

October 19, 2021

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 modifies the Fiscal Year (FY) 2019-2022 Maryland Statewide Transportation Improvement Program (STIP) to reflect the changes to the Governor Harry W. Nice/Senator Thomas "Mac" Middleton Bridge Replacement Project in the FY 2021-2024 National Capital Region Transportation Planning Board (TPB) Transportation Improvement Program (TIP).

This administrative modification reflects changes to the STIP on behalf of the Maryland Transportation Authority's (MDTA) project including a revision to the project description to align with the current scope of work, a decrease in the total project cost, and the inclusion of a \$200 million USDOT Transportation Infrastructure Finance and Innovation Act (TIFIA) loan to the project funding. The TIFIA loan will replace an equal amount of previously programmed MDTA funds. The TPB approved the modifications to its TIP on August 13, 2021 and September 28, 2021, and MDOT has assigned Control #19-144 for this modification to the STIP. The approval and supporting documentation are attached.

Project Name	STIP #	TIP #	Funding Source	FY19-FY22 Net Federal Change (in 000's)
Governor Harry W. Nice/Senator Thomas "Mac" Middleton Bridge Replacement Project	5527	5527	TIFIA, State	\$0

Mr. Gregory Murrill
Ms. Terry Garcia Crews
Page Two

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,

A handwritten signature in black ink, appearing to read "Tyson Byrne". The signature is written in a cursive, somewhat stylized font.

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: DIRECTOR MELISSA WILLIAMS
DIVISION OF PLANNING AND PROGRAM DEVELOPMENT
SUBJECT: REQUEST FOR ADMINISTRATIVE MODIFICATION OF THE NATIONAL
CAPITAL REGION TRANSPORTATION PLANNING BOARD (TPB) FY 2021-
2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) NOTIFICATION
OF THE FEDERAL HIGHWAY ADMINISTRATION (FHWA)
DATE: OCTOBER 13, 2021
RESPONSE
REQUESTED BY: N/A

PURPOSE OF MEMORANDUM

To request the MDOT Office of Planning and Capital Programming notify the FHWA Maryland Division of this administrative modification.

SUMMARY

On August 13, 2021, Metropolitan Washington Council of Governments Department of Transportation Planning (MWCOG DTP) staff approved the following Maryland Transportation Authority (MDTA)-requested administrative modification to the 2021-2024 TPB TIP.

Table with 4 columns: TIP, PROJECT, PHASE, NEW FUNDING. Includes rows for Governor Harry W. Nice/Senator Thomas 'Mac' Middleton Bridge Replacement Project with phases PE, ROW, CONS, and a TOTAL row.

Additionally, on September 28, 2021, MWCOG DPT made technical corrections to the August 13, 2021 administrative modification. The corrections included updating the project description to align with the current scope of work and correcting a programmatic totaling error.

ANALYSIS

Governor Harry W. Nice/Senator Thomas “Mac” Middleton Bridge Replacement Project (TPB 5527 MC #19-102 01/13/2021) – This requested modification reflects a revision to the project description to align with the current scope of work, decrease in the total project cost and the inclusion of a \$200 million USDOT Transportation Infrastructure Finance and Innovation Act (TIFIA) loan to the project funding. The TIFIA loan will replace an equal amount of previously programmed MDTA funds. This administrative modification reflects a reduction in the overall project cost from \$768,600,000 to \$635,788,000. The decrease in the project cost is due to a scope reduction that eliminated the barrier separated bike/pedestrian path from the bridge, as well as revisions to the cost estimate to update engineering estimates with actual contract award amounts for the design-build river crossing contract and design-bid-build campus facilities contract. MDTA plans to draw the full \$200 million TIFIA loan in FY23, which will fund a portion of the construction expenses in FY23, as well as reimburse MDTA for costs paid with MDTA funds in FY22. A total of \$96,948,000 in funds is programmed in TIFIA Advance Construction in FY22, with the remaining \$103,052,000 in TIFIA funds spent in FY23, replacing equal amounts of previously programmed MDTA funds in both years. Additionally, the project description was revised to align with the current scope of work.

Please modify the FY 2021-2024 TPB TIP and the FY 2019-2022 Maryland State Transportation Improvement Program (STIP) to reflect the information provided in this memorandum. The MDTA requests this administrative modification in order that the FY 2019-2024 TPB TIP reflect the revised project description, a decrease in the total project cost and the inclusion of a \$200 million USDOT TIFIA loan to the project funding.

The MDTA is an independent State agency that acts on behalf of but is separate from the Maryland Department of Transportation. By law, the MDTA is a group of eight citizens who are appointed by the Governor (and confirmed by the Senate) and the Secretary of Transportation, who serves as Chairman. The MDTA is a non-budgeted agency that relies solely on revenues generated from Maryland’s eight toll facilities. Toll revenues are pooled to cover financing, construction, operating, maintenance, and law-enforcement costs, thus providing the strongest possible security for financing transportation improvement projects.

If you have any questions regarding this amendment request, please contact Heather Lowe at 410-537-5665 or via email to hlowe@mdta.state.md.us.

ATTACHMENTS

- Srikanth (MWCOG DTP) to Lowe (MDTA) TPB TIP project 5527 MC #19-102 01/13/2021 administrative modification approval
- Austin (MWCOG DTP) to Lowe (MDTA) administrative modification technical corrections
- FY 2021-2024 TPB TIP project 5527 MC #19-102 01/13/2021 report
- FY 2019-2022 Maryland STIP project TPB 5527 MC #19-102 01/13/2021 report

cc: Ms. Heather Lowe, Project Manager, Division of Planning and Program Development, MDTA
Ms. Melissa Williams, Director, Office of Planning and Program Development, MDTA
Mr. Brian Wolfe, Director, Project Development, MDTA

From: [Andrew Austin](#)
To: [Heather Lowe](#)
Cc: [Kari Snyder](#); [Brian Wolfe](#); [Berger, Chris](#); [Kanti Srikanth](#); [Lyn Erickson](#)
Subject: Re: Nice/Middleton Bridge Replacement Project
Date: Wednesday, August 18, 2021 5:47:54 PM
Attachments: [image001.png](#)
[image003f771.png](#)
[Approved MDOT-MdTA TIP Modification - TIP ID 5527.pdf](#)

Dear Ms. Lowe:

This is to acknowledge receipt of and the processing of the Maryland Transportation Authority's (MdTA) request for an administrative modification to a project in the National Capital Region Transportation Planning Board's (TPB) FY 2021-2024 Transportation Improvement Program (TIP). The TPB's modified FY 2021-2024 TIP now reflects the decreased total project cost from \$768,800,000 to \$635,788,000 and the change in source of \$200 million from state to TIFIA loan for the Governor Harry Nice/Senator Thomas "Mac" Middleton Bridge Replacement Project (TIP ID 5527), as requested. The modified TIP listing and a Modification Summary report detailing the changes to funding amounts is attached.

This administrative modification of the TIP was processed upon consultation with MDOT and in accordance with the TPB's "Procedures for Revisions to the Constrained Long Range Plan and Transportation Improvement Program for the National Capital Region," adopted by the TPB on January 16, 2008 and amended by the TPB Steering Committee on September 6, 2019.

This modification is grouped together with other modifications under TIP Action 21-30 in the Project InfoTrak database. All projects modified during this TIP Action will have a posted approval date of August 13, 2021. Please keep TPB staff apprised as your agency requests and receives approval of any amendments to your STIP.

Should you have any questions on the matter please contact Andrew Austin on the TPB's staff at 202-962-3353 OR aaustin@mwkog.org.

Sincerely,

Kanti Srikanth
Director – MWCOG, Dept. of Transportation Planning
Staff Director – Transportation Planning Board
202-962-3257 (Direct)
202-962-3202 (Fax)

Sent on behalf of Kanti Srikanth by

Andrew Austin

Transportation Planner

**Metropolitan Washington
Council of Governments**

aaustin@mwkog.org

 [Chat with me on Teams!](#)

Mobile: (202) 427-6265

Office: (202) 962-3353

(Currently WFH full-time,

MARYLAND STATEWIDE TIP FY 2019-2022

MDOT STIP # 5527

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Governor Harry W. Nice/Senator Thomas "Mac" Middleton Bridge Replacement Project (1024)	B	Visualize 2045 #2617 (Proj. ID MP18)	FONSI, 2012; NEPA Re-Eval, 2019	\$ -	\$ 462,492	\$ 462,492
	Administration			Area/MPO		
	MDTA	TPB	MDTA - 33	\$ -	\$ (5,496)	\$ (5,496)
Net Funding Change (000s)						
Description				Federal	State/Local	Total
Construction of a new four-lane crossing of US 301 over the Potomac River to replace the existing 1.7-mile long bridge that opened to traffic in 1940. The project will also include minor roadway work on each side of the Potomac River, improvements to the tolling infrastructure, modifications to the campus facilities (administration and maintenance buildings) directly impacted by the bridge replacement, and demolition of the existing bridge once the new bridge is open to traffic.						
Justification				Federal	State/Local	Total
The existing bridge does not meet current standards, i.e., narrow lanes, lack of shoulders, and steep grades with lack of truck climbing lanes. The existing bridge is reaching capacity during peak periods. The new four-lane bridge will be safer and relieve congestion.						

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding (000s)	FY 2019		FY 2020		FY 2021		FY 2022		Total
		Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	
<input type="checkbox"/> A) Adds new individual projects to the current STIP	Current	\$ 7,489		\$ 48,912		\$ 191,899		\$ 214,192		\$ 462,492
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	Proposed	Federal	\$ -	Federal	\$ -	Federal	\$ -	Federal	\$ -	\$ -
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP		State/Local	\$ 7,489	State/Local	\$ 48,912	State/Local	\$ 191,899	State/Local	\$ 214,192	\$ 462,492
<input type="checkbox"/> D) Other	Change	\$ 7,417		\$ 83,832		\$ 140,836		\$ 224,911		\$ 456,996
MDOT MARYLAND DEPARTMENT OF TRANSPORTATION		Federal	\$ -	Federal	\$ -	Federal	\$ -	Federal	\$ -	\$ -
		State/Local	\$ 7,417	State/Local	\$ 83,832	State/Local	\$ 140,836	State/Local	\$ 224,911	\$ 456,996
		\$ (72)		\$ 34,920		\$ (51,063)		\$ 10,719		\$ (5,496)
		Federal	\$ -	Federal	\$ -	Federal	\$ -	Federal	\$ -	\$ -
		State/Local	\$ (72)	State/Local	\$ 34,920	State/Local	\$ (51,063)	State/Local	\$ 10,719	\$ (5,496)

PHASE DETAIL

Current		FY 2019		FY 2020		FY 2021		FY 2022		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ -	\$ 4,489	\$ -	\$ 1,923	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,412	\$ 6,412
RW		\$ -	\$ 3,000	\$ -	\$ 2,586	\$ -	\$ 2,080	\$ -	\$ 2,809	\$ -	\$ 10,475	\$ 10,475
CO		\$ -	\$ -	\$ -	\$ 44,403	\$ -	\$ 189,819	\$ -	\$ 211,383	\$ -	\$ 445,605	\$ 445,605
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ 7,489	\$ -	\$ 48,912	\$ -	\$ 191,899	\$ -	\$ 214,192	\$ -	\$ 462,492	\$ 462,492

Proposed		FY 2019		FY 2020		FY 2021		FY 2022		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ -	\$ 6,639	\$ -	\$ 5,585	\$ -	\$ 550	\$ -	\$ -	\$ -	\$ 12,774	\$ 12,774
RW		\$ -	\$ 777	\$ -	\$ 12	\$ -	\$ 1,075	\$ -	\$ 1,719	\$ -	\$ 3,583	\$ 3,583
CO		\$ -	\$ -	\$ -	\$ 78,236	\$ -	\$ 139,212	\$ -	\$ 223,192	\$ -	\$ 440,639	\$ 440,639
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ 7,417	\$ -	\$ 83,832	\$ -	\$ 140,836	\$ -	\$ 224,911	\$ -	\$ 456,996	\$ 456,996

Change		FY 2019		FY 2020		FY 2021		FY 2022		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ -	\$ 2,150	\$ -	\$ 3,662	\$ -	\$ 550	\$ -	\$ -	\$ -	\$ 6,362	\$ 6,362
RW		\$ -	\$ (2,223)	\$ -	\$ (2,574)	\$ -	\$ (1,005)	\$ -	\$ (1,090)	\$ -	\$ (6,892)	\$ (6,892)
CO		\$ -	\$ -	\$ -	\$ 33,833	\$ -	\$ (50,607)	\$ -	\$ 11,809	\$ -	\$ (4,966)	\$ (4,966)
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ (72)	\$ -	\$ 34,920	\$ -	\$ (51,063)	\$ -	\$ 10,719	\$ -	\$ (5,496)	\$ (5,496)

TOTAL PROJECT COST

Prior Cost (≤ FY 2018)		STIP Cost (FY 2019-2022)		Balance to Complete (≥ FY 2023)		Total Project Cost	
		Federal	State/Local	Federal	State/Local	Federal	State/Local
Federal	\$ -	Federal	\$ -	Federal	\$ 200,000	Federal	\$ 200,000
State/Local	\$ 27,252	State/Local	\$ 456,996	State/Local	\$ (48,460)	State/Local	\$ 435,788
Total	\$ 27,252	Total	\$ 456,996	Total	\$ 151,540	Total	\$ 635,788

**National Capital Region Transportation Planning Board
 FY 2021-2024 Transportation Improvement Program
 Maryland Transportation Authority
 TIP Action 21-30: ADMINISTRATIVE MODIFICATION
 Approved on August 13, 2021**

<i>TIP ID</i>	5527	<i>Agency Project ID</i>	<i>Total Cost</i>	\$635,788,000
<i>Lead Agency</i>	MDOT/Maryland Transportation Authority	<i>Municipality</i>	<i>County</i>	Charles
<i>Project Type</i>	Bridge - Replace + Add Capacity	<i>Completion Date</i>	<i>TCM</i>	
<i>Project Name</i>	Governor Harry W. Nice/Senator Thomas "Mac" Middleton Bridge Replacement Project			
<i>Project Limits</i>	US 301 Bridge			

Description Construct a new four-lane bridge north of the existing bridge, with a barrier-separated, two-way bicycle/pedestrian path on the south side of the bridge. Included in the project is preventative maintenance of the existing bridge until the construction phase is programmed.

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	STATE	\$39,346,000	\$550,000	-	-	-	-	\$39,896,000
	<i>Total Preliminary Engineering</i>	\$39,346,000	\$550,000	-	-	-	-	\$39,896,000
ROW	STATE	\$919,000	\$1,075,000	\$1,719,000	\$1,504,000	-	-	\$5,217,000
	<i>Total Right of Way</i>	\$919,000	\$1,075,000	\$1,719,000	\$1,504,000	-	-	\$5,217,000
CON	STATE	\$78,236,000	\$139,212,000	\$126,244,000	-	\$32,311,000	\$29,344,000	\$405,347,000
CON	TIFIA	-	-	-	\$103,052,000	-	-	\$103,052,000
CON	TIFIA	-	-	\$96,948,000	-	-	-	\$96,948,000
CON	TIFIA	-	-	-	\$96,948,000	-	-	\$96,948,000
CON	TIFIA	-	-	-	\$-96,948,000	-	-	\$-96,948,000
	<i>Total Construction</i>	\$78,236,000	\$139,212,000	\$223,192,000	\$103,052,000	\$32,311,000	\$29,344,000	\$605,347,000
	<i>Total Programmed</i>	\$118,501,000	\$140,837,000	\$224,911,000	\$104,556,000	\$32,311,000	\$29,344,000	\$650,460,000



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-00 Adoption 2021-2024	03/20/2020	10/01/2020	05/27/2020	05/27/2020
21-30 Amendment 2021-2024	08/13/2021	N/A	N/A	N/A
23-00 Adoption 2023-2026	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s), Scope Change(s)

Funding Change(s):

Total project cost decreased from \$768,600,000 to \$635,788,000

* ACCP is not part of the Total

Change Summary Report for
TIP Action 21-30: Administrative Modification
To the FY 2021-2024 TIP
Approved on August 13, 2021

TIP ID	PROJECT TITLE	% CHANGE	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	NARRATIVE DESCRIPTION
5527	Governor Harry W. Nice/Senator Thomas "Mac" Middleton Bridge Replacement Project	-17	(\$132,812,000)	\$768,600,000	\$635,788,000	Cost change(s), Scope Change(s)	<p style="text-align: center;">PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p style="text-align: center;">State Funding</p> <ul style="list-style-type: none"> + Increase funds in FFY 19 in PE from \$4,489,000 to \$6,639,000 - Decrease funds in FFY 19 in ROW from \$3,000,000 to \$777,000 + Increase funds in FFY 20 in PE from \$1,923,000 to \$5,585,000 - Decrease funds in FFY 20 in ROW from \$2,586,000 to \$12,000 + Increase funds in FFY 20 in CON from \$44,403,000 to \$78,236,000 + Increase funds in FFY 21 in PE from \$0 to \$550,000 - Decrease funds in FFY 21 in ROW from \$2,080,000 to \$1,075,000 - Decrease funds in FFY 21 in CON from \$189,819,000 to \$139,212,000 - Decrease funds in FFY 22 in ROW from \$2,809,000 to \$1,719,000 - Decrease funds in FFY 22 in CON from \$211,383,000 to \$126,244,000 + Increase funds in FFY 23 in ROW from \$0 to \$1,504,000 - Decrease funds in FFY 23 in CON from \$207,916,000 to \$0 - Decrease funds in FFY 24 in CON from \$70,940,000 to \$32,311,000 ▸ Add funds in FFY 25 in CON for \$14,672,000 <p style="text-align: center;">Transportation Infrastructure Finance and Innovation Loan</p> <ul style="list-style-type: none"> ▸ Add funds in FFY 22 in CON for \$96,948,000 ▸ Add funds in FFY 23 in CON for \$103,052,000 <p style="text-align: center;">Transportation Infrastructure Finance and Innovation Loan (ACCP)</p>

From: [Andrew Austin](#)
To: [Heather Lowe](#)
Cc: [Kari Snyder](#); [Brian Wolfe](#); [Berger, Chris](#); [Kanti Srikanth](#); [Lyn Erickson](#)
Subject: Re: Nice/Middleton Bridge Replacement Project
Date: Tuesday, September 28, 2021 4:52:53 PM
Attachments: [image001.png](#)
[Approved MdTA TIP Modification - TIP ID 5527 - Corrected.pdf](#)

Good afternoon Ms. Lowe,

This is a transmittal of the corrected versions of the attached administrative modification reports. Technical corrections include:

- Updating project description to read as proposed in the modification request and cited in the Change Reason, and
- Correcting a programmatic totaling error in the TIP funding table that was double-counting some future funding amounts.

This administrative modification, including these technical corrections, are still considered valid as of the original approval date of August 13, 2021. Please let me know if you have any questions or concerns.

Andrew

Andrew Austin

Transportation Planner

Metropolitan Washington

Council of Governments

aaustin@mwkog.org

[Chat with me on Teams!](#)

Mobile: (202) 427-6265

Office: (202) 962-3353

(Currently WFH full-time,
please use mobile number)

From: Andrew Austin <aaustin@mwkog.org>
Date: Wednesday, August 18, 2021 at 5:47 PM
To: Heather Lowe <hlowe@mdta.state.md.us>
Cc: Kari Snyder <ksnyder3@mdot.maryland.gov>, Brian Wolfe <bwolfe3@mdta.state.md.us>, Berger, Chris <CHRIS.BERGER@wsp.com>, Kanti Srikanth <ksrikanth@mwkog.org>, Lyn Erickson <lerickson@mwkog.org>
Subject: Re: Nice/Middleton Bridge Replacement Project

Dear Ms. Lowe:

This is to acknowledge receipt of and the processing of the Maryland Transportation Authority's (MdTA) request for an administrative modification to a project in the National Capital Region

Transportation Planning Board's (TPB) FY 2021-2024 Transportation Improvement Program (TIP). The TPB's modified FY 2021-2024 TIP now reflects the decreased total project cost from \$768,800,000 to \$635,788,000 and the change in source of \$200 million from state to TIFIA loan for the Governor Harry Nice/Senator Thomas "Mac" Middleton Bridge Replacement Project (TIP ID 5527), as requested. The modified TIP listing and a Modification Summary report detailing the changes to funding amounts is attached.

This administrative modification of the TIP was processed upon consultation with MDOT and in accordance with the TPB's "Procedures for Revisions to the Constrained Long Range Plan and Transportation Improvement Program for the National Capital Region," adopted by the TPB on January 16, 2008 and amended by the TPB Steering Committee on September 6, 2019.

This modification is grouped together with other modifications under TIP Action 21-30 in the Project InfoTrak database. All projects modified during this TIP Action will have a posted approval date of August 13, 2021. Please keep TPB staff apprised as your agency requests and receives approval of any amendments to your STIP.

Should you have any questions on the matter please contact Andrew Austin on the TPB's staff at 202-962-3353 OR aaustin@mwkog.org.

Sincerely,

Kanti Srikanth
Director – MWCOG, Dept. of Transportation Planning
Staff Director – Transportation Planning Board
202-962-3257 (Direct)
202-962-3202 (Fax)

Sent on behalf of Kanti Srikanth by

Andrew Austin

Transportation Planner

Metropolitan Washington

Council of Governments

aaustin@mwkog.org

[Chat with me on Teams!](#)

Mobile: (202) 427-6265

Office: (202) 962-3353

(Currently WFH full-time,

please use mobile number)

From: Heather Lowe <hlowe@mdta.state.md.us>

Date: Thursday, August 5, 2021 at 4:41 PM

To: Andrew Austin <aaustin@mwkog.org>

Cc: Kari Snyder <ksnyder3@mdot.maryland.gov>, Brian Wolfe <bwolfe3@mdta.state.md.us>, Berger, Chris <CHRIS.BERGER@wsp.com>

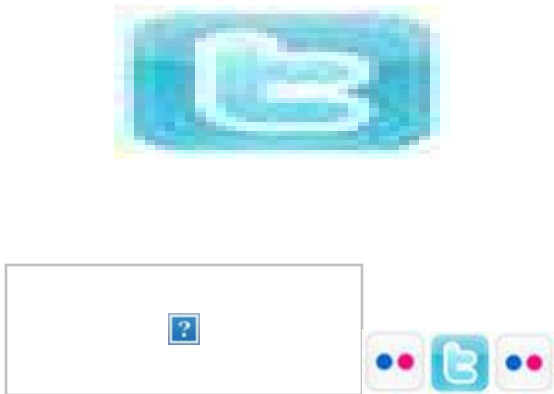
Subject: Nice/Middleton Bridge Replacement Project

Andrew,

The MDTA is requesting an administrative modification to the Nice/Middleton Bridge Replacement Project - #5527, to reflect a decrease in the total project cost and the inclusion of a \$200 million USDOT TIFIA loan to the project funding. The TIFIA loan will replace an equal amount of previously programmed state funds. This administrative modification reflects a reduction in the overall project cost from \$768,800,000 to \$635,788,000. The decrease in the project cost is due to a scope reduction that eliminated the barrier separated bike/pedestrian path from the bridge, as well as revisions to the cost estimate to update engineering estimates with actual contract award amounts for the design-build river crossing contract and design-bid-build campus facilities contract. MDTA plans to draw the full \$200 million TIFIA loan in state FY23, which will fund a portion of the construction expenses in FY23, as well as reimburse MDTA for costs paid with state funds in FY22. A total of \$96,948,000 in funds is programmed in TIFIA Advance Construction in FY22, with the remaining \$103,052,000 in TIFIA funds spent in FY23, replacing equal amounts of previously programmed state funds in both years. The project and the associated details have been entered, saved, and submitted in the PIT. Please provide a TIP report pdf and process this administrative modification.

Thank you!

Heather



Heather Lowe

Project Manager
Maryland Transportation Authority
Division of Planning and Program Development
2310 Broening Highway

Baltimore, MD 21224

410.537.5665 (direct)
443.915.0609 (mobile)

hlowe@mdta.state.md.us
<http://www.mdtamaryland.gov>

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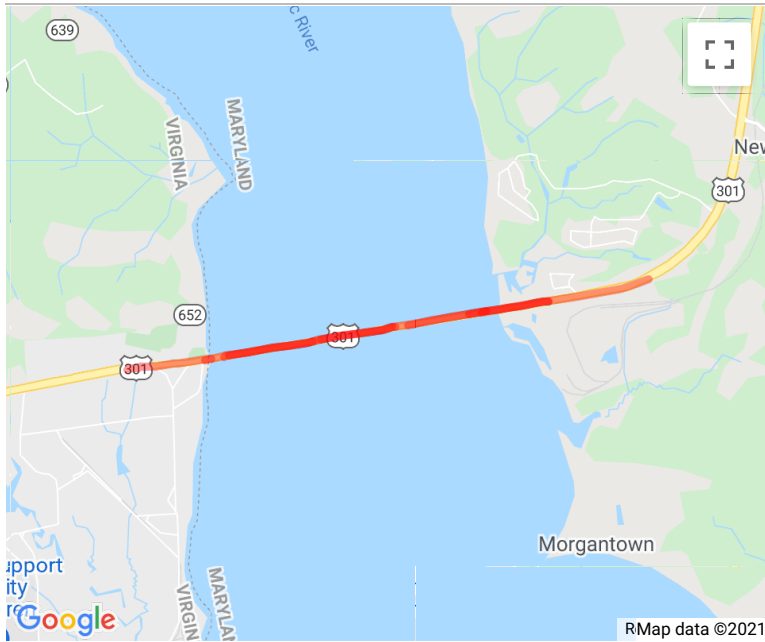
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[Call 511 or visit: www.md511.org](http://www.md511.org)

**National Capital Region Transportation Planning Board
 FY 2021-2024 Transportation Improvement Program
 Maryland Transportation Authority
 TIP Action 21-30: Administrative Modification
 Approved on August 13, 2021**

<i>TIP ID</i>	5527	<i>Agency Project ID</i>	<i>Total Cost</i>	\$635,788,000
<i>Lead Agency</i>	MDOT/Maryland Transportation Authority	<i>Municipality</i>	<i>County</i>	Charles
<i>Project Type</i>	Bridge - Replace + Add Capacity	<i>Completion Date</i>	<i>TCM</i>	
<i>Project Name</i>	Governor Harry W. Nice/Senator Thomas "Mac" Middleton Bridge Replacement Project			
<i>Project Limits</i>	US 301 Bridge			

Description Construction of a new four-lane crossing of US 301 over the Potomac River to replace the existing 1.7-mile long bridge that opened to traffic in 1940. The project will also include minor roadway work on each side of the Potomac River, improvements to the tolling infrastructure, modifications to the campus facilities (administration and maintenance buildings) directly impacted by the bridge replacement, and demolition of the existing bridge once the new bridge is open to traffic.

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	STATE	\$39,346,000	\$550,000	-	-	-	-	\$39,896,000
	<i>Total Preliminary Engineering</i>	\$39,346,000	\$550,000	-	-	-	-	\$39,896,000
ROW	STATE	\$919,000	\$1,075,000	\$1,719,000	\$1,504,000	-	-	\$5,217,000
	<i>Total Right of Way</i>	\$919,000	\$1,075,000	\$1,719,000	\$1,504,000	-	-	\$5,217,000
CON	STATE	\$78,236,000	\$139,212,000	\$126,244,000	-	\$32,311,000	\$14,672,000	\$390,675,000
CON	TIFIA	-	-	-	\$103,052,000	-	-	\$103,052,000
CON	TIFIA	-	-	\$96,948,000	-	-	-	\$96,948,000
CON	TIFIA	-	-	-	\$96,948,000	-	-	\$96,948,000
CON	TIFIA	-	-	-	-\$96,948,000	-	-	-\$96,948,000
	<i>Total Construction</i>	\$78,236,000	\$139,212,000	\$223,192,000	\$103,052,000	\$32,311,000	\$14,672,000	\$590,675,000
	<i>Total Programmed</i>	\$118,501,000	\$140,837,000	\$224,911,000	\$104,556,000	\$32,311,000	\$14,672,000	\$635,788,000



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-00 Adoption 2021-2024	03/20/2020	10/01/2020	05/27/2020	05/27/2020
21-30 Amendment 2021-2024	08/20/2021	N/A	N/A	N/A
23-00 Adoption 2023-2026	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s), Scope Change(s)

Funding Change(s):

Total project cost decreased from \$768,600,000 to \$635,788,000

* ACCP is not part of the Total

Change Summary Report for
 TIP Action 21-30: Administrative
 Modification To the FY 2021-2024 TIP
 Approved on August 13, 2021

TIP ID	PROJECT TITLE	% CHANGE	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	NARRATIVE DESCRIPTION
5527	Governor Harry W. Nice/Senator Thomas "Mac" Middleton Bridge Replacement Project	-17	(\$132,812,000)	\$768,600,000	\$635,788,000	Cost change(s), Scope Change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>Changed project description. State or District Funding</p> <ul style="list-style-type: none"> + Increase funds in FFY 19 in PE from \$4,489,000 to \$6,639,000 - Decrease funds in FFY 19 in ROW from \$3,000,000 to \$777,000 + Increase funds in FFY 20 in PE from \$1,923,000 to \$5,585,000 - Decrease funds in FFY 20 in ROW from \$2,586,000 to \$12,000 + Increase funds in FFY 20 in CON from \$44,403,000 to \$78,236,000 + Increase funds in FFY 21 in PE from \$0 to \$550,000 - Decrease funds in FFY 21 in ROW from \$2,080,000 to \$1,075,000 - Decrease funds in FFY 21 in CON from \$189,819,000 to \$139,212,000 - Decrease funds in FFY 22 in ROW from \$2,809,000 to \$1,719,000 - Decrease funds in FFY 22 in CON from \$211,383,000 to \$126,244,000 + Increase funds in FFY 23 in ROW from \$0 to \$1,504,000 - Decrease funds in FFY 23 in CON from \$207,916,000 to \$0 - Decrease funds in FFY 24 in CON from \$70,940,000 to \$32,311,000 <ul style="list-style-type: none"> ▶ Add funds in FFY 25 in CON for \$14,672,000 <p>Transportation Infrastructure Finance and Innovation Loan</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 22 in CON for \$96,948,000 ▶ Add funds in FFY 23 in CON for \$103,052,000 <p>Transportation Infrastructure Finance and Innovation Loan (ACCP)</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 23 in CON for \$96,948,000 <p><i>Total project cost decreased from \$768,600,000 to \$635,788,000</i></p> <p style="text-align: right;"><i>* ACCP is not part of the Total</i></p>