2018 AASHTO Committee on Right of Way, Utilities, and Outdoor Advertising Control

AND THE

National Alliance of Highway Beautification Agencies Conference

Sunday, April 22–Thursday, April 26
Sheraton Inner Harbor Hotel
Baltimore, Maryland
Jeff Ensor – TDD Chief of Staff
   Director of Project Development & Delivery
   MDOT MTA Purple Line

Judy Freedman Breckon – Director of Property Acquisition
   MDOT MTA Purple Line

Brian Horn – Purple Line Real Estate
   RK&K, Planning Manager

Patrick Hager – Purple Line Utility Lead Coordinator
   RK&K, Senior Manager

Tess Fountain – Deputy Director, Office of Real Estate
   MDOT SHA

Bill Jackson – Asst. Statewide Utility Engineer, Office of Construction
   MDOT SHA
Maryland Department of Transportation

- All Transportation Business Units referred to as One MDOT
- Still have our differences, but thinking as one
- Looking to align Policies and Procedures
Intro to the Maryland Transit Administration

- MTA provides safe, efficient and reliable transit across Maryland with world-class customer service
  - State agency, ultimately reporting to the Governor (MTA does not have a Board of Directors)
  - MTA is 13th largest transit system* in the nation
  - Ridership: More than 110 million riders in FY 2016
  - Core services are focused on Baltimore

*APTA 2017 Public Transit Fact Book
Overview

• 16 mile east-west light rail line inside the Capital Beltway, between Bethesda and New Carrollton, serving major activity centers:
  • Bethesda
  • Silver Spring
  • Takoma/Langley Park
  • UMD College Park campus
  • New Carrollton
Connecting Maryland’s Transit Systems

- Links with Metro at:
  - Red Line at Bethesda
  - Red Line at Silver Spring
  - Green Line at College Park
  - Orange Line at New Carrollton
- Connects to all three MARC lines
- Connects to Amtrak Northeast Corridor at New Carrollton
- Links up with regional and local bus services
Need for the Project

• Currently no fast and reliable transit service for travel east-west in the corridor
• Congested roadways make bus service slow and unreliable
• Poor access to Metro system for communities in the “wedges” between the Metro lines
• Changing land uses – more jobs outside downtown DC
Context – Some of the Challenges

- MTA already operates rail lines, but...
  - MTA’s first rail service in the Washington region
    - More than 30 miles from core service area of Baltimore
  - Largest project in MTA history
  - MTA hasn’t constructed a new rail line in more than 20 years
    - Rail construction, integration, and startup is challenging

- Dense corridor with 800+ utility relocations, 600+ property acquisitions

- Extensive third-party coordination required
  - MOAs with 17 utility companies, 2 counties, WMATA, UMD-College Park, CSX

- Sophisticated stakeholders and communities with high expectations
Purple Line Approach to Risk

1. Think about the long-term risks – construction is just a small portion of the project’s life and the public investment
   - *Customers care about service quality, and some of the biggest quality risks can relate to operations, maintenance, and state of good repair work*

2. Allocate each risk to the party that is able to manage it best

3. Recognize that we’re not the best at everything

4. Provide incentives that motivate partners to make good decisions

5. Remember that there is a cost to transferring risk
MTA’s Purple Line Delivery Approach: DBFOM Public Private Partnership (P3)

- Combines the design, construction, financing, operations and maintenance into one umbrella contract with a “concessionaire”
- 6 year design & construction + 30 year O&M period
- Shares risk between MTA and the Concessionaire
- Based on performance standards, not detailed specifications
- “Pay for performance” – Payments linked to availability & outcomes
- 30-year handback provisions protect long-term public interest

Status: P3 contract awarded 2016; Construction began summer 2017
Why a P3 Approach on the Purple Line?

- **Operational factors**
  - Increase likelihood of consistently excellent, highly responsive service
  - Natural stand-alone asset

- **Whole life-cycle planning and cost optimization**
  - Provide greater incentive to make investment decisions that are optimized over life of asset

- **Schedule discipline**
  - Create strong incentives for concessionaire to stay on its schedule

- **Enhanced opportunities for innovation**

- **Risk transfer**
  - Help mitigate some of the key risks
  - Assigns long-term accountability for design & construction quality (effectively a 33 year warranty)
History

• Former Georgetown Branch railroad right-of-way

• Purchased by Montgomery County for transitway and interim trail in 1988

• County and MTA study Georgetown Branch Transitway – 4.4 miles from Bethesda to Silver Spring
Project History

• 2003 – Project extended to New Carrollton - 16 miles end to end

• 2004-2008 – Examined alignment/modal concepts

• 2008 – Alternatives Analysis/Draft Environmental Impact Statement completed, evaluated both LRT and BRT alternatives

• 2009 – Locally Preferred Alternative selected

• 2014 – Record of Decision (property acquisition begins)

• April 2014 – First property acquired

• June 2016 - 205 properties acquired

• 2017 – Construction start
Project Corridor

• Developed corridor
• Mix of residential and commercial areas
• Purple Line would generally operate on or adjacent to existing streets
• West segment former B&O railroad corridor
Real Estate Overview

• Acquisitions
• Relocations
• Challenges
• Team Organization

Business Acquisition

Residential Displacement

Gas Station Acquisition
Acquisitions

• Over 600 properties impacted by the Purple Line requiring acquisitions totaling approximately 86 acres.
• Partial Acquisitions: 82%
• Full Acquisitions: 18%
• 85% of Purple Line acquisitions located adjacent to State-owned Right of Way
• Total Acquisitions include:
  • Gas Stations
  • Apartment Units
  • Strip Retail Centers
  • Office Properties
  • Single Family Dwellings

Business Acquisitions at Brookville Road
Relocations

• Approximate Relocations:
  • 57 Residential Relocations
  • 50:50 owner versus tenant occupied
  • 80 Business Relocations
    • Gas Stations, Auto Repair, Bakery, Restaurants, Retail and Industrial

Apartment structure at Plymouth Street tunnel
6 units

Sunoco Gas Station, Riverdale Road
Challenges

• Large Number of Acquisitions
• Project Schedule
• Lack of Quick-Take Condemnation
• Railroad Property Acquisition
• Team Organization

16th Street Shopping Center

MD 384/Colesville Road
View of CSX railroad bridge
MDOT State Highway Administration

- Sister agency of MTA
- 75% of project length is on or adjacent to SHA roadways (includes Road Transfers)
- Extensive coordination with SHA throughout the planning and design of the project
- SHA Real Estate Staff to support MTA in the real estate acquisition process
- Negotiations
- Appraisal Review
- Review & Compliance
- Condemnation via Office of MD Attorney General
Purple Line Acquisition Process

Legend:
- Right of Way Activity
Purple Line – April 2018
UTILITY CHALLENGES

EXISTING CONDITIONS
UTILITY CHALLENGES

PROPOSED ROAD WIDENING
UTILITY CHALLENGES

PROPOSED Catenary

Proposed Rail

Central Instrument Housing

Prop. System Wide Duct

Prop. Track Drainage

Traction Power Substation

Prop. SD

Ex. Telecom

Ex. San

Ex. Gas

Ex. Water

Ex. SD

Ex. Elec

Prop. SD
Memorandums of Agreement (MoA)

• Waived prior rights
• Provided control to concessionaire
  • Design
  • Construction
  • Material purchasing
• Establish design criteria
• Establish responsibilities
### Document Review & Comment (DRC)

**PMCS/DRC**

**Home / Project:** PURS0007PP / **Submittee:** 915 - PLTP-MTA-T-1231

**Submittee:** PLTP-MTA-T-1231 - U402 - Seg 4 Utility Relocation Plans - Intermediate

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2018 CRUO Conference, Baltimore
Challenges

• Project coordination
  • Developers
  • Other utility owner projects
• Seasonal and other critical outage restrictions
• Limited Right of Way
Questions?
Lagging Installation at North Shaft Wall – BMSE (Elm Street)
Installation of Gabion Outlet Structure – Bethesda/Cheyv Chase
Wire Fabric for Shotcrete at Tunnel Portal Opening – East Cut & Cover
Tieback Installation for Support of Excavation – East Cut & Cover (Arliss St)
Rough Grading Slopes – Veterans Parkway
Removal of Existing Storm Drain System – Glenridge OMF
Demolition at Dulce Vida Bakery – Veterans Parkway
Apex Building Redevelopment

• Location: Bethesda – Above, Below, and Surrounding Purple Line Station
• Details:
  • $500M development – construction underway
  • 937,000 sq. ft. of mixed use in three towers (Office, retail, 500 luxury apartments, and public plaza).
Bethesda Tunnel
Bethesda Tunnel
Lyttonsville
CSX Corridor
Plymouth Tunnel
MD 193/University Boulevard

To Silver Spring

Takoma/Langley Transit Center

To College Park

2018 CRUO Conference, Baltimore
MD 193/University Boulevard
MD 193/University Boulevard
MD 201/Kenilworth Avenue
Previous Alignment
MD 201/Kenilworth Avenue Present Alignment
Updated Kenilworth Option-Impacts
MD 410/Riverdale Road
MD 410/Riverdale Road

DRAFT WORK-IN-PROGRESS

The Purple Line transit Study information shown shall be used for general planning information only. The locations of the proposed transit facilities and/or proposed roadway reconstruction/rehabilitation are approximate and subject to change during subsequent stages of project development.

2018 CRUO Conference, Baltimore
MD 410/Riverdale Road
MD 410/Riverdale Road