



BRAC ACTIVITIES

MARYLAND DEPARTMENT OF TRANSPORTATION BRAC ACTIVITIES

The Maryland Department of Transportation (MDOT) has taken a proactive approach in planning for the projected increase in demand on the transportation system as a result of the 2005 Base Realignment and Closure (BRAC) Commission's decision to relocate several thousand jobs from outside the State to five Maryland military installations. MDOT and its modal operations, primarily represented by the Maryland State Highway Administration (SHA), the Maryland Transit Administration (MTA) and the Maryland Transportation Authority (MdTA), have led a coordinated effort with local governments, military installations, State and Federal agencies, the General Assembly, our Congressional delegation, and the communities and the counties that are affected as well as those that are not immediately affected to ensure that Maryland is BRAC-ready. In particular, MDOT has had a central role in leading State action on BRAC, specifically with the Department of Business and Economic Development (DBED), the Maryland Department of Planning (MDP), and the Maryland Department of the Environment (MDE), and through the local collaborative process for project prioritization that involved leadership and staff level coordination meetings prior to this Consolidated Transportation Program (CTP) being finalized.

In order to meet a September 2011 deadline, major changes at the affected Maryland military installations are anticipated in the 2009-2011 timeframe. However, while BRAC creates new transportation needs, there are no separate BRAC funding sources. Despite this, specific actions to facilitate transportation mobility and accessibility are underway to deal with the fact that all of the transportation infrastructure needed for BRAC will not be in place within this timeframe. These include:

- Identification, clarification and study of priorities from local governments and military installations through outreach activities;
- Review, coordination, and comment on military installations' Environmental Impact Statements (EIS) and transportation studies;
- Study and coordination of major joint development projects at BRAC Installations, including Enhanced Use Leases and spousal and other secondary growth;
- Technical review and analysis of Regional travel demand model assumption inputs and outputs to ensure agreement and rationale for use in project development;
- Completion of a "white paper" on lessons learned from the past BRAC experiences at the Patuxent River Naval Air Station; and
- Documentation and reporting upon CTP projects, study activities and schedules.

As next steps in MDOT's BRAC planning and coordination process, studies of transit and highway improvements are underway, and include:

- Area traffic impact studies at Aberdeen Proving Ground (APG) and Fort George G. Meade (FGGM) being conducted by SHA, and anticipated at Andrews Air Force Base, Bethesda National Naval Medical Center and Fort Detrick;

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- Local bus route evaluations being conducted by MTA in partnership with local jurisdictions;
- Development of the Central Maryland Bus Maintenance Facility being conducted by MTA in partnership with Howard and Anne Arundel Counties;
- Potential BRAC Commuter Bus routes directly into and from APG and FGGM being conducted by MTA;
- Studies of the Aberdeen MARC Station Relocation and the East Baltimore MARC Station being conducted by MTA;
- Ride-Share Coordinators being funded by MTA, helping to form cost effective carpools and vanpools to BRAC facilities;
- A MARC Growth and Investment Plan being conducted by MTA to assess MARC service along the Northeast Amtrak corridor from Baltimore City to the Delaware State Line; and
- Potential studies responding to grant proposal requests from Department of Defense's Office of Economic Adjustment (OEA) being identified by the SHA and the MTA.

Since the initiation of the Maryland Military Strategic Planning Council, the Maryland Department of Transportation has maintained or initiated work on the ongoing projects and studies listed below. Each of the projects listed is included in this Consolidated Transportation Program (CTP), which is significant because this is their first step toward becoming reality. This is a starting point for an ongoing and evolving BRAC planning process.

BRAC-Related Projects

The FY 2007-2012 CTP identified 54 "BRAC-Related" projects, all under development and funded for various phases in the CTP, due to their proximity to the five affected military installations. Over the past year, the MDOT has refined this "BRAC-Related" projects list to be more responsive to the specific transportation needs around these five Maryland military installations. This has been done in concert with (a) the Department's transportation modal agencies and the Maryland Transportation Authority, (b) the Governor's BRAC Subcabinet and (c) the development of this CTP. The State initiated an interactive process that incorporated development and review of the State's BRAC Action Plan, local priority letters, local BRAC Action Plans, regional and local traffic analyses, as well as leadership and staff-level BRAC coordination meetings with local, State and military alliances. Through this interactive process, balanced with professional judgment, the Department has refined the list of 54 "BRAC-Related" projects to a more concentrated list of projects that directly supports BRAC and is needed to assist in facilitating access to the BRAC bases.

Some projects, while vitally important to transportation needs and growth in the State of Maryland, are no longer classified as "BRAC-Related" because of their distance from the BRAC bases, their timely completion, or their status as having a more regional benefit. While BRAC growth will benefit from these regionally-significant projects, they are important to the State of Maryland

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despite the BRAC changes and therefore are still in the CTP but no longer included in the BRAC list. Examples of these projects and studies include the I-270/US 15 Multi-Modal Corridor Study, the I-495/I-95 Capital Beltway Study, the Woodrow Wilson Bridge Study, the Purple Line Study and the Red Line Transitway Study in Baltimore, to name a few.

In response to the dual challenges of time and funding, MDOT relies on a high/low investment strategy, identifying lower cost improvements that can be implemented quickly (low strategy) and higher cost and capacity projects that will take significantly longer to plan, engineer and construct (high strategy). In accordance with this methodology, several “low strategy” initiatives have been identified, including bicycle and pedestrian improvements, access improvements to transit systems, transportation demand management, promotion of car and vanpools, teleworking, and traffic impact studies at the affected military installations. Accordingly, MDOT will analyze potential impacts within the next 5 to 7 years and identify intersection improvements and other minor projects that will provide near-term relief as funding becomes available.

New funding recently approved by the General Assembly, at the request of the Governor, allows for additional investments in a balanced transportation system to bolster some of the initial “BRAC-Related” projects and add more to the list. However, requested projects will continue to outstrip resources, requiring careful prioritization and staging of projects.

KEY

C = Construction funding programmed in current CTP

(Note: Dollar figures attached to C items represent actual funding allocated for all phases, including final construction).

D&E = Development and Evaluation funding programmed in current CTP

(Note: D&E represents funding for a variety of pre-construction phases including planning, design, engineering, and right-of-way acquisition)

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Aberdeen Proving Ground

C	\$10.6 million	US 40 Resurfacing, MD 152 to the MD 24 Overpass. Currently Under Construction. SHA.
C	\$56.0 million	US 40 Hatem Bridge Deck Replacement, including the US 40 at MD 222 Intersection Break-Out Project. MdTA.
D&E	\$1.2 million	US 40 at MD 715 Interchange Improvements. \$1.2 million funded for Engineering. Not funded for Right-of-Way or Construction. SHA.
C	\$1.2 billion	I-95 Section 100, from north of the I-895 Split to North of MD 43, interchange improvements and Express Toll (Managed) Lanes. MdTA.
D&E	\$5.0 million	I-95 Section 200, from north of MD 43 to north of MD 22. \$5.0 million programmed for Planning. Not funded for Construction. MdTA.
C	\$59.8 million	I-95/MD 24 Interchange Improvements at MD 24/MD 924/Tollgate Road. MdTA.
D&E	\$0.4 million	Perryman Access Study, MD 159 to US 40. \$0.4 million programmed for Planning. Not funded for Design, Right-of-Way or Construction. SHA.
C	\$4.7 million	Edgewood MARC Station – ADA Improvements and Station Building. MTA.
D&E	\$9.0 million	Assessment of Transit Needs for BRAC (Statewide), including MARC Visioning Study (Baltimore City Line to Delaware State Line), Aberdeen MARC Station Relocation Study, Aberdeen MARC Station parking expansion, East Baltimore MARC Station Study, BRAC Commuter Bus Study (assessing direct routes into APG and associated Park & Ride Lots) and MARC Layover and Maintenance Facility. \$2.0 million FY08 line item in the System Preservation Minor Projects Program. Not funded for Construction. MTA.
C	\$15.0 million	I-95 Park & Ride Facilities, New Lots at MD 152 and MD 24. MdTA.
D&E	\$2.9 million	JFK (I-95) Toll Plaza Planning Study. \$2.9 million programmed for Planning. Not funded for Construction. MdTA.
C	\$1.5 million	MD 132 Resurfacing, MD 462 to Beards Hill Road. SHA.
C	\$3.0 million	MD 755 Community Safety and Enhancement, MD 24 to Willoughby Beach Road. SHA.
C	\$2.6 million	MD 152 Resurfacing, West of I-95 to APG Gate. SHA.
C	\$46.0 million	Intersection Improvements (not yet identified) added based on recent revenue increase. SHA.
C	\$201.3 million	MARC – Growth and Investment Plan. \$201.3 million added based on recent revenue increase to support MARC services, including MARC – 2010 Penn/Camden/Brunswick Line improvements. This funding would also apply to Fort George G. Meade and Fort Detrick. MTA.
C	County-wide	Locally Operated Transit Systems (LOTS) Transit Services for Harford and Cecil Counties. \$6.8 million added based on recent revenue increase to support BRAC-related LOTS services statewide. MTA.

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Andrews Air Force Base

C	\$113.8 million	MD 4 Interchange, Construct a New Interchange at Suitland Parkway. Construction to begin Spring 2008. SHA.
D&E	\$1.6 million	MD 4 Improvements, from MD 223 to I-95/I-495 (including MD 4/Dowerhouse Road interchange). \$1.6 Million was funded for Planning. Not funded for Design, Right-of-way or Construction. SHA.
C	County-wide	Locally Operated Transit Systems (LOTS) Transit Services for Prince George’s County and Prince George’s County Local Bus Program. \$7.8 million funded before revenue increase. \$1.2 million added to fund bus replacement based on the recent revenue increase. \$6.8 million added based on recent revenue increase to support BRAC-related LOTS services Statewide. MTA.
D&E	\$4.6 million	Southern Maryland Mass Transportation Analysis. MTA.
D&E	\$9.0 million	Assessment of Transit Needs for BRAC (Statewide). Not funded for Construction. MTA.

Bethesda National Naval Medical Center

C	\$0.7 million	I-495/MD 355 Ramp Modification. Project completed (2007). SHA.
C	County-wide	Locally Operated Transit Systems (LOTS) Transit Services for Montgomery County and Montgomery County Local Bus Program. \$51.7 million funded before revenue increase. \$5.0 million added to fund bus replacement based on the recent revenue increase. \$6.8 million added based on recent revenue increase to support BRAC-related LOTS services Statewide. MTA.
D&E	\$9.0 million	Assessment of Transit Needs for BRAC (Statewide). Not funded for Construction. MTA.
C	\$45.3 million	Intersection Improvements (not identified) added based on recent revenue increase. SHA.

Fort Detrick

D&E	\$2.6 million	US 15 – New interchange at Monocacy Boulevard/Christopher Crossing. \$2.6 million funded for Planning and Preliminary Engineering only. Not funded for Right-of-way or Construction. SHA.
C	County-wide	Locally Operated Transit Systems (LOTS) Transit Services for Frederick County. \$6.8 million added based on recent revenue increase to support BRAC-related LOTS services Statewide. MTA.
C	\$201.3 million	MARC – Growth and Investment Plan. \$201.3 million added based on recent revenue increase to support MARC services, including MARC – 2010 Penn/Camden/Brunswick Line improvements. This funding would also apply to Aberdeen Proving Ground and Fort George G. Meade. MTA.

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Fort George G. Meade

D&E	\$0.6 million	Odenton MARC Station - structured Parking garage with 2,500+ spaces. \$0.6 million funded for Planning. Not funded for Construction. MTA.
D&E	\$18.6 million	MD 175 from MD 170 to MD 295 Planning Study. \$2.5 million funded for Planning, \$10.7 million for Engineering, and \$5.4 million for Right-Of-Way. \$2.6 million added based on recent revenue increase to fund partial design (engineering). Not fully funded for Design, Right-of-Way or Construction. SHA.
D&E	\$2.0 million	Baltimore Washington Investment Corridor Study, to include MARC Market and Capacity Analyses (Greenbelt to BWI). \$2.0 million funded for Planning only. Not funded for Construction. MTA.
D&E	\$5.1 million	Central Maryland Transit Facility, Ft. Meade (Howard County is the lead agency). An additional \$5.5 million funded through a Federal earmark to Howard County for Planning. MDOT is contributing towards Planning and Design. Not funded for Construction. MTA.
D&E	\$0	MD 198, from MD 295 to MD 32 Planning Study. (Currently County-funded with contribution up to \$4.5 million). SHA.
C	County-wide	Locally Operated Transit Systems (LOTS) Transit Services for Anne Arundel and Howard Counties. \$6.8 million added based on recent revenue increase to support BRAC-related LOTS services Statewide. MTA.
D&E	\$9.0 million	Assessment of Transit Needs for BRAC (Statewide), including BRAC Commuter Bus Study to assess direct routes into Ft. Meade and associated Park and Ride lots. Not funded for Construction. MTA.
C	\$47.9 million	Intersection Improvements (not identified) added based on recent revenue increase. SHA.
C	\$201.3 million	MARC – Growth and Investment Plan. \$201.3 million added based on recent revenue increase to support MARC services, including MARC – 2010 Penn/Camden/Brunswick Line improvements. This funding would also apply to Aberdeen Proving Ground and Fort Detrick. MTA.