



Maryland Department of Transportation Presentation to the Joint Committee on Base Realignment and Closure



Presented by
Secretary Beverley K. Swaim-Staley
October 6, 2009
Annapolis, Maryland

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



Addressing BRAC: MDOT's High/Low Strategy

HIGH
\$\$\$\$\$



LOW
\$\$

- Major construction projects: higher cost, higher capacity
- Long-term needs
- 8-14 years to complete – planning, environmental reviews, design, ROW, funding and construction

- Minor projects; lower-cost improvements
- Near-term fix
- One to three years to complete

Long Term “High” Actions: System Improvements

- MARC Growth & Investment Plan
 - Purchase of 13 bi-level commuter coach cars, and 26 new locomotives
 - Track Improvements on Camden, Brunswick & Penn Lines
- Central Maryland Transit Facility
 - Partnership with Howard County
- Highway Improvement Projects
 - SHA
 - MD 175
 - MD 198 (in partnership with Anne Arundel County)
 - MD 5/Branch Ave Metro Access
 - MdTA
 - I-95 Express Toll Lanes (ETLs), JFK Section 100
 - I-95 Section 200

Long Term “High” Actions: Transit Oriented Development

- Initiatives at BRAC MARC Stations
 - Laurel
 - Odenton
 - Savage
- Aberdeen MARC Station as potential Multimodal Transit Center
 - Market Analysis and Feasibility Study complete
 - Transit Oriented Development options coordinated w/ County, City and local stakeholders

Short Term “Low” Actions: Intersection Improvement Program



- Improvements at APG, FGGM and NNMC for the most-heavily impacted intersections
- \$98 million total programmed in FY10-15 Draft CTP
 - CTP funding intended for Design, Right of Way, and some Construction
 - Given funding environment, coordinating with local stakeholders on Priority Improvements and Phasing
- AAFB Intersections and Ft. Detrick improvements proceeding in Design

Short Term “Low” Actions: Intersection Improvement Program



- Next steps:
 - Identify Priority Phasing of Intersection Projects
 - Develop Implementation options given various funding scenarios
 - Procure funding, including:
 - TIGER (ARRA)
 - Recent Application
 - Federal appropriations/authorization
 - DoD’s Defense Access Roads Program
 - Private Developers

Short Term “Low” Actions: Transit Improvements



- Aberdeen and Edgewood MARC Station Improvements
 - Parking and Station Upgrades
 - Coordination with Amtrak
- Improved Commuter Bus service; increased resources for Locally Operated Transit Systems (LOTS)
 - Potential additional routes identified, but require funding determination
- DoD shuttles circulating on-post and connecting to transit facilities
 - Memorandum Of Agreements in development

Short Term “Low” Actions: Transportation Demand Management (TDM)



- TDM Goals:
 - Increase Transportation Capacity
 - Reduce Congestion
 - Reduce Air and Noise Pollution
 - Promote Traffic Safety, Bicycle and Pedestrian Access
- Developing Best Practices at Installations
 - Car/Van Pool
 - Bicycle/Pedestrian
 - Rideshare; Rideshare Coordinators
 - Guaranteed Ride Home
 - Telework
 - Coordination w/ Local Business Community

Smart Growth & BRAC



Odenton MARC Station

- Focus resources on investments that support planned growth, revitalization and transportation choices, plus:
 - Pedestrian and bicycle access
 - Streetscape/revitalization efforts
 - Consistency with Local Master Plan and Vision
 - Transit Oriented Development and Increased Access to Transportation Options

MDOT Federal Funding Focus for BRAC

- Annual Appropriations for
 - Transportation, Housing and Urban Development (THUD),
 - Department of Defense (DoD), and
 - Military Construction (MilCon)
- Surface Transportation & Defense Authorization
- American Recovery and Reinvestment Act (ARRA) Discretionary Grant Programs:
 - Transportation Investment Generating Economic Recovery (TIGER)
 - High Speed Intercity Passenger Rail (HSIPR)

Federal Funding Received for MD BRAC-Related Projects

Project (County)	Installation	Legislative Vehicle	Amount Received
MD 4, Suitland Parkway, Maryland (Prince George's Co.)	Andrews Air Force Base	FY 2005 THUD Appropriations	\$3.197 million
		SAFETEA-LU (FY04-09 Surface Transportation Authorization Act)	\$15 million
		FY 2006 THUD Appropriations	\$2 million
		FY 2008 THUD Appropriations	\$2.264 million
		FY 2009 THUD Appropriations	\$1.57 million
Andrews Air Force Base Gateway Beautification, MD (Prince George's Co.)	Andrews Air Force Base	FY05 THUD Appropriations	\$1.25 million
US 15 at Monocacy Boulevard (Frederick Co.)	Fort Detrick	FY 2008 THUD Appropriations	\$0.23 million
		FY 2009 THUD Appropriations	\$0.285 million
SHA Intersection Improvement Program at NNMCM (Montgomery Co.)	Walter Reed National Military Medical Center	FY 2008 THUD Appropriations	\$1.82 million
		FY2009 THUD Appropriations	\$3.09 million
		OEA Planning Grant	\$0.5 million
SHA Intersection Improvement Program at FGGM (Anne Arundel Co.)	Fort George G. Meade	FY 2009 THUD Appropriations	\$3.09 million
Central Maryland Transit Facility (Howard and Anne Arundel Counties)	Fort George G. Meade	FY 2005 THUD Appropriations	\$0.5 million
		SAFETEA-LU Authorization	\$1.74 million
		FY 2008 THUD Appropriations	\$0.657 million
		FY 2009 THUD Appropriations	\$0.475 million
MD 175 (between MD 170 and BW Parkway) Corridor Long-Term Project (Anne Arundel Co.)	Fort George G. Meade	SAFETEA-LU Authorization	\$12.5 million
		FY2008 THUD Appropriations	\$0.453 million
SHA Intersection Improvement Program at APG (Harford Co.)	Aberdeen Proving Ground	SAFETEA-LU Authorization	\$8 million
		OEA Planning Grant	\$1 million
		FY 2008 THUD Appropriations	\$2.05 million
		FY 2009 THUD Appropriations	\$3.06 million
Aberdeen MARC Rail Storage Yard (Harford Co.)	Aberdeen Proving Ground	FY09 THUD Appropriations	\$0.475 million
Edgewood MARC Station Improvements (Harford Co.)	Aberdeen Proving Ground	SAFETEA-LU Authorization	\$1.5 million
MARC Odenton and Edgewood Station Improvements (Harford and Anne Arundel Counties)	Fort George G. Meade, Aberdeen Proving Ground	SAFETEA-LU Authorization	\$1.55 million

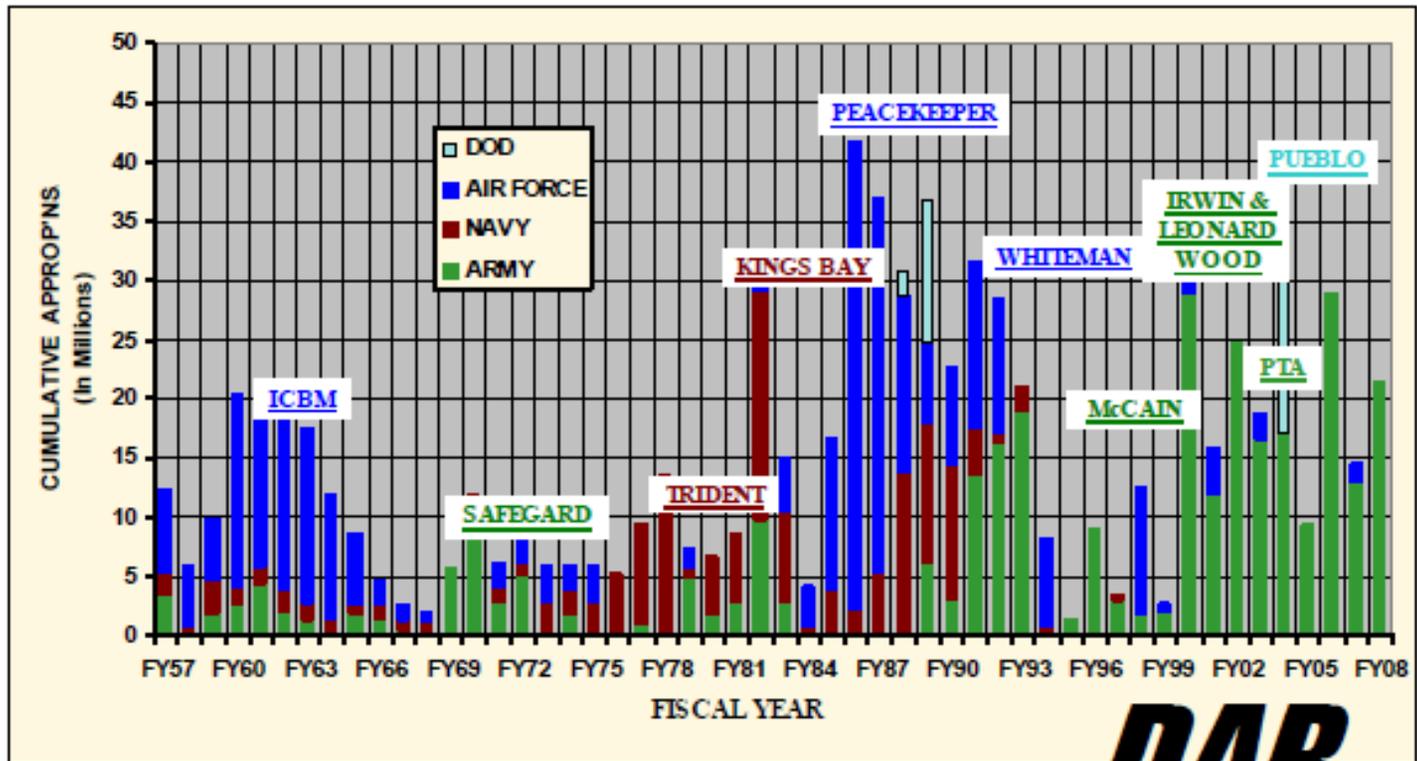
Federal Funding Requested for MD BRAC- Related Projects

- Requests to date include
 - **FY 2010 Transportation Appropriations** - \$20 million for intersection improvements at APG, FGGM, NNMC, and AAFB.
 - The Conference Committee should be making decisions on these within the next month
 - **FY 2010 to 2015 Surface Transportation Authorization** - \$120 million for the same intersection improvement programs, \$33 million for highway improvements near Fort Detrick, and MARC service in Cecil County
 - Decisions on these earmarks will be made in the next 3 months to a year as part of the Surface Transportation (Re)Authorization debate
 - **ARRA HSIPR Discretionary Grant Program**
 - Chesapeake Connector - \$25 million
 - BWI Station/Platform/Track Redevelopment - \$10 million
 - Wedge Yard - \$36 million
 - **ARRA TIGER Discretionary Grant Program**
 - BRAC Transportation Improvements in Maryland – \$58 million
 - MARC Capacity and Service Reliability Improvements - \$48 million
 - Central Maryland Transit Maintenance Facility – \$25 million
 - MD 5 Branch Ave Metro Access Phase 2/Transit-Oriented Development (TOD) Project – \$56 million

Authorization & the Defense Access Road Program (23 USCA § 210)



DAR APPROPRIATIONS



DAR

Authorization & the Defense Access Road Program (23 USCA § 210)

	ISSUE	PROPOSED SOLUTION
1	The DAR program does not provide sufficient resources to provide relief where federal/DoD actions have caused significant impacts to transportation infrastructure	Make DAR an authorized surface transportation program, under which funds would be 100% federal share, and would not be taken out of the Highway Trust Fund, but subject to annual appropriations. In this way, federal-aid highway funds would be in addition to funds made available from DoD and thus, any funds made available for DAR projects would not count against States' formula share.
2	Once the DAR review process begins, the eligibility criteria are such that, after a lengthy evaluation process, few projects are approved.	Provide environmental/NEPA streamlining (e.g. expedited concurrent agency review for federal actions creating the significant impact)
3	There are no clear benchmarks that trigger the initiation of a DAR project. It is up to the base commander to assess the transportation needs outside the gate and then decide that a DAR request should be made. Base commanders may be reluctant to draw down military construction funds for improvements outside the base because unmet needs often exist within their installations.	Integrate the State Secretary of Transportation into needs-assessment and project evaluation decision-making so that state-administering and federal-authorizing agencies can reach full agreement before the proposed action proceeds. In this way, not only the physical requirements, but also the state and local quality-of-life and land use objectives are accommodated
4	The lack of local, state, and regional participation in DAR needs-assessment, and project evaluation decision-making processes prevents the program from targeting intermodal transportation investments that comprehensively address the most significant transportation issues posed by BRAC growth communities	
5	The DAR program provides funding for select transportation projects (such as road widening) and thus far has not approved proposals for transit or intermodal projects. It also does not help establish shuttle bus programs, which would help BRAC employees go "the last mile" from WMATA and MARC stations to their offices on base	<p>Change the name of the program to "Defense Access Transportation" to allow for flexibility, e.g. transit eligibility</p> <p>Add a definition for defense access roads to include intermodal projects that provide access to military installations that have been restructured under BRAC</p> <p>Authorize the Secretary of Transportation to use federal-aid highway funds authorized and appropriated for defense access roads to be used for intermodal transportation projects, as well as Transportation Demand Management activities, and transit and intermodal connectivity to fixed guideway systems</p>

For Further Information:

- **MDOT:** www.mdot.state.md.us
- **MDOT and BRAC:**
www.mdot.state.md.us/planning/brac
- **State BRAC Action Plan:**
<http://www.mdot.state.md.us/Planning/brac/New%20Pages/MD%20BRAC%20ACtion%20Plan>