

Department of Legislative Services
Maryland General Assembly
2010 Session

FISCAL AND POLICY NOTE

Senate Bill 725 (Senator Glassman)
Budget and Taxation

State Government - Priority Funding for Transportation Projects for BRAC

This bill requires the Maryland Department of Transportation (MDOT) to include in the list of *Consolidated Transportation Program* (CTP) priorities any capital project that is needed to accommodate projected transportation needs resulting from the final recommendations of the 2005 Defense Base and Realignment and Closure (BRAC) Commission.

Fiscal Summary

State Effect: The bill simply alters the priority given to various projects and is not expected to impact overall State finances. However, it may place more demand on already limited Transportation Trust Fund resources to the extent that BRAC-related transportation projects would not otherwise be prioritized.

Local Effect: The bill does not directly affect local operations or finances.

Small Business Effect: No direct effect.

Analysis

Current Law/Background:

Consolidated Transportation Program

The CTP is MDOT's six-year budget for the construction, development, and evaluation of transportation capital projects. It is revised annually to reflect updated information and changing priorities. It contains a list of current and anticipated major and minor capital

projects for the fiscal year it is issued and for the next five fiscal years, including an expanded description of major capital projects; a detailed breakdown of the costs of a project, project expenditures to date, expected expenditures for the current fiscal year, projected annual expenditures for the next five years, and total project costs; and MDOT's estimates of the source (*i.e.*, federal funds, special funds, etc.) and amount of revenues required to fund projects in the CTP. The CTP also must contain updates on subjects such as bicycle and pedestrian transportation and technology spending.

The Fiscal Year 2010-2015 CTP lists BRAC as one of its transportation priorities and outlines MDOT's BRAC strategy and activities.

Base Realignment and Closure

In order to address an excess capacity of military facilities, the U.S. Congress created a process in 1990 known as BRAC. The most recent round of plans regarding military installations nationwide became effective in November 2005 and Maryland was asked to accommodate a significant expansion of military installations in the State.

The 2005 BRAC plans impact many of the federal military installations in the State, directly resulting in about 20,000 new jobs and placing Maryland among the largest beneficiaries nationally. These changes are expected to be phased in over a five- to six-year period with the bulk of the gains expected at Aberdeen Proving Ground, Andrews Air Force Base, Fort Meade, and the National Naval Medical Center. Most of these jobs are projected to be medical professionals, engineers, and managers. Many more indirect jobs could be created through contractors and related services. It is further estimated that Maryland may gain approximately 28,000 households by the time the BRAC process is complete.

The Maryland Military Installation Council

The State created the Maryland Military Installation Strategic Planning Council (Chapter 335 of 2003), consisting of representatives of State agencies and federal military installations, to serve as an advocate for military facilities located in Maryland and coordinate State agency planning in response to changes caused by BRAC. After the approval of the 2005 BRAC plans, the State renamed the council the Maryland Military Installation Council and extended its termination date to December 31, 2011 (Chapter 634 of 2006).

BRAC Subcabinet

Chapter 6 of 2007 created a BRAC Subcabinet in State government chaired by the Lieutenant Governor. The subcabinet, comprising State secretaries of cabinet

departments and the Superintendent of Schools, is charged with a number of tasks, including coordinating and overseeing the implementation of all State action to support the mission of military installations affected by BRAC; coordinating and overseeing the development of BRAC-related initiatives; and working with local jurisdictions affected by BRAC to facilitate planning, coordination, and cooperation with the State. The subcabinet is required to submit an annual report and terminates December 31, 2011.

Joint Legislative Committee on BRAC

Chapter 469 of 2007 established the Joint Committee on Base Realignment and Closure to provide continuing legislative oversight of the State's response to BRAC-related opportunities and changes. In cooperation with local and State units, it must also oversee and participate in developing systems and processes that "fast track" the approval of BRAC-related transportation infrastructure; water and sewer infrastructure; State and local planning processes; affordable housing options; education facilities, including public school and community college construction; and health care facilities and infrastructure.

Additional Information

Prior Introductions: HB 118 of 2007 included a similar provision; it received an unfavorable report from the House Appropriations Committee.

Cross File: HB 732 (Delegate Stifler, *et al.*) - Ways and Means.

Information Source(s): Department of Business and Economic Development, Maryland Department of Transportation, Department of Legislative Services

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