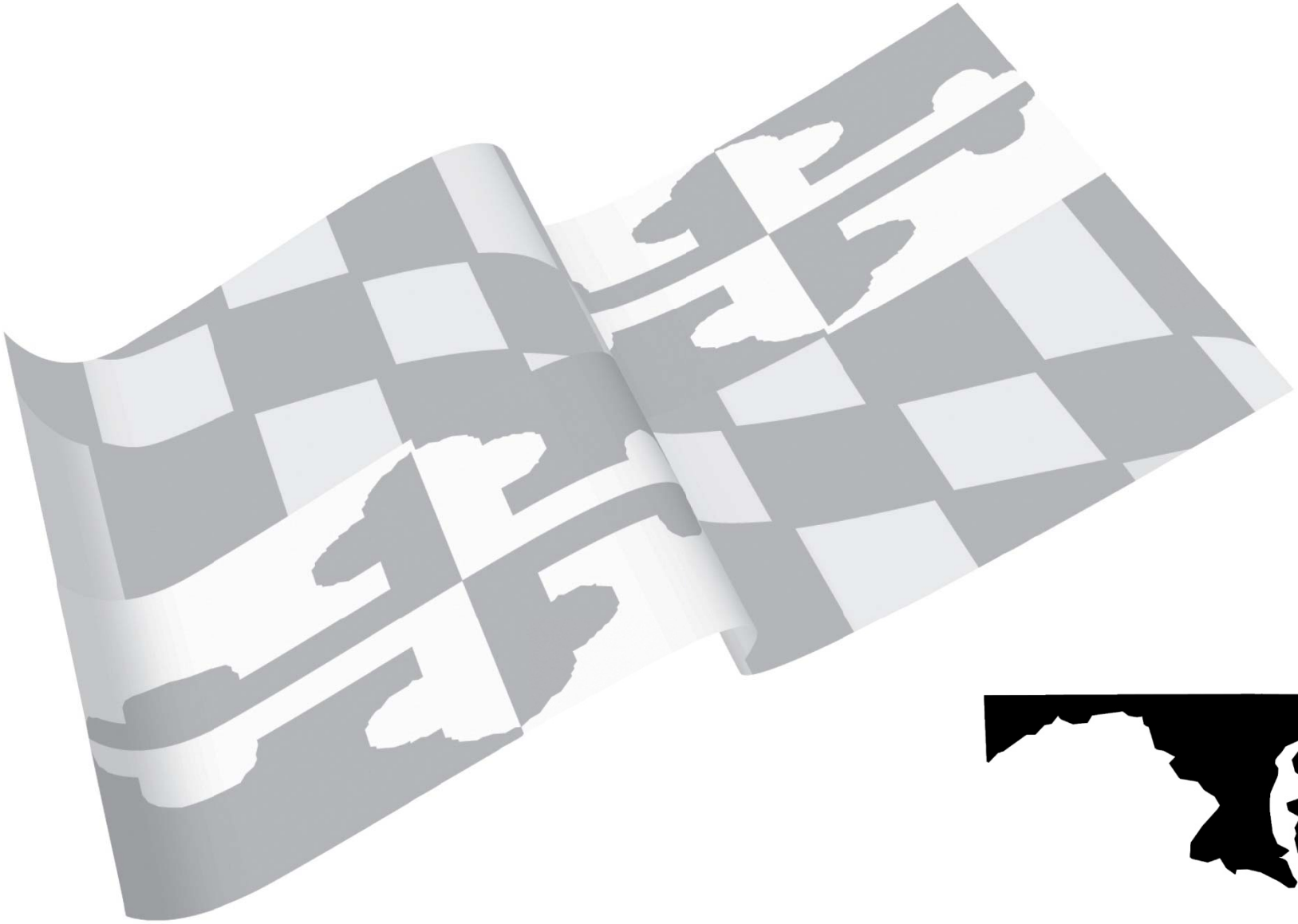

BRAC ACTIVITIES

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Base Realignment and Closure (BRAC) encompassed the arrival of new residents, jobs, and national defense and security activities into Maryland in September, 2011. As a result of the Federally-established 2005 BRAC Commission's decision to relocate several thousand jobs from outside the State to five Maryland military installations, BRAC has brought a myriad of benefits and challenges to the State, including the need for transportation improvements that will both support the BRAC consolidations, as well as preserve Marylanders' quality of life.

Maryland is one of the few states that benefitted from BRAC by gaining 26,000 direct positions, with Aberdeen Proving Ground and Fort George G. Meade receiving the most growth. Somewhat unique to Maryland is that nearly all of the 26,000 jobs are or will be filled by civilian employees who are not authorized to live on the bases. When indirect and tertiary positions are factored into the equation, Maryland stands to gain between 45,000 and 60,000 new jobs – the greatest economic growth the State will experience since World War II. It is important to note that this represents both BRAC and other federal and Department of Defense (DoD) location decisions. According to the Maryland Department of Business and Economic Development, the five Maryland military installations to have the most significant increases in personnel resulting from BRAC and non-BRAC related DoD growth are:

- **Fort George G. Meade** in Anne Arundel County is expected to add 5,700 jobs due directly to BRAC, over 4,000 jobs due to ongoing National Security Agency and other Army and DoD growth, and over 10,000 jobs from Enhanced Use Lease (EUL) related growth over time (beyond the BRAC window of 2011);
- **Aberdeen Proving Ground** in Harford County is expected to add approximately 8,200 direct BRAC jobs on base, as well as 6,000 indirect and induced jobs, and 3,000 to 5,000 new jobs from EUL related growth over time (beyond the BRAC window of 2011);
- **National Naval Medical Center at Bethesda** in Montgomery County is expected to add approximately 2,500 new personnel due to BRAC, including 1,750 from the Walter Reed Army Medical Center, in addition to a doubling of patient load;
- **Fort Detrick** in Frederick County is expected to add approximately 2,000 jobs total, 220 of which will be due directly to BRAC; and
- **Joint Base Andrews** in Prince George's County is expected to add approximately 3,000 jobs total, 600 of which will be due directly to BRAC.

How has Maryland Prepared for BRAC?

Efforts to meet the transportation needs in connection with BRAC continue in coordination with communities and stakeholder groups throughout the State. MDOT's work has been performed consistent with the vision set forth by the State of Maryland's Subcabinet on BRAC, chaired by the Lt. Governor, which was established by the Governor and the General Assembly to "coordinate State activities and work with the federal and local governments to prepare for and accommodate incoming households and jobs while sustaining and enhancing the quality of life throughout the State." MDOT prepared a section of the State of Maryland's *BRAC Action Plan* for the Subcabinet, outlining policies, projects and legislation needed for Maryland to respond to BRAC. The State of Maryland's *BRAC Action Plan* outlines

specific investments to meet the transportation needs of BRAC in Maryland. Transportation action items listed in the *BRAC Action Plan* are included in the table below, as well as references to specific project information forms (PIFs).

The *BRAC Action Plan* also proposed legislation, subsequently signed into law as the BRAC Community Enhancement Act in the summer of 2008, to allow for the designation of "BRAC Revitalization and Incentive Zones" (BRAC Zones) as a mechanism for local governments to provide State financing support for public infrastructure in areas targeted for BRAC growth. On December 15, 2008, Lt. Governor Brown announced the designation of BRAC Zones in Baltimore City, Anne Arundel County, the City of Frederick, the City of Laurel, and Prince George's County. In 2009, additional BRAC Zones were designated in the City of Aberdeen in Harford County, and Savage Town Centre in Howard County.

The BRAC Community Enhancement Act also empowered local governments to negotiate for transportation improvements with developers of Enhanced Use Lease (EUL) projects at military installations, which are otherwise exempt from local mitigation requirements. As a result of the legislation, in June 2009, a Payment in Lieu of Taxes Agreement (PILOT) was executed between MDOT (acting on behalf of the state), Harford County and the private developer, for mitigation in connection with an EUL Project to be located at the Aberdeen Proving Ground. A similar agreement was also executed at Fort Detrick for its Central Utility Plant project, and is anticipated in association with a planned EUL project at Fort Meade.

The State's *BRAC Action Plan and progress reports* may be accessed at http://www.brac.maryland.gov/subcabinet.asp.

MDOT's Approach to BRAC

MDOT's mission for BRAC is *"to facilitate the safe and efficient movement of people and goods to support Maryland's military installations while sustaining and enhancing the quality of transportation and Maryland's communities throughout the State."* This mission is achieved through the collaborative work of MDOT's modal agencies: the Maryland Transit Administration (MTA), State Highway Administration (SHA), Motor Vehicle Administration (MVA), Maryland Port Administration (MPA), Maryland Aviation Administration (MAA), and Maryland Transportation Authority (MdTA).

MDOT has taken a proactive approach in planning for and implementing a coordinated response to the projected increase in demand on the transportation system as a result of BRAC. MDOT's coordinated effort is reflected through the transportation planning process, involving consultation and collaboration with local governments, as well as regional, state and federal partners, including the BRAC-impacted military installations. Addressing BRAC needs is a challenge for transportation in terms of both time and funding, as major transportation projects

may take 8-14 years to plan, design, fund and construct, while the BRAC moves have transpired in the short-term. To address the challenges of time and available funding, MDOT has relied on a *"high/low"* investment strategy to fund and deliver BRAC-related transportation projects.

Under the *"high/low"* strategy, lower-cost improvements that can be implemented quickly (low strategy) have been targeted for completion in concert with the 2011 consolidations, while higher-cost, major capacity projects will be implemented over time. Many of the long-term projects identified in the FY 2013-2018 CTP as BRAC-related are major projects that pre-date the 2005 BRAC decisions. These projects were already needed for overall regional growth, but are also needed to support access to Maryland's BRAC-impacted military installations.

Short-term BRAC projects include intersection improvements (see pp. SHA-SW-7 to SHA-SW-10), transit improvements and the evaluation of direct transit services, operating and maintenance needs, and system preservation projects. Under the BRAC Intersection Improvement Program, SHA analyzed projected near-term traffic impacts at 107 heavily impacted intersections near BRAC-impacted installations. Sixteen (16) intersections were identified for potential improvement based on level of service, relative cost, environmental and socio-economic impacts, and proximity to the installations. Improvements at those 16 intersections were advanced to the 30% design stage, funded in part with federal assistance. Following continued development of regional priorities and in consideration of limited resources given prevailing economic conditions, priority intersections were then selected by stakeholders to advance toward implementation in synchronization with BRAC consolidation in 2011. Certain priority projects identified at Aberdeen Proving Ground and Fort George G. Meade commenced construction activities in 2010 and continue in construction in 2012; priority initiatives at National Naval Medical Center also commenced construction in 2011, and have been selected for additional grant funding through a Department of Defense program created to support critical transportation improvements at military medical facilities impacted by BRAC. Priority projects identified at Joint Base Andrews and Fort Detrick advanced in design through 2011.

Beyond the BRAC timeframe, MDOT and SHA will continue to work with local stakeholders and federal partners to advance priority projects in accordance with available funding. MDOT and MTA will also continue collaborations with the installations, their tenants, DoD, and local officials to advance and expand successful Transportation Demand Management programs developed in support of BRAC. These efforts include modified peak hour MARC schedules and added transit service; the growth and marketing of car and van pool programs; Ridesharing, and the Guaranteed Ride Home program; promotion of telework and flexible work hours, where possible, as well as bicycle and pedestrian uses.

In the FY 2013-2018 CTP, $162 million has been programmed for SHA's Intersection Improvement Program, and is structured to allow for flexibility; current available funding ensures that priority intersections will continue to advance in project development, to the point where phased construction could begin once additional funding is identified.

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Long-term BRAC-related projects include several major highway projects, such as the MD 175 and MD 198 Project Planning Studies, and MD 32 Corridor Feasibility Study at Fort George G. Meade, and the Branch Avenue Metro Access Project in Prince George's County. In addition, the MARC commuter rail system is also part of MDOT's "high" strategy. MARC serves an important role in Maryland's response to BRAC, serving both Fort George G. Meade and Aberdeen Proving Ground. At Governor O'Malley's direction, the MTA produced the "MARC Growth and Investment Plan" in 2007, an ambitious plan to triple MARC ridership by the year 2035. This Plan includes near-term and long-term projects in support of BRAC and regional mobility to be implemented over the next 25 years, which require the cooperation of both AMTRAK and CSX who own and operate the lines and will ultimately require significant money - $3.9 billion in federal, State and private funding.

MDOT's BRAC strategy is in keeping with its commitment to Transit-Oriented Development (TOD) and Smart Growth. MDOT will aggressively promote TOD projects around the State's transit stations to accommodate growth in a more efficient and sustainable way by marketing property surrounding MARC, Metro, Light Rail, and other transit stations for development. Through 2012, MDOT and MTA have worked closely with the City of Aberdeen to develop a Station Area Master Plan in support of TOD efforts at the Aberdeen MARC station. Stakeholder collaboration will continue in 2013, and integrate with overall Demand Management programming implemented in support of BRAC consolidations at APG.

New funding approved by the General Assembly at the request of the Governor in 2007 allowed for additional investments in a balanced transportation system to be more responsive to the specific transportation needs around the BRAC-impacted Maryland military installations. Though requested projects continue to outstrip resources, requiring careful prioritization and staging of projects, the FY 2013-2018 CTP demonstrates MDOT's ongoing commitment to Maryland's BRAC-impacted communities.

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BRAC ACTIVITIES

STATEWIDE – TRANSPORTATION		
ACTION	**RESPONSIBLE STATE AGENCY**	**Status/CTP Page Reference**
I. Promote Transportation Alternatives - Transit, Carpool, And Vanpool		
1) Implement the MARC Growth and Investment Plan, improving service for existing customers and providing for capacity and service.	MTA	MTA-7
2) Promote seamless transit connections and customer convenience to and on military installations.	MTA	Ongoing
a. Develop MOUs to address security issues of direct service		
b. Work with APG and Ft. Meade on internal mobility for transit riders.		
3) Complete Smart Card implementation to provide seamless connections between MTA transit services, WMATA, and LOTS.	MTA	MTA-27-52
4) Provide continual ride-share coordination, promoting transit options, cost-effective carpooling and van pooling.	MTA	Ongoing
a. Add temporary coordinators for one-on-one support during BRAC influx.		
b. Explore "Flex-car" service options		
5) Assess feasibility in BRAC corridors for revitalizing communities through transportation improvements with emphasis on mass transit.	MDP, DHCD, DBED, MDOT	Ongoing
II. Encourage Smart Growth with Transportation Policies and Projects		
1) Revive the Community Safety and Enhancement Program	MDOT	SHA-SW-2
2) Expand pedestrian and bicycle access	MDOT	Ongoing
a. Emphasize inclusion of sidewalks and bicycle lanes in SHA projects.		
b. Target potential BRAC transportation enhancement program funding for bicycle and pedestrian improvements		
3) Promote Transit-Oriented Development (TOD) projects along MARC and WMATA system, targeting mixed-use and walkable, vibrant communities.	MDOT, MDP	Ongoing
4) Promote growth in targeted municipalities and growth areas through marketing and investments such as evaluation of additional MARC stations.	MTA	Ongoing

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STATEWIDE - TRANSPORTATION (continued)		
ACTION	**RESPONSIBLE STATE AGENCY**	**Status/CTP Page Reference**
III. Provide Customer Service		
1) Assess feasibility of new air service options at BWI Thurgood Marshall Airport to serve BRAC employees, contractors and families	MAA	Ongoing
2) Deploy MVA Mobile Vehicle for vehicle registration, licensing, and other services for relocating employees at BRAC installations	MVA	Ongoing
3) Participate in relocation fairs to promote transportation services for workers and families.	MTA	Ongoing

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ABERDEEN PROVING GROUND – TRANSPORTATION		
ACTION	**RESPONSIBLE STATE AGENCY**	**Status/CTP Page Reference**
I. Promote Transit Alternatives - Transit, Carpool, and Vanpool		
1) Evaluate additional direct transit service to APG through the Local Bus (LOTS) Harford and Cecil transit development plans	MTA	Ongoing
II. Implement Strategic Roadway Investments: Near-Term Transportation Improvements		
1) Conduct traffic study to identify needed intersection improvements	SHA	Complete
2) Implement bridge replacement construction for MD 7 structure over Cranberry Run	SHA	Complete
III. Implement CTP Transit Project Pipeline (FY 2011-2016 CTP)		
1) Implement ADA improvements and build station at Edgewood MARC Station	MTA	MTA-6
2) Planning and Engineering for assessment of transit needs for BRAC: APG-related studies	MTA	MTA-40
a. Aberdeen MARC Station parking expansion		
b. Aberdeen MARC Station Relocation Study		
c. BRAC Commuter Bus Study		
3) Support LOTS for Cecil and Harford Counties	MTA	MTA-52
4) New MARC Layover and Maintenance Facility at Aberdeen Proving Ground	MTA	MTA-2
IV. Implement CTP Highway Project Pipeline (FY 2011-2016 CTP)		
1) Concept Development for Perryman Access Study to provide improved access to MD 159/US 40	SHA	SHA-H-4
2) Implement key intersection improvements, including US 40 at MD 715 and MD 7/159.	SHA	SHA-SW-8, SHA-H-2/3
3) Interchange improvements and Express Toll Lanes for I-95 Section 100, from North of the I-895 Split to North of MD 43	MdTA	MdTA-1
4) Study for I-95 Section 200, from North of MD 43 to north of MD 22.	MdTA	MdTA-28
5) I-95/MD 24 Interchange Improvements at MD 24/MD 924/Tollgate Road	MdTA, SHA	MdTA -2

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ABERDEEN PROVING GROUND - TRANSPORTATION (continued)		
ACTION	**RESPONSIBLE STATE AGENCY**	**Status/CTP Page Reference**
6) JFK (I-95) Park & Ride Facilities, New Lots at MD 152 and MD 24 (Incorporated into I-95 Section 200 Study [item #4 above])	MdTA	MdTA-28
7) JFK (I-95) Toll Plaza Planning Study.	MdTA	Complete
8) Expand and Improve the MD 152 Park & Ride Lot (Incorporated into I-95 Section 200 Study [item #4 above])	MdTA	MdTA-28
9) US 40 Hatem Bridge Deck Replacement, including the US 40 at MD 222 Intersection Break-Out Project.	MdTA	MdTA-22
10) Construction of MD 132 Resurfacing, MD 462 to Beards Hill Road.	SHA	-Complete
11) Construction of MD 755 Community Safety and Enhancement, MD 24 to Willoughby Beach Road (Phase I)	SHA	SHA-H-MINOR-18
12) MD 152 Resurfacing, West of I-95 to APG Gate.	SHA	Complete

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BRAC ACTIVITIES

FORT MEADE – TRANSPORTATION		
ACTION	**RESPONSIBLE STATE AGENCY**	**Status/CTP Page Reference**
I. Promote Transit Options		
1) Evaluate additional direct transit service to Ft. Meade through the Local Bus (LOTS) Anne Arundel and Howard transit development plans.	MTA	Ongoing
II. Implement Strategic Roadway Investments for near-term Transportation Improvements		
1) Conduct traffic study to identify needed intersection improvements	SHA	Complete
III. Implement CTP Transit Project Pipeline (FY 2011-2016 CTP)		
1) Central Maryland Transit Maintenance Facility, Ft. Meade	MTA	MTA-39
2) Support LOTS for Anne Arundel and Howard counties	MTA	MTA-52
3). Planning and Engineering for assessment of transit needs for BRAC: Ft. Meade-related studies a. BRAC Commuter Bus Study	MTA	MTA-40
IV. Implement CTP Highway Project Pipeline (FY 2011-2016 CTP)		
1) Planning Study for MD 175 from MD 170 to MD 295	SHA	SHA-AA-5
2) Planning Study for MD 198, from MD 295 to MD 32	SHA	SHA-AA-6
3) Implement key intersection improvements	SHA	SHA-SW-7, SHA-AA-1

MARYLAND DEPARTMENT OF TRANSPORTATION
BRAC ACTIVITIES

NATIONAL NAVAL MEDICAL CENTER (BETHESDA) – TRANSPORTATION		
ACTION	**RESPONSIBLE STATE AGENCY**	**Status/CTP Page Reference**
I. Promote Transit Options		
1) Conduct feasibility study for new Medical Center Metrorail Station entrance	WMATA	complete
2) Emphasize transit improvements, given a heavily urbanized setting.	WMATA, MTA	
a. Evaluate potential WMATA bus service adjustments and improvements.		WMATA-
b. Support local evaluation of direct shuttle service on base.		Ongoing
II. Implement Strategic Roadway Investments: Near-Term Transportation Improvements		
1) Conduct traffic study to identify needed intersection improvements	SHA	Complete
III. Implement CTP Transit Project Pipeline (FY 2011-2016 CTP)		
1) Planning and Engineering for assessment of transit needs for BRAC	MTA	MTA-40
2) Support LOTS for Montgomery County and Montgomery County's Local Bus Program	MTA	MTA-35,52
IV. Implement CTP Highway Project Pipeline (FY 2011-2016 CTP)		
1) Implement key intersection improvements	SHA	SHA-SW-9, SHA-M-16
2) Review locally-proposed Capital Beltway access improvements, including feasibility and operational issues	SHA	Complete

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BRAC ACTIVITIES

FORT DETRICK – TRANSPORTATION		
ACTION	**RESPONSIBLE STATE AGENCY**	**Status/CTP Page Reference**
I. Implement Strategic Roadway Investments for near-term Transportation Improvements		
1) Conduct traffic study to identify needed intersection improvements	SHA	Complete
2) Review signal system along US 40 from US 15 to Waverly Drive	SHA	Complete
II. Implement CTP Transit Project Pipeline (FY 2011-2016 CTP)		
1) Support LOTS for Frederick County (FY '09)	MTA	MTA-52
III. Implement CTP Highway Project Pipeline (FY 2011-2016 CTP)		
1) Planning and Engineering for US 15 – New interchange at Monocacy Boulevard/Christopher Crossing.	SHA	SHA-F-10

ANDREWS AIR FORCE BASE – TRANSPORTATION		
ACTION	**RESPONSIBLE STATE AGENCY**	**Status/CTP Page Reference**
I. Implement Strategic Roadway Investments for near-term Transportation Improvements		
1) Conduct traffic study to identify needed intersection improvements	SHA	Complete
II. Implement CTP Transit Project Pipeline (FY 2011-2016 CTP)		
1) Planning and Engineering for assessment of transit needs for BRAC	MTA	MTA-40
2) Planning for Southern Maryland Mass Transportation Analysis	MTA	MTA-44
3) Support LOTS for Prince George's County and Prince George's County Local Bus Program (FY 10)	MTA	MTA-36
III. Implement CTP Highway Project Pipeline (FY 2011-2016 CTP)		
1) Implement key intersection improvements	SHA	SHA-SW-10
2) Construct a new interchange at MD 4 and Suitland Parkway	SHA	SHA-PG-10