort Meade have contributed to increased traffic volumes in the area.
- Large increase in employment and development expected as a result of the 2005 Base Realignment and Closure (BRAC) process.

MD 175 Project Planning Study

Alternatives Currently Under Consideration

- Alternative 1: No Build
 - Alternative 2: Transportation Systems Management
 - Alternative 3: Six-Lane Roadway (Existing Centerline)
 - Alternative 4: Four-Lane Divided Roadway (West of Reece Road)
 - Alternative 5: Five-Lane Roadway including Center Turn Lane (West of Reece Road)
 - Alternative 6: Six-Lane Roadway (Shifted Centerline)
 - Alternative 6A: Six-Lane Roadway (Resource Minimization Alignment)
-
- MD 175/MD 295 Interchange Options
 - Fort Meade Access Options

MD 175 Project Planning Study

Schedule

- Location/Design Public Hearing – June 26, 2008
- Location/Design Public Approval – Spring 2009

SHA's "Low" Strategy: Intersection Improvement Program

- Short-Term Improvements at APG, FGGM, NNMC
- \$147 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

■ **Traffic Studies**

- Study Area bounded by MD 100 to the north, MD 198 and MD 32 to the south, US 1 to the west, and MD 97 to the east
- Traffic operations forecasted for 2011 using the regional model and FEIS data
- 34 intersections analyzed to determine how they will be affected by BRAC growth
- 22 of the 34 intersections expected to operate at failing levels of service in 2011 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 FGGM and future traffic operations
 - Six locations selected for implementation

Intersection Improvement Program

Fort George G. Meade: \$48 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



Maryland Transit Administration



FGGM BRAC Related Transit Issues: Defining the Issues

presented by
Gerald Cichy
BRAC Coordinator - MTA

"The Journey to Work"

Improving the ease and convenience for FGGM, DISA, and NSA employees to get to work

- MTA's 5-Step Approach for BRAC-Related Services
- FGGM 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 Howard and Anne Arundel Counties, and special studies where appropriate.
 - Present Service: CTC Route F (Laurel to NSA), CTC Route K (indirect to FGGM)
 - MTA Study – CTC Route F extension to FGGM, Howard Transit Gold Route (directly to FGGM); CTC staff-suggested route revisions.
 - Future Service:
 - To be determined, including direct service onto the Base.
 - Possible Base-provided shuttles to Odenton and/or Savage MARC Stations.

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.

- FGGM routes studied include origins from Baltimore City, Carroll, Queen Anne, Montgomery, Prince George's and Northern Virginia (Alexandria & Reston), B-30 option.
- Future service locations still under consideration based on demand:
 - Montgomery County, utilizing the proposed ICC Route:
 - WMATA Greenbelt as possibly a 'B-31':
 - Shuttle from Harry S. Truman Park & Ride lot in Annapolis
- One-Seat Ride

MTA 5 Step Approach for BRAC Related Services:

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

Service to/from Ft. Meade and Baltimore:

- MARC Penn Line Baltimore to/from Odenton: 8 AM Trains, 8 PM Trains
- MARC Camden Line Baltimore to/from Savage: 6 AM Trains, 6 PM Trains
- MARC Penn Line Union Station to/from Odenton: 5 AM trains, 6 PM Trains
- MARC Camden Line Union Sta. to/from Savage/Laurel: 3 AM, 3 PM
- Total MARC AM and PM Trains stopping = **45 +/-**
- Total MARC Trains stopping at Odenton or Laurel/Savage = **59 +/-**

MTA 5 Step Approach for BRAC Related Services:

3. MARC Initial, cont.

- City access via B-W Parkway and I-97/MD 32.
- Base Parking availability.
- Auto, Carpool and Vanpool access by base sticker and identification.
- Half trip on MARC Rail.
- Shuttle Bus essential as direct connection from Odenton, Savage and Laurel 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 Coordinators in Howard County and Anne Arundel 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 FGGM, EULs, and surrounding Business and Residential Community.

MTA 5 Step Approach for BRAC Related Services:

Perhaps a 6th focus could 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 and from Baltimore and Washington. MTA runs MARC Services to and from Baltimore and Washington.
- Future Effort: MTA could make service adjustments to MARC and MTA Commuter Bus service to meet the transit needs of Ft. Meade area working spouses to Baltimore and Washington, DC. depending on demand and funding availability.

