



MDOT – Bethesda National Naval Medical Center Local Coordination Meeting



May 15, 2008

Montgomery County Executive Office Building
Rockville, Maryland

AGENDA

- **Welcome and Introductions**
- **Planning and Delivering Transportation Projects in Maryland: the Planning Programming Process & Timeline**
- **State Project Update**
 - **NNMC Intersection improvements**
 - **Beltway Access**
 - **NNMC BRAC Related Transit Issues**
 - **Medical Center Metro Access Study, MetroBus Study**
- **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

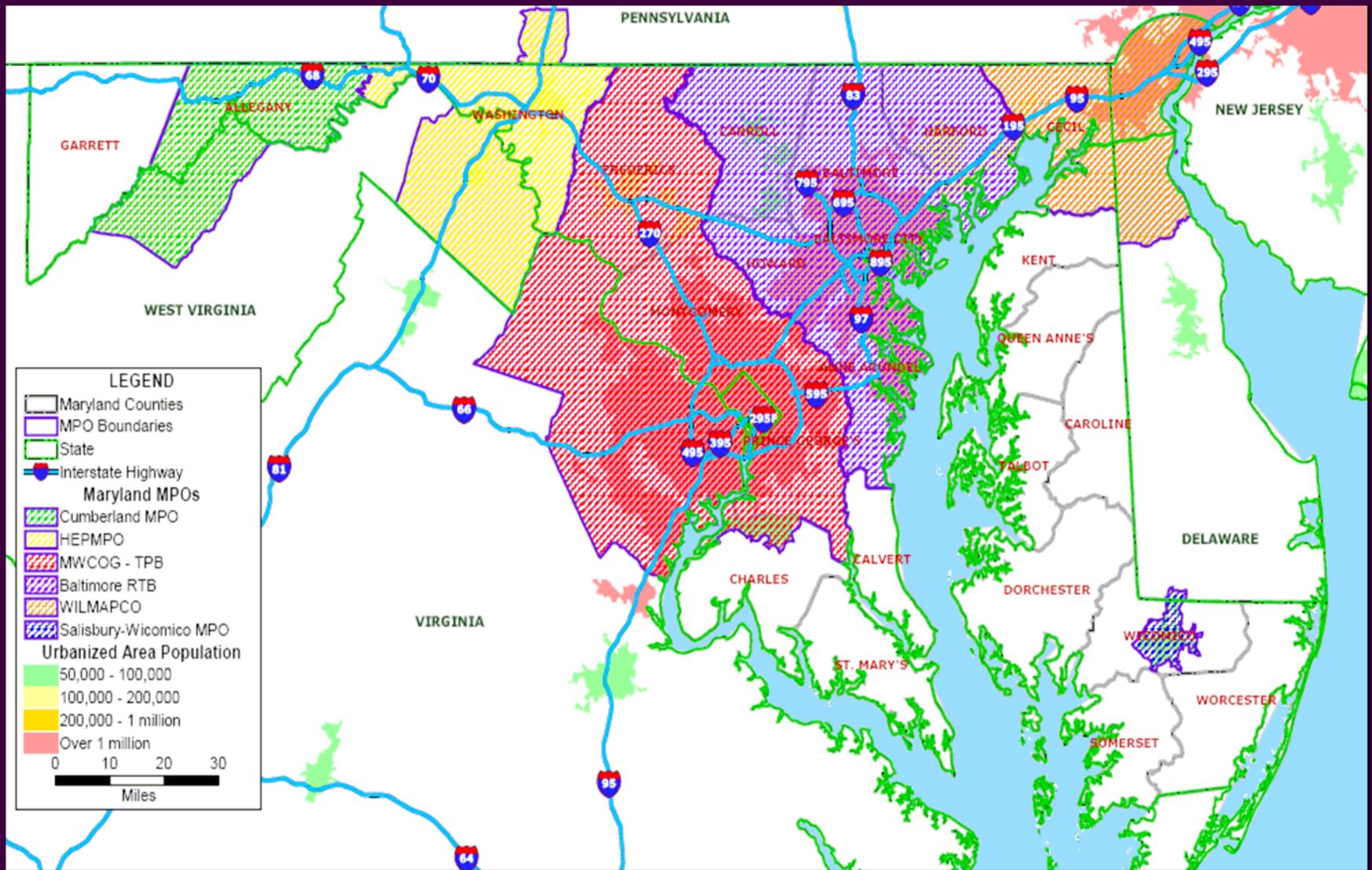
- Federal Planning Regulation requires that a Metropolitan Planning Organization (MPO) be designated for each urbanized area within the State.
- 3C Process - Continuing, Cooperative and Comprehensive
- Plans and programs that consider all transportation modes and support metropolitan community development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

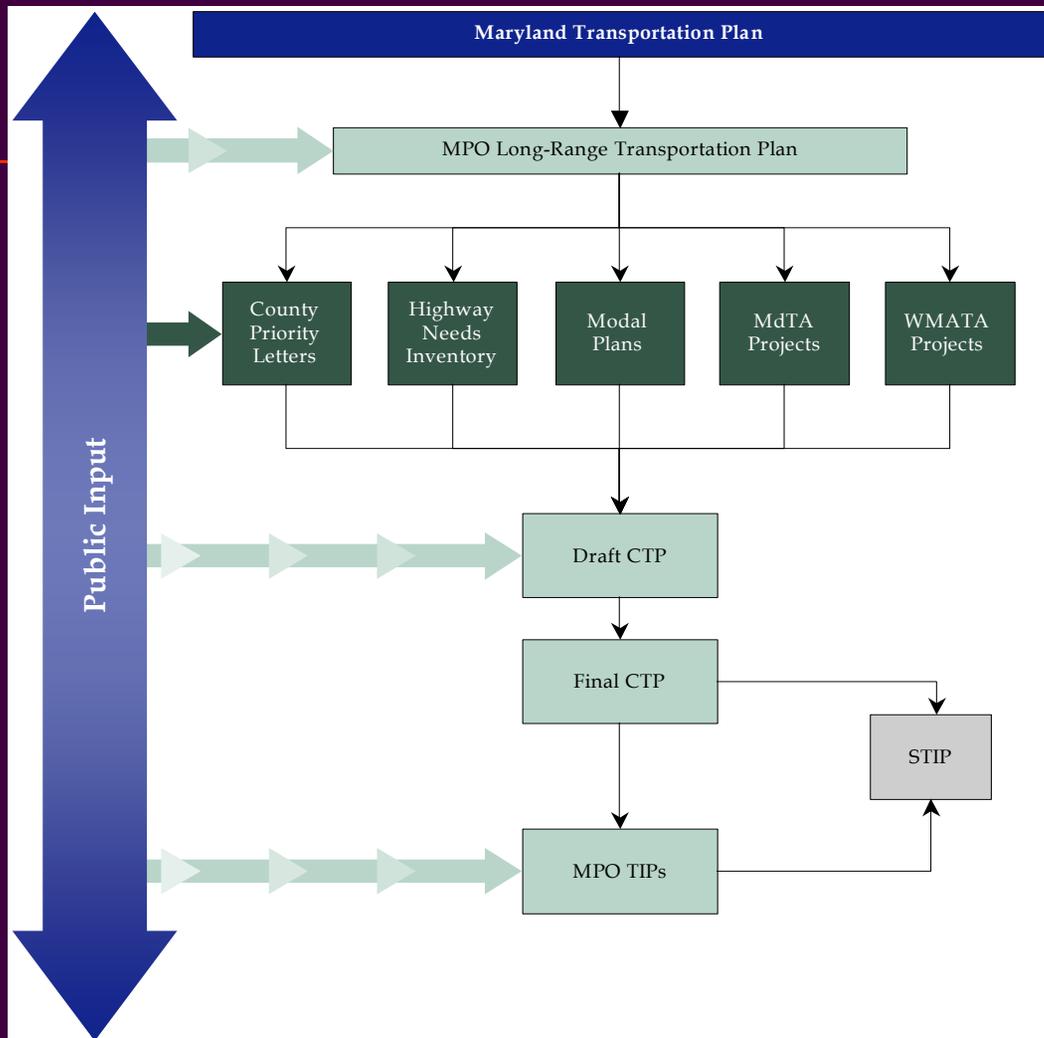
- A Unified Planning Work Program.
- A Constrained Long Range Plan (20 year planning horizon).
- A Transportation Improvement Program (TIP)—a short-term program of capital improvements.
- A Financial Analysis of the CLRP/TIP.
- An Air Quality Conformity Analysis of the CLRP & TIP.

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

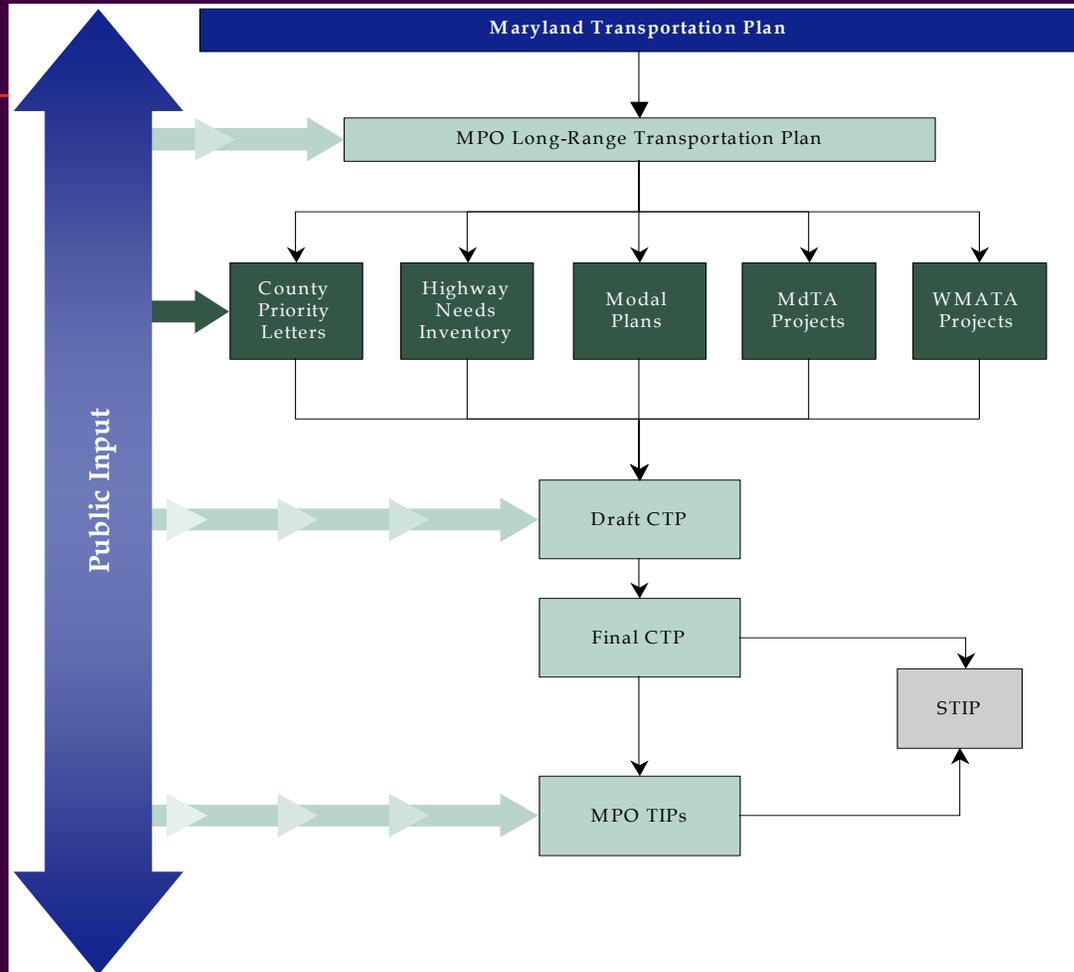
County Priority Letters

- 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



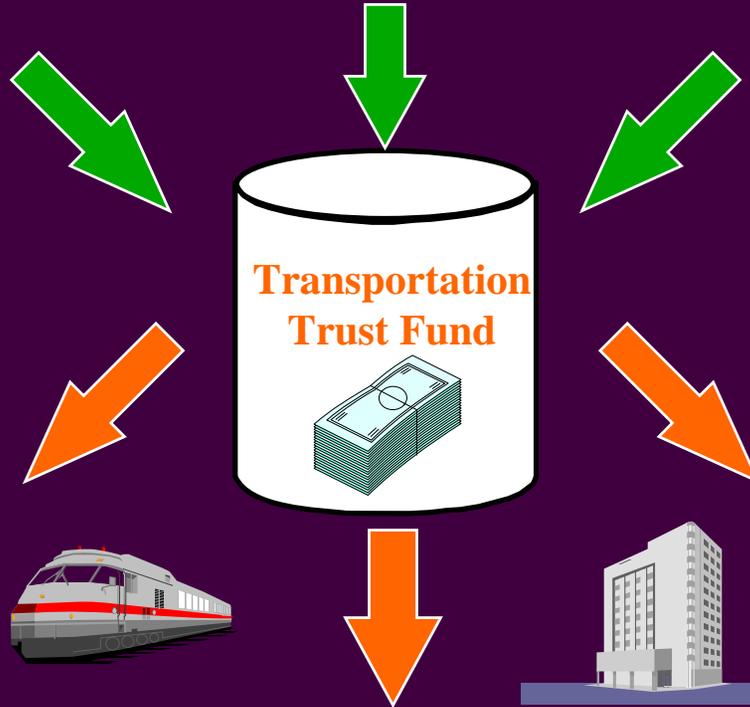
Motor Vehicle Administration



Maryland Aviation Administration



State Highway Administration



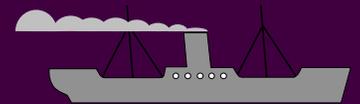
Washington Metropolitan Transit Authority



Local Governments



Debt Payments

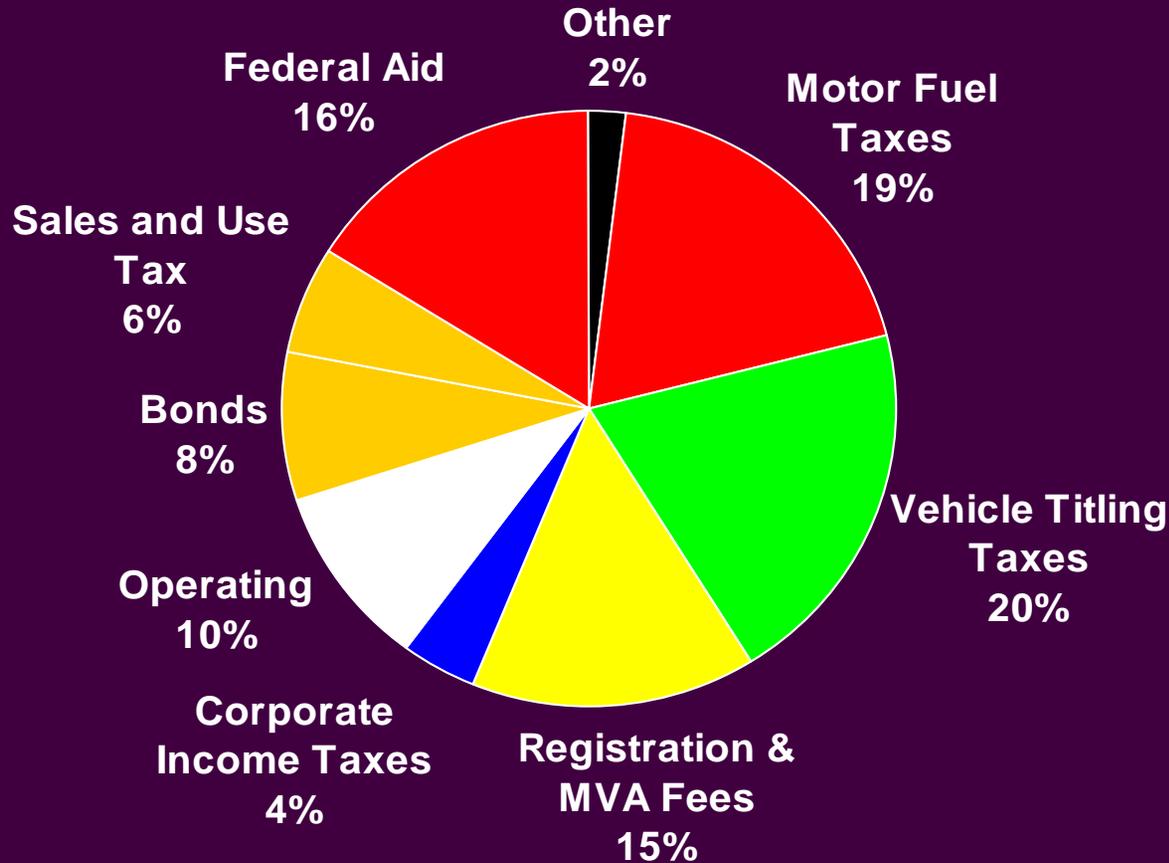


Maryland Port Administration



Maryland Transit Administration

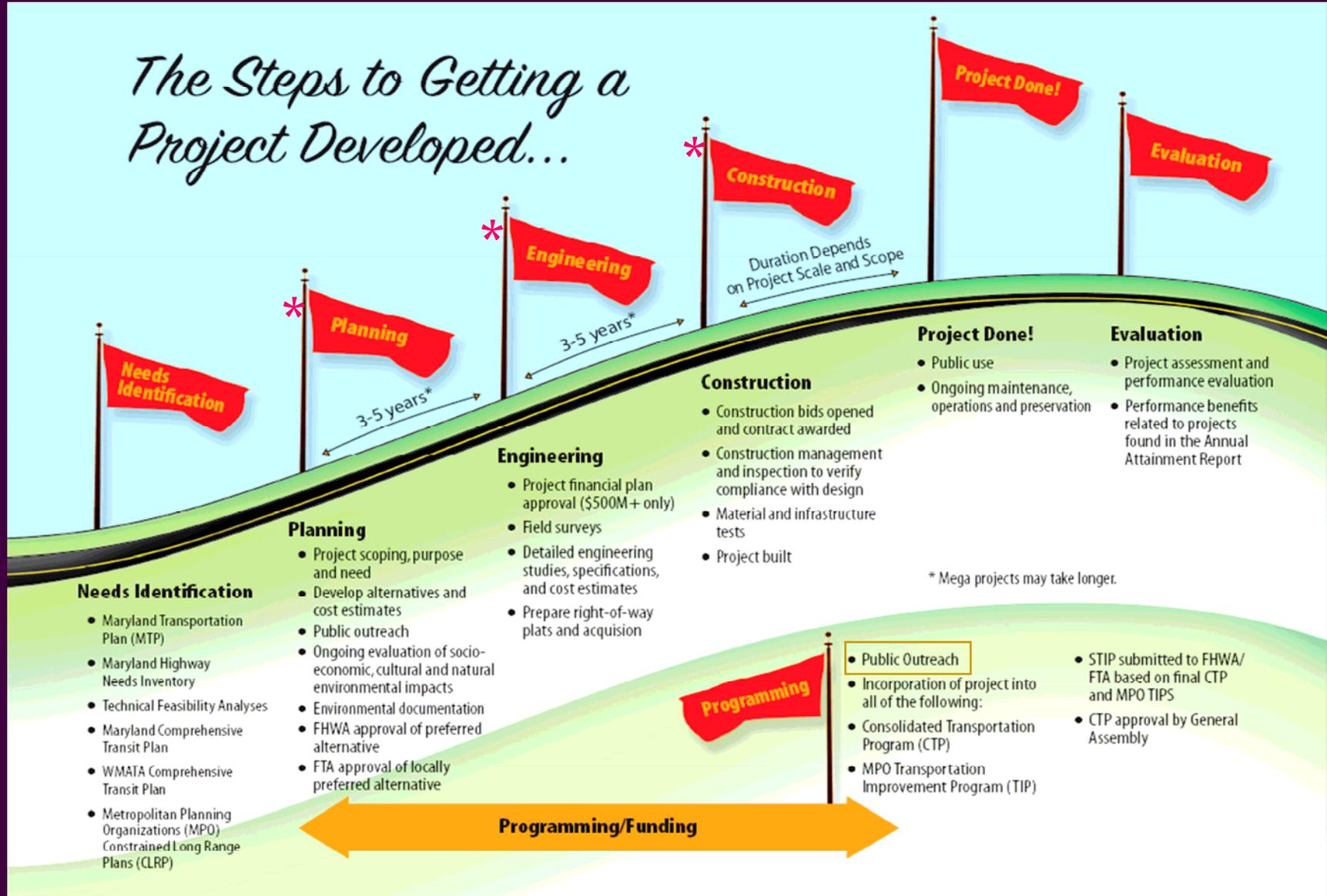
Transportation Trust Fund FY 2008 – 2013 Sources of Revenue



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

Construction

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

- 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

Programming/Funding

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

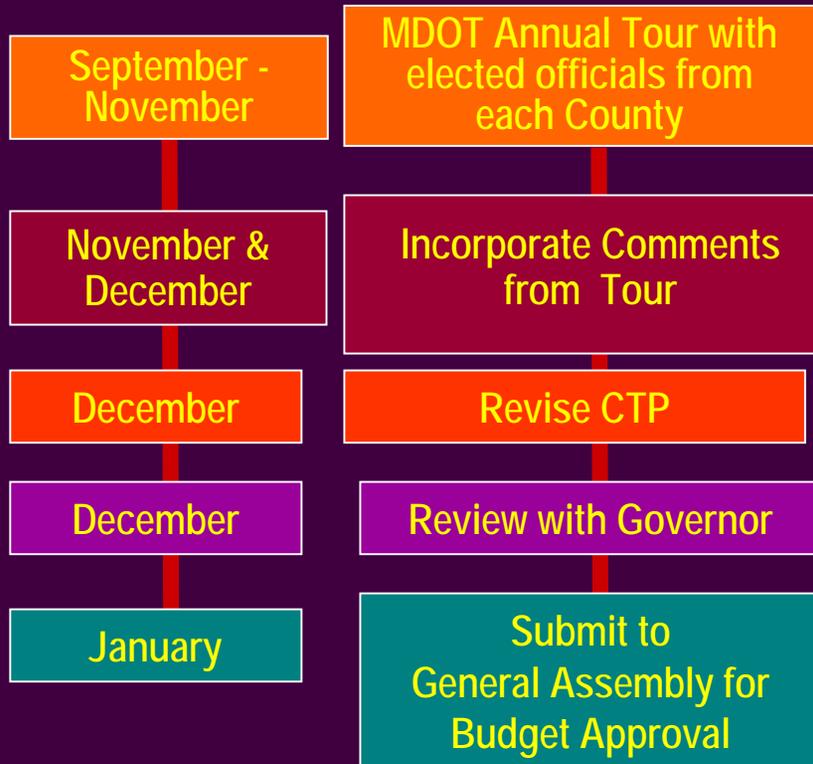


- Major construction projects
- Long-term needs
- Eight-plus years to complete

- 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



NNMC Intersection Improvement Program & Beltway Access

Presented by

Dennis Yoder

Office of Planning and Preliminary Engineering
Regional and Intermodal Planning Division

Intersection Improvement Program

- Short-Term Improvements at NNMC, APG, and Fort Meade
- \$147 million programmed for intersection improvements for the most-heavily impacted intersections around NNMC, APG, and Fort Meade
- Traffic Studies completed
- Currently in Design

Intersection Improvement Program

■ Traffic Studies

- 26 intersections analyzed to determine how they will be affected by BRAC growth
- Intersections along MD 355, Woodmont Avenue, West Cedar Lane, Jones Bridge Road, Jones Mill Road, and MD 410 were analyzed
- Traffic operations forecasted for 2011
- 5 of the 26 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
- 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 NNMC and future traffic operations
- Four locations selected for implementation

Intersection Improvement Program

Bethesda NNMC: \$45.3 million

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

Beltway Access

- Montgomery County's BRAC Implementation Committee and County Executive Leggett requested the study of a dedicated entrance/exit to the base from the I-495 Inner Loop to decrease the amount of traffic on arterial roadways surrounding the base
- NNMC's DEIS identified "potential I-495 Slip Ramp Access" as a long-term regional issue, rather than an improvement related to mitigation and suggests that the Slip Ramp Access may not be feasible

Beltway Access

- SHA evaluated a sketch level slip ramp concept and considered:
 - Interstate Access Point Approval from FHWA
 - Environmental Features and Potential Impacts
 - Travel Demand, Traffic Safety, and Traffic Relief
- Based on the studies, SHA does not consider an additional interstate access point from the Capital Beltway to the NNMC a viable option for consideration



Maryland Transit Administration



NNMC BRAC Related Transit Issues: Defining the Issues

presented by
Gerald R. Cichy
BRAC Coordinator - MTA

“The Journey to Work”

*Improving the ease and convenience for NNMC employees
to get to work*

■ MTA’s 5-Step Approach for BRAC-Related Services

1. LOTS Service.
2. BRAC Commuter Bus Study.
3. MARC Initial.
4. MARC Growth and Investment Study.
5. Market the Services, including Rideshare.
6. *Possible 6th Focus* - Secondary Travel Needs

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).
 - Present Service: Ride-On presently serves NNMC and NIH.
 - MTA Support: Montgomery County Local Bus Program MTA-31, MTA – 51, FY 08 Items 69 & 70, PM & Vehicles.
 - Future Service:
 - To be determined, direct access onto the Base prohibited.
 - Possible Base-provided shuttles to Medical Center WMATA Metro Station and/or Park & Ride Lots.

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, and ICC Bus Study

- Present Service to Montgomery County:
 1. Rt. 991 – Hagerstown/Frederick to Shady Grove/Rock Spring Business Park.
 2. Columbia area to Silver Spring/Washington.
- Suggested possible service locations based on demand:
 - ICC 11/11/11 Columbia to Rockville/Bethesda
 - Route 991 extension to NIH/NNMC
 - Interim ICC 2010 -- Ride-On, WMATA Bus, MTA

MTA 5 Step Approach for BRAC Related Services:

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

Brunswick Line Service:

Rockville MARC Station as “transfer station” to Metro Red Line and travel to Medical Center Station.

9 AM trains stopping at Rockville MARC Station (Kensington MARC Sta. 6 AM)

1 Mid-day and 9 Evening trains stopping at Rockville (Kensington 1 Mid and 7PM)

MTA 5 Step Approach for BRAC Related Services:

3. MARC Initial and other related transit services

Realignment of any Ride-On services such as from Silver Spring/Walter Reed area, existing P&Rs, MARC Kensington MARC, Langley Park Transit Center, other?

New WMATA Bus services from existing Walter Reed area (DC, Takoma Park, Silver Spring Transit Center, Langley Park Transit Center, other?

NNMC/NIH shuttle buses to P&R (leased space) and “Multi-Modal Transit Centers?”

ICC Interim 2010 -- I-270/I-370 to Georgia Avenue/Norbeck Road, such as: Ride-On from Olney to Shady Grove Metro, WMATA Bus -- Shady Grove to Glenmont/Wheaton, MTA Commuter Bus – Shady Grove/Rockville to FDA and UMD/College Park??

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. (Brunswick, Penn, Camden)

- 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: 1. MTA marketing of MARC and Commuter Bus. 2. Montgomery County marketing of Rideshare, Ride-On, other Transit, Walking and Biking 3. Guaranteed Ride Home for workers in Washington area.
- MTA funding of Rideshare Coordination in Montgomery County. (MTA-29)
- 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 NNMC, NIH, 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 NNMC and other BRAC area working spouses to Baltimore and Washington, DC. depending on demand and funding availability.



Washington Metropolitan Area Transit Authority



Medical Center Metro Access Study & MetroBus Study

presented by
**Robin McElhenny-Smith
& Tom Webster**

Medical Center Metro Access Study

- Assessment of access and capacity improvements needed to support BRAC relocations
 - New station entrance alternatives
 - East side of Rockville Pike (MD 355)
 - Improved connections at the station for all modes
 - Pedestrians, bicycles, buses, and automobiles
 - Coordinated with on-going plans associated with BRAC realignment

Medical Center Metro Access Study

■ Existing Conditions

- 2008 Metrorail Ridership: 5,065 Average Weekday Boardings
 - AM Peak Hour Alightings = 2,790
 - PM Peak Hour Boardings = 2,675
- Daily Mode of Access*

■ Walk	68% (3,444)
■ Bus	19% (963)
■ Drop-off	6% (304)
■ Parked	4% (202)
■ Other	3% (152)

* Based on the 2007 Metro Ridership Survey

Transit Service Impacts of BRAC

- Analysis of transit service and facility enhancements needed to support BRAC relocations
 - National Naval Medical Center (NNMC):
 - Transit access needs in the immediate area
 - Bus stop locations
 - Bus stop amenities
 - Pedestrian connectivity
 - Bus service enhancements for existing routes serving NNMC

