



Larry Hogan
Governor
Boyd K. Rutherford
Lt. Governor
Gregory Slater
Acting Secretary

February 18, 2022

Mr. Gregory Murrill
Division Administrator
Attn: Dr. Kwame Arhin
Federal Highway Administration
Maryland Division
George H. Fallon Federal Building
31 Hopkins Plaza, Suite 1520
Baltimore MD 21201

Ms. Terry Garcia Crews
Regional Administrator
Attn: Mr. Ryan Long
Federal Transit Administration, Region III
1835 Market Street, Suite 1910
Philadelphia PA 19103-2968

Dear Mr. Murrill and Ms. Crews:

The Maryland Department of Transportation (MDOT) hereby requests to amend the Fiscal Year (FY) 2022-2025 Maryland Statewide Transportation Improvement Program (STIP) to reflect the changes to two existing projects and one new project in the FY 2021-2024 National Capital Region Transportation Planning Board (TPB) Transportation Improvement Program (TIP).

This amendment updates the MDOT State Highway Administration (MDOT SHA) programmed expenditures and project schedule for the MD 337 at MD 218 and I-95/I-495 Northbound Exit BRAC Intersection Improvements project (TIP #6392) and adds the new I-95/I-495 Interchange at Medical Center Drive project (TIP #11578) to the STIP.

Additionally, the Poplar Hill Road Bridge over Zekiah Swamp Run (TIP #6582) was amended on behalf of the Charles County Department of Planning & Growth Management for additional federal construction funds to replace the aging structure. The TPB approved the amendments to its TIP on February 4, 2022, and MDOT has assigned Control #22-15 for this amendment to the STIP. The approval and supporting documentation are attached.

Mr. Gregory Murrill
Ms. Terry Garcia Crews
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Project Name	STIP #	TIP #	Funding Source	FY22-FY25 Net Federal Change (in 000's)
MD 337 at MD 218 and I-95/I-495 Northbound Exit BRAC Intersection Improvements, Morningside	6392	6392	OEA, STBG, State	\$11,139
I-95/I-495 Interchange at Medical Center Drive, Lake Arbor/Summerfield	11578	11578	NHPP, State	\$8,550
Poplar Hill Road Bridge over Zekiah Swamp Run	6582	6582	STBG, Local	\$2,450

The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained. Should you have additional questions or concerns, please contact Ms. Kari Snyder at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@mdot.state.md.us. Of course, please feel free to contact me directly.

Sincerely,



Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPCP, MDOT

TPB SR11-2022
February 4, 2022

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street,
N.E. Washington, D.C. 20002

**RESOLUTION ON AN AMENDMENT TO THE FY 2021-2024 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 21-45 TO ADD THE MD 337 AT
MD 218 AND I-95/I-495 NORTHBOUND EXIT BRAC INTERSECTION IMPROVEMENT
PROJECT AND THE I-95/I-495 INTERCHANGE AT MEDICAL CENTER DRIVE STUDY, AS
REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on March 18, 2020 the TPB adopted the FY 2021-2024 TIP; and

WHEREAS, MDOT has requested an amendment to the FY 2021-2024 TIP to include TIP Action 21-45 which adds \$11.725 million in Surface Transportation Block Grant (STBG) program and state funds for construction of the MD 337 at MD 218 and I-95/I-495 Northbound Exit BRAC Intersection Improvements project (ID T6392), and \$9.5 million in National Highway Performance Program (NHPP) and state funds for preliminary engineering (PE) on the I-95/I-495 Interchange at Medical Center Drive study (ID T11578) as described in the attached materials; and

WHEREAS, the attached materials include: Attachment A) TIP Project Overview report showing how both projects will appear in the TIP after the action is approved and Attachment B) a letter from MDOT dated January 25, 2022 requesting the amendment; and

WHEREAS, both projects have been entered in the TPB's Project InfoTrak database application under TIP Action 21-45, creating the 45th version of the FY 2021-2024 TIP, which supersedes all previous versions of the TIP and can be viewed online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, full funding for the MD 337 intersection improvements project is included in the Visualize 2045 financial analysis and in the attached letter MDOT states that the \$9.5 million for the interchange at Medical Center Drive study has been identified in their updated programming expenditures and does not come at detriment to any other projects currently included in the Air Quality Conformity Analysis of the 2020 Amendment to Visualize 2045 and the FY 2021-2024 TIP; and

WHEREAS, the MD 337 intersection improvements project and the interchange at Medical Center Drive study are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

WHEREAS, once the interchange at Medical Center Drive study is complete and the proposed configuration of the interchange has been determined, the project will need to be reviewed to determine if it needs to be included in the conformity analysis of the plan and TIP before moving forward with funding for right-of-way acquisition or construction; and

WHEREAS, this resolution and amendment to the FY 2021-2024 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review and accept these materials at its next full meeting;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2021-2024 TIP to include TIP Action 21-45 which adds \$11.725 million in STBG and state funds for construction of the MD 337 at MD 218 and I-95/I-495 Northbound Exit BRAC Intersection Improvements project (ID T6392), and \$9.5 million in NHPP and state funds for PE on the I-95/I-495 Interchange at Medical Center Drive study (ID T11578) as described in the attached materials.

Approved by the TPB Steering Committee at its virtual meeting on February 4, 2022.

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 6392


SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 337 at MD 218 and I-95/I-495 Northbound Exit BRAC Intersection Improvements (PG7802)	B	Nonattainment/TPB 2868	PCE	\$ -	\$ -	\$ -
	Administration			Net Funding Change (000s)		
	Area/MPO	CTP Page	Federal	State/Local	Total	
	MDOT SHA	TPB	n/a	\$ 11,139	\$ 586	\$ 11,725

Description: Construction of MD 337 intersection improvements at MD 218 and at I-95/I-495 northbound exit ramp to improve access to Joint Base Andrews.

Justification: This project improves access to the Joint Base Andrews is a vital component to accommodate the increase in employment as a result of BRAC. This project improves safety, capacity, and operations at the intersection.

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Current (000s)	Funding				Total
		FY 2022	FY 2023	FY 2024	FY 2025	
<input type="checkbox"/> A) Adds new individual projects to the current STIP		\$ -	\$ -	\$ -	\$ -	\$ -
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change		\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP		\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> D) Other		\$ -	\$ -	\$ -	\$ -	\$ -
	Proposed (000s)	Total	\$ 11,725	\$ -	\$ -	\$ 11,725
		Federal	\$ 11,139	\$ -	\$ -	\$ 11,139
		State/Local	\$ 586	\$ -	\$ -	\$ 586
	Change (000s)	Total	\$ 11,725	\$ -	\$ -	\$ 11,725
	Federal	\$ 11,139	\$ -	\$ -	\$ 11,139	
	State/Local	\$ 586	\$ -	\$ -	\$ 586	

PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	OEA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	OEA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	OEA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	OEA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	STBG	\$ 11,139	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,139	\$ -	\$ 11,139
	State	\$ -	\$ 586	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 586	\$ 586
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 11,139	\$ 586	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,139	\$ 586	\$ 11,725

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 6392 (cont'd)

PHASE DETAIL (cont'd)

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	OEA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	STBG	\$ 11,139	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,139	\$ -	\$ 11,139
	State	\$ -	\$ 586	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 586	\$ 586
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 11,139	\$ 586	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,139	\$ 586	\$ 11,725

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ 5,993	Federal	\$ 11,139	Federal	\$ -	Federal	\$ 17,132
State/Local	\$ 1,617	State/Local	\$ 586	State/Local	\$ -	State/Local	\$ 2,203
Total	\$ 7,610	Total	\$ 11,725	Total	\$ -	Total	\$ 19,335



TIP ID T11578
Project Name I-95/I-495 Interchange at Medical Center Drive
Project Limits Interchange on I 495 at @ Medical Center Drive
Lead Agency Maryland Department of Transportation - State Highway Administration
County Prince Georges
Municipality
Agency Project ID N/A

Project Type Study/Planning/Research
Total Cost \$9,500,000
Completion Date 2025

Description The project is an upgrade to the existing I-95/I-495 interchange at Medical Center Drive (formerly Arena Drive). The project will address existing congestion and will accommodate increasing traffic volumes associated with future growth in the Largo Town Center and the University of Maryland Capital Region Medical Center.

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	NHPP	-	-	\$450,000	\$2,700,000	\$2,700,000	\$2,700,000	\$8,550,000
PE	STATE	-	-	\$50,000	\$300,000	\$300,000	\$300,000	\$950,000
	<i>Total PE</i>	-	-	\$500,000	\$3,000,000	\$3,000,000	\$3,000,000	\$9,500,000
	<i>Total Programmed</i>	-	-	\$500,000	\$3,000,000	\$3,000,000	\$3,000,000	\$9,500,000



Version History

<u>TIP Document</u>	<u>MPO Approval</u>	<u>FHWA Approval</u>	<u>FTA Approval</u>
21-45 Amendment 2021-2024	02/04/2022	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 11578

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
I-95/I-495 Interchange at Medical Center Drive (<i>tbd</i>)	A	Nonattainment/TPB <i>tbd</i>	<i>tbd</i>	\$ -	\$ -	\$ -
	Administration			Net Funding Change (000s)		
	MDOT SHA	Area/MPO	CTP Page	Federal	State/Local	Total
		TPB	SHA-PG-14 FY 2022	\$ 8,550	\$ 950	\$ 9,500

Description: A project to upgrade the existing I-95/I-495 interchange at Medical Center Drive (formerly Arena Drive).

Justification: The project will address existing congestion and will accommodate increasing traffic volumes associated with future growth in the Largo Town Center and the University of Maryland Capital Region Medical Center.

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total
<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP		Current (000s)	Total	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change		Federal	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP		State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> D) Other		Proposed (000s)	Total	\$ 500	\$ 3,000	\$ 3,000	\$ 3,000
		Federal	\$ 450	\$ 2,700	\$ 2,700	\$ 2,700	\$ 8,550
		State/Local	\$ 50	\$ 300	\$ 300	\$ 300	\$ 950
		Change (000s)	Total	\$ 500	\$ 3,000	\$ 3,000	\$ -
		Federal	\$ 450	\$ 2,700	\$ 2,700	\$ 2,700	\$ 8,550
		State/Local	\$ 50	\$ 300	\$ 300	\$ 300	\$ 950



PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ 450	\$ -	\$ 2,700	\$ -	\$ 2,700	\$ -	\$ 2,700	\$ -	\$ 8,550	\$ -	\$ 8,550
	State	\$ -	\$ 50	\$ -	\$ 300	\$ -	\$ 300	\$ -	\$ 300	\$ -	\$ 950	\$ 950
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 450	\$ 50	\$ 2,700	\$ 300	\$ 2,700	\$ 300	\$ 2,700	\$ 300	\$ 8,550	\$ 950	\$ 9,500

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ 450	\$ -	\$ 2,700	\$ -	\$ 2,700	\$ -	\$ 2,700	\$ -	\$ 8,550	\$ -	\$ 8,550
	State	\$ -	\$ 50	\$ -	\$ 300	\$ -	\$ 300	\$ -	\$ 300	\$ -	\$ 950	\$ 950
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 450	\$ 50	\$ 2,700	\$ 300	\$ 2,700	\$ 300	\$ 2,700	\$ 300	\$ 8,550	\$ 950	\$ 9,500

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 11578 (cont'd)

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 8,550	Federal	\$ -	Federal	\$ 8,550
State/Local	\$ -	State/Local	\$ 950	State/Local	\$ -	State/Local	\$ 950
Total	\$ -	Total	\$ 9,500	Total	\$ -	Total	\$ 9,500



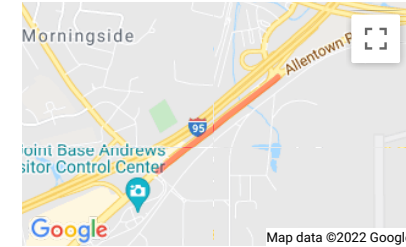
TIP ID T6392
Project Name MD 337 at MD 218 and I-95/I-495 Northbound Exit BRAC Intersection Improvements
Project Limits

Lead Agency Maryland Department of Transportation - State Highway Administration
County Prince Georges
Municipality
Agency Project ID PG7802

Project Type Road - Intersection improvement
Total Cost \$19,335,056
Completion Date 2019

Description Construction of MD 337 intersection improvements at MD 218 and at I-95/I-495 northbound exit ramp to improve access to Joint Base Andrews.

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
ROW	OEA	\$278,000	-	-	-	-	-	\$278,000
ROW	STATE	\$91,000	-	-	-	-	-	\$91,000
	<i>Total ROW</i>	\$369,000	-	-	-	-	-	\$369,000
CON	OEA	\$5,715,000	-	-	-	-	-	\$5,715,000
CON	STATE	\$1,526,000	-	\$586,253	-	-	-	\$2,112,253
CON	STBG	-	-	\$11,138,803	-	-	-	\$11,138,803
	<i>Total CON</i>	\$7,241,000	-	\$11,725,056	-	-	-	\$18,966,056
	<i>Total Programmed</i>	\$7,610,000	-	\$11,725,056	-	-	-	\$19,335,056



Version History

<u>TIP Document</u>		<u>MPO Approval</u>	<u>FHWA Approval</u>	<u>FTA Approval</u>
21-45	Amendment 2021-2024	02/04/2022	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$7,610,000 to \$19,335,056



Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

James F. Ports, Jr.
Secretary

January 25, 2022

The Honorable Pamela Sebesky
Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, NE, Suite 300
Washington DC 20002

Dear Chairman Sebesky:

The Maryland Department of Transportation (MDOT) requests the following amendment to the Maryland portion of the National Capital Region Transportation Planning Board's (TPB) Fiscal Year (FY) 2021-2024 Transportation Improvement Program (TIP) for one existing and one new State Highway Administration (SHA) project as described below and in the attached memo.

This action reflects MDOT SHA's updated programmed expenditures from FY 2021 to FY 2024, and as these projects do not add capacity, this amendment does not affect the Air Quality Conformity Determination for Visualize 2045.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
6392	MD 337 at MD 218 and I-95/I-495 Northbound Exit BRAC Intersection Improvements, Morningside	\$11,725	Add new construction funds for this intersection improvement project.
11578	I-95/I-495 Interchange at Medical Center Drive, Lake Arbor/Summerfield	\$9,500	Add new engineering funds to this new interchange improvement project.

MDOT requests that this amendment be approved by the TPB Steering Committee at its February 4, 2022 meeting.

The revised funding status will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The cost does not affect the portion of the federal funding which was programmed for transit, or any allocations of state aid in lieu of federal aid to local jurisdictions.

The Honorable Pamela Sebesky
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We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact Ms. Kari Snyder, MDOT Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@modt.maryland.gov. Ms. Snyder will be happy to assist you. Of course, please feel free to contact me directly.

Sincerely,

A handwritten signature in black ink, appearing to read "Tyson Byrne". The signature is fluid and cursive, with the first name "Tyson" and last name "Byrne" clearly distinguishable.

Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPCP, MDOT

MEMORANDUM

TO: DIRECTOR HEATHER MURPHY
OFFICE OF PLANNING AND CAPITAL PROGRAMMING
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: REGIONAL PLANNING MANAGER TYSON BYRNE
REGIONAL PLANNER KARI SNYDER

FROM: CHIEF MATT BAKER *MB*
REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD)

SUBJECT: REQUEST TO AMEND THE FY 2021-2024 NATIONAL CAPITAL
TRANSPORTATION PLANNING BOARD (TPB) TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)

DATE: JANUARY 25, 2022

**RESPONSE
REQUESTED BY:** N/A

PURPOSE OF MEMORANDUM

To request the MDOT Office of Planning and Capital Programming approve and forward to TPB for its approval the following TIP amendments.

SUMMARY

The MDOT State Highway Administration (MDOT SHA) hereby requests amendment of the FY 2021-2024 TPB TIP to reflect the following two actions.

TIP	PROJECT	PHASE	NEW FUNDING
6392	MD 337 at MD 218 and I-95/I-495 Northbound Exit BRAC Intersection Improvements, Morningside	CO	\$11,725,000
11578	I-95/I-495 Interchange at Medical Center Drive, Lake Arbor/ Summerfield	PE	\$9,500,000

ANALYSIS

MD 337 at MD 218 and I-95/I-495 Northbound Exit BRAC Intersection Improvements (TPB 6392) – This requested amendment reflects the addition of \$11,725,000 in federal NHPP and State funds to the FY 2021-2024 TPB TIP construction funding for TPB 6392. This amendment ensures the FY 2021-2024 TPB TIP reflects MDOT SHA’s updated programmed project expenditures and project schedule in FY 2021-2024. This project’s total cost is increasing from \$8 million to \$19 million, an increase that

Ms. Heather Murphy
Page Two

accounts for resolving disputed quantities estimates with the contractor and closing out the project. MDOT SHA opened the improvements to traffic in 2018.

I-95/I-495 Interchange at Medical Center Drive (TPB 11578) – This requested amendment reflects the addition of a new project to the FY 2021-2024 TPB TIP and adds \$9,500,000 in federal NHPP and State funds to the FY 2021-2024 TPB TIP design funding for TPB 11578. This amendment ensures the FY 2021-2024 TPB TIP reflects MDOT SHA updated programmed funds and project schedule in FY 2021-2024. A project scope and cost estimates will be refined in the design process, which is anticipated to proceed beginning in 2022 and continue into 2024. The addition of this project to the FY 2021-2024 TPB TIP also reflects its addition to the TPB long-range transportation plan, *Visualize 2045*. Following coordination with TPB staff, it has been determined that this project will not affect air quality conformity as it constitutes only a modification of the existing I-95/I-495 interchange at Medical Center Drive (formerly Arena Drive); as proposed, it will not require air quality conformity analysis.

The attached Statewide TIP (STIP) reports document MDOT's requested amendment with respect to funding for the above projects. These requested actions will not impact scheduling or funding availability for other projects in the current STIP, which remains fiscally constrained. The amended funding does not affect the portion of federal funding programmed for transit or allocations of state aid to local jurisdictions in lieu of federal aid.

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. MDOT published funding details in the FY 2022-2027 Consolidated Transportation Program (<https://mdot.maryland.gov/tso/Pages/Index.aspx?PageId=27>) and FY 2022-2025 Maryland STIP (<https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=117>).

Please amend the FY 2021-2024 TPB TIP and FY 2022-2025 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact Mr. David Rodgers, MDOT SHA Regional Planner, at 410-545-5670 or via email at drodgers1@mdot.maryland.gov.

ATTACHMENTS

- FY 2021-2024 TPB TIP project 6392 report
- FY 2022-2025 Maryland STIP project TPB 6392 report
- FY 2021-2024 TPB TIP project 11578 report
- FY 2022-2025 Maryland STIP project TPB 11578 report

cc: Mr. Eric Beckett, Deputy Director, Office of Planning and Preliminary Engineering, MDOT SHA
Mr. Ryan Doran, Area Engineer, District 3, MDOT SHA
Mr. William Gover, Assistant District Engineer - Construction, District 3, MDOT SHA
Mr. Bill Kucharek, Area Engineer, District 3, MDOT SHA
Eric Marabello, P.E., Director, Office of Highway Development, MDOT SHA
Mr. David Rodgers, Regional Planner, RIPD, MDOT SHA
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, MDOT SHA
Barry Smith, P.E., Acting Chief, Highway Design Division, MDOT SHA

TPB SR12-2022
February 4, 2022

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street,
N.E. Washington, D.C. 20002**

**RESOLUTION ON AN AMENDMENT TO THE FY 2021-2024 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 21-45 TO ADD THE POPLAR
HILL ROAD BRIDGE OVER ZEKIAH SWAMP RUN REPLACEMENT PROJECT,
AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)
ON BEHALF OF CHARLES COUNTY**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on March 18, 2020 the TPB adopted the FY 2021-2024 TIP; and

WHEREAS, MDOT has requested an amendment to the FY 2021-2024 TIP, on behalf of Charles County, to include TIP Action 21-45 which adds \$3.1 million in Surface Transportation Block Grant (STBG) program and local funds for construction of the Poplar Hill Road Bridge over Zekiah Swamp Run Replacement project (ID T6582) as described in the attached materials; and

WHEREAS, the attached materials include: Attachment A) TIP Project Overview report showing how the project will appear in the TIP after the action is approved and Attachment B) letters from MDOT and Charles County Department of Planning and Growth Management, dated January 25, 2022 requesting the amendment; and

WHEREAS, this project has been entered in the TPB's Project InfoTrak database application under TIP Action 21-45, creating the 45th version of the FY 2021-2024 TIP, which supersedes all previous versions of the TIP and can be viewed online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, full funding for this project is included in the Visualize 2045 financial analysis; and

WHEREAS, this project is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

WHEREAS, this resolution and amendment to the FY 2021-2024 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review and accept these materials at its next full meeting.

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2021-2024 TIP to include TIP Action 21-45 which adds \$3.1 million in STBG program and local funds for construction of the Poplar Hill Road Bridge over Zekiah Swamp Run Replacement project (ID T6582), as described in the attached materials.

Approved by the TPB Steering Committee at its virtual meeting on February 4, 2022.



National Capital Region
Transportation Planning Board

Summary Report for TIP Action: 21-45 Formal Amendment
to the FY 2021-2024 Transportation Improvement Program
Requested by Charles County
Approved on February 4, 2022

TIP ID	T6582	Lead Agency	Charles County	Project Type	Bridge - Replace
Project Name	Poplar Hill Road Bridge over Zekiah Swamp Run	County	Charles	Total Cost	\$3,813,097
Project Limits	Bridge 200000CH0040010	Municipality		Completion Date	2022
		Agency Project ID			

Description Replace the superstructure (bridge abutments, wing walls, steel girders & concrete deck)

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	LOCAL	\$150,000	-	-	-	-	-	\$150,000
PE	STBG	\$600,000	-	-	-	-	-	\$600,000
Total PE		\$750,000	-	-	-	-	-	\$750,000
CON	LOCAL	-	-	\$612,619	-	-	-	\$612,619
CON	STBG	-	-	\$2,450,478	-	-	-	\$2,450,478
Total CON		-	-	\$3,063,097	-	-	-	\$3,063,097
Total Programmed		\$750,000	-	\$3,063,097	-	-	-	\$3,813,097



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
21-45 Amendment 2021-2024	02/04/2022	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update, Schedule Change(s)

Funding Change(s):

Total project cost increased from \$750,000 to \$3,813,097

January 26, 2022

The Honorable Pamela Sebesky
Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, NE, Suite 300
Washington DC 20002

Dear Chairman Sebesky:

The Maryland Department of Transportation (MDOT) requests the following amendment to the Maryland portion of the National Capital Region Transportation Planning Board's (TPB) Fiscal Year (FY) 2021-2024 Transportation Improvement Program (TIP) for one existing project on behalf of the Charles County Department of Planning & Growth Management as described below and in the attached memo.

This action reflects Charles County's updated capital improvement program from FY 2021 to FY 2024, and as this project do not add capacity, this amendment does not affect the Air Quality Conformity Determination for Visualize 2045.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
6582	Poplar Hill Road Bridge over Zekiah Swamp Run	\$3,063	Add new construction funds for this bridge replacement project.

MDOT requests that this amendment be approved by the TPB Steering Committee at its February 4, 2022 meeting.

The revised funding status will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The cost does not affect the portion of the federal funding which was programmed for transit, or any allocations of state aid in lieu of federal aid to local jurisdictions.

The Honorable Pamela Sebesky
Page Two

We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact Ms. Kari Snyder, MDOT Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@modt.maryland.gov. Ms. Snyder will be happy to assist you. Of course, please feel free to contact me directly.

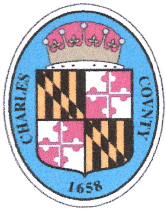
Sincerely,

A handwritten signature in black ink, appearing to read "Tyson Byrne". The signature is fluid and cursive, with the first name "Tyson" and last name "Byrne" clearly distinguishable.

Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPCP, MDOT



CHARLES COUNTY GOVERNMENT
Department of Planning & Growth Management

Deborah A. Carpenter, AICP
Director

Phone | 301-645-0692
Email | PGMadmin@CharlesCountyMD.gov

January 25, 2022

The Honorable Pamela Sebesky
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E. Suite 300
Washington, DC 20002

Dear Chairman Sebesky:

The Charles County Department of Planning & Growth Management requests an amendment to the National Capital Regional Transportation Planning Board's FY2021-2024 Transportation Improvement Program (TIP), as identified in the attachment for the Poplar Hill Road Bridge Replacement Project. The project is not currently listed in the Constrained Long Range Plan (CLRP) as it is a minor project which does not enhance capacity and therefore, does not need air quality conformity analysis. The purpose of this amendment is to include this minor project in the TIP so that it will be eligible for federal funding. The bridge replacement project is funded from the Federal Bridge Program at an 80/20 split with the remaining (20%) funding to come from the local government (Charles County).

This amendment is being sought for funding in FY2022 for construction for the bridge replacement project, which has been found to be structurally deficient, and in need of replacement. While this bridge is owned, operated, and maintained by Charles County, we are seeking federal funds to assist us in the replacement project.

Charles County requests that this amendment be approved by the Transportation Planning Board Steering Committee at its February 4, 2022 meeting. We appreciate your consideration of our request and we look forward to a favorable outcome. If you should have any questions, please do not hesitate to contact Mr. Jason Groth, Deputy Director of Planning & Growth Management by calling (301) 396-5814 or by email to grothj@charlescountymd.gov.

Sincerely,

Deborah A. Carpenter, AICP
Director

Cc: Mark Belton, County Administrator
Bernard (Wilson) Cochran, Acting Director of Public Works
John Stevens, Chief of Capital Services
Stephen Staples, Chief of Roads
Jason Groth, Deputy Director of Planning & Growth Management

- Preliminary

5 - Congressional District

- Final 25C

CHARLES COUNTY LOCAL GOVERNMENT BRIDGE REPLACEMENT/REHABILITATION

A. FEDERAL AID PROGRAMING DOCUMENT

Federal Contract No	<u>AC-STBG-1200 (6)E</u>	Local/Termini:	<u>Br. No. CH-0040001 on Poplar Hill Rd. over Zekiah Swamp Run Waldorf, Md. 2.5 miles E of MD5</u>	ADT	Present/Yr.:	<u>4422/ 2017</u>
State Contract No	<u>CH378ZM2</u>				Future/Yr. :	<u>6890/ 2032</u>
Local Contract No.	<u>IFB 22-30</u>	Project Length:	<u>0.19 Miles</u>	Federal-aid System:	<u>OFF NHS</u>	
Item No.	<u>63790</u>	State Road Inventory Milepoints:	<u>N/A</u>	Probable Ad Date:	<u>April 2022</u>	

Local/State Supplemental Agreement Required: Yes No

B. WORK PHASE

	Total Cost	Federal Funds	State/Local
PE			
ROW			
Constr. (Neat & 10%)	<u>3,063,097</u>	<u>2,450,478</u>	<u>612,619</u>
Project Total:	<u>3,063,097</u>	<u>2,450,478</u>	<u>612,619</u>

C. PUBLIC HEARINGS

Required Location Hearing (Date: _____)

Not Required Design Hearing (Date: _____)

To be determined Combined Hearing (Date: _____)

D. PREVIOUS FEDERAL-AID PROJECTS

PE _____ ROW _____

G. PROJECT DESCRIPTION

1. Existing Conditions: The existing structure is a two-span timber bridge with overall structure length of 44'-6" and clear roadway width of 33'-0" between timber curbs. The super structure has two 22'-0" spans consisting of timber beams, with a timber deck and a 2" thick asphalt wearing surface. The bridge carries two-lane roadway. The bridge is supported on two pile bent abutments with timber lagging wing walls and a single timber pile bent pier. The existing structure has weight restrictions.

2. Proposed Project: The proposed bridge is a single span prestressed concrete slab bridge that will be 63'-0" long and 34'-0" wide out to out. The bridge will have clear roadway width of 29'-8", which consists of two 12'-0" lanes and 2'-10" shoulders. The project is listed on the county's approved Structural Management Plan.

3. Additional right-of-way No Proposed width: 0 Feet Relocation(s) required? No No. of businesses/residents: 0

H. BRIDGE ELEMENTS

Bridge Replacement Bridge No. 200000CH0040010 Code: 243 404 Permit (Navigation Clearance) Required

Bridge Rehabilitation Sufficiency Rating 21.5 Bridge Length: 63' Not Required

I. CONSTRUCTION DATA

1. Construction within 4 miles of airport? No

2. Contract Award: Bid Force Account Other, explain _____

If force account, work by: _____

3. Utility relocation/adjustment required? Yes Name of Utility SMECO/Verizon pole relocation Estimated Cost TBD

Railroad relocation/adjustment required? No Name of Railroad N/A Estimated Cost N/A

PREPARED BY: Art Swann DATE: 8/6/2021 TELEPHONE: 301-885-1314 COUNTY/FIRM: Charles County

MDOT SHA Recommendation for Approval: _____ MDOT SHA Approval of Federal Funds: _____ MDOT SHA/FHWA Approval of Federal Funds: _____

Art Swann 12/15/2021
Acting Director, Office of Structures Date

Mauricio Agostino 12/17/2021
Acting Deputy Administrator / Chief Engineer of Planning, Engineering, Real Estate and Environment Date

SHADED AREA TO BE FILLED OUT BY SHA

E. ENVIRONMENTAL

Catagorical Exclusion No. (Date: _____)

Envir. Assessment/FONSI (Date: _____)

Envir. Impact Statement (Date: _____)

4(F) Statement (Date: _____)

F. PLANNING

Clearing House Control No. _____ Exempt

Urban Area N/A Exempt

TIP No. _____ STIP No. _____

Rural Road

Urban Road

I. DESIGN DATA:

DESIGN ELEMENT	* EXISTING ELEMENT	* PROPOSED DESIGN CRITERIA	** MEETS SHA/ASSHTO DESIGN STANDARD
Design Speed	50 mph.	50 mph.	Yes
Posted Speed Limits	40 mph.	40 mph.	Yes
Number of Lanes	2	2	Yes
Through-Lane Width	10-11 ft.	10-12 ft.	No
Aux.-Lane Width	12 ft.	12 ft.	Yes
Shoulder Width	Right	2.5 ft.	No
	Left	2.5 ft.	No
Cross Slope	0.02 ft./ft.	0.02 ft./ft.	Yes
Horizontal Alignment:			
Curvature *	Yes	Yes	Yes
Superelevation *	No	No	No
Sight Distance *	Yes	Yes	Yes
Vertical Alignment:			
Grades *	Yes	Yes	Yes
Sight Distance *	Yes	Yes	Yes
Bridge Clear Width	30 ft.	30 ft.	Yes
Bridge Railings *	Yes	Yes	Yes
Median Width	0 ft.	0 ft.	Yes
Clear Zone Width	8 ft.	8 ft.	Yes
Ditch Slopes (front/back)	N/A	N/A	Yes
Culvert End Treatments *	N/A	N/A	Yes
Guardrail *	Yes	Yes	Yes
Signing *	Yes	Yes	Yes
Pavement Markings *	Yes	Yes	Yes

* Indicate yes, no, or N/A whether "Existing Condition" meets applicable SHA Design Guide standard. Indicate yes, no, or N/A whether "Proposed Design" will improve existing condition.

** If criteria does not meet applicable standards, a design exception must be requested prior to P.S.&E. submittal.

J. CERTIFICATION

- This project meets all applicable AASHTO/SHA design criteria. Approval of the SHA Chief Engineer is not required.

- The construction of this project incorporating the above design feature is recommended for Federal funding. Justification for proposed design elements that do not meet applicable AASHTO/SHA design criteria, and three-year accident history/analysis are attached.

Note: Complete Sections 1 (Design Data) and J (Certification) using the information available. Missing or revised data should be provided as the project develops.