



DIVISION OF
ENGINEERING & CONSTRUCTION MANAGEMENT
PLAN REVIEW | PERMITTING | ENGINEERING | CONSTRUCTION

May 12, 2016

The Honorable Secretary Pete K. Rahn
State of Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

**RE: 2016 MDOT Tour Meeting
Board of County Commissioner Priorities**

Dear Secretary Rahn:

The Washington County Board of County Commissioners, County Administrator, and staff look forward to your 2016 visit. Please consider these MDOT Transportation Priorities in the forthcoming CTP.

Interstate 81 Widening: The third lane of Interstate 81 has long been approved, yet falls short on funding. Over 62,000 vehicles per day and 30% truck traffic have caused over three days of Interstate 81 closure in the last three years. A plan to improve Interstate 81 beyond Exit 1 is the County's top request, for both safety and commerce. A cost effective widening will pay dividends to MDOT customers and Maryland employers. Please consider programming in the CTP and application for available federal funding, to include the FASTLANE Grant. The Volvo Group would like to host a meeting with MDOT to convey the significance of this corridor.

Interstate 70 and Maryland 65 Interchange Improvements: Over 80,000 vehicles cross this interchange daily. Traffic will grow substantially upon construction of a major retail anchor. Washington County has entered an Access Management Plan with the SHA and the City of Hagerstown for Sharpsburg Pike (MD65). A full cloverleaf interchange or other innovative improvement is required to serve approved and anticipated development. The most recent example of a similar capacity improvement is Halfway Boulevard over Interstate 81. That project continues to pay dividends 20 years later by serving citizens, business, and visitors.

Sidewalks: The County would like to thank MDOT and SHA for the opportunity to participate in the Safe Routes to Schools Program. Our SHA district has been particularly supportive of these and other sidewalk initiatives. The County supports SHA pedestrian safety improvements on Dual Highway (US40). Please consider sidewalks with planned improvements to MD65.

Aviation Program: The existing 50 foot air traffic control tower at Hagerstown Regional Airport has been in operation since 1972. MDOT's support for a potential private-public partnership to fund a new

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tower is essential. The County will also benefit from MDOT support for property acquisition to expand the airport footprint and expand economic opportunities. The County seeks continued funding assistance for airport marketing in accordance with the Hagerstown Regional Airport Marketing Plan.

Transit Program: The public demand for transit service and route expansion continues. Additional operational funds would serve to expand transit in accordance with the Transit Development Plan. Service to Boonsboro and other towns in the County are a priority. Additional operational funding would support staffing the transit center station in downtown Hagerstown.

Railroad Crossings: As the home of the "Hub City", the County maintains 37 rail crossings outside the City of Hagerstown alone. All County crossings have been brought to current standards. The County has worked closely with the SHA Railroad Crossing Manager on safety improvements. We look forward to success on additional safety improvements and select at grade crossings.

Enclosed is additional information regarding the top priorities. Washington County is excited to begin upon new opportunities for improvement with MDOT. The County would also like to thank you and your staff for the support of improvements already underway.

Sincerely,



Robert Slocum, PE
Director, Engineering & Construction Management

Enclosures

c: Board of County Commissioners
Greg Murray, County Administrator
Washington County Delegation Members
Senator Cardin
Senator Mikulski
Representative Delaney
Tony Crawford, SHA District Engineer
Rodney Tissue, City Engineer
Matt Mullenax, HEPMPO Exec. Director



Washington County

M A R Y L A N D

DIVISION OF
ENGINEERING & CONSTRUCTION MANAGEMENT
PLAN REVIEW | PERMITTING | ENGINEERING | CONSTRUCTION

March 24, 2016

The Honorable Secretary Pete Rahn
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

RE: FASTLANE Grants

Dear Secretary Rahn,

County leaders at the local and state level have requested that the following summary be provided to your office for consideration. Please consider application of the Interstate 81 improvements in response to the USDOT Notice of funding Opportunity for Nationally Significant Freight and Highway Projects (DOT-OST-2016-0022). The DOT will receive project applications from March 15 to April 14, 2016. While local roads are largely ineligible for the FASTLANE Grants, the region's top priority is fully eligible.

The I-81 improvements are essential to the local economy and safety. The improvement of I-81 is the long standing number one transportation priority of Washington County, the City of Hagerstown, and our HEPMPO. Portions of the FASTLANE Grants announcement are cited below; corresponding I-81 facts are in parenthesis.

1. "Dedicated, discretionary funding for projects that address critical freight issues" (30% truck traffic)
2. "At least 25 percent of the funds... for projects located in rural areas" (population below 200,000)
3. "Improving inadequate first and last mile segments" (e.g. Volvo, JLG, Tractor Supply, etc.)
4. "Improve mobility through added capacity on the Interstate" (third lane each direction)
5. "Improving the safety...of the movement of freight and people" (statistically significant crash rate).
6. "Address freight bottlenecks that severely constrain system" (closed 79 hours in three years)
7. "Mitigate negative impacts of freight movement...and support workforce" (35 adjacent employers)
8. "Advances highway and bridge projects on the National Highway System" (12 miles, 17 bridges)
9. "Minimum project size for large projects...\$100 Million" (Phases 2-4 \$291 Million SHA estimate)
10. "Regionally significant multimodal and multijurisdictional" (inland ports to the north and south)
11. "Addresses critical freight issues facing our nation's bridges and highways" (north/south corridor with access to the east/west and the Port of Baltimore via the I-81/I-70 Interstate Interchange)

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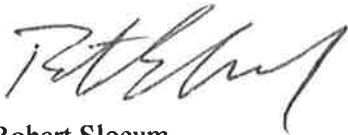
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FASTLANE Grants make \$800 Million available for up to 60 percent of project costs, total federal assistance may be up to 80 percent. Portions of the grants are reserved for rural projects and smaller projects less than \$100 Million. Enclosed is the USDOT announcement. This USDOT website provides more information <https://www.transportation.gov/FASTLANEgrants>.

The I-81 improvements have been identified as a regional priority since the 1990's. The planning process for the widening of the interstate began with a Purpose and Need study in 2001. The process determined that widening to a third lane, on the median side, is most appropriate. The I-81 improvements remain the top priority of the HEPMPO. Funding limitations have relegated the I-81 improvements to the top of the "unfunded priority" list. The 2014 SHA Mobility Report stated "...I-81 will continue to require that freight congestion be minimized." The FASTLANE Grants appear to be the most viable funding opportunity for I-81 improvements now and in the long term future.

The SHA has suggested that any support for FASTLANE Grants for I-81 improvements be directed to your office and the Governor's office. The deadline for application of these federal funds is April 14, 2016. The County and HEPMPO are available to assist with the application and focus of support from various public and private stakeholders.

Respectfully,

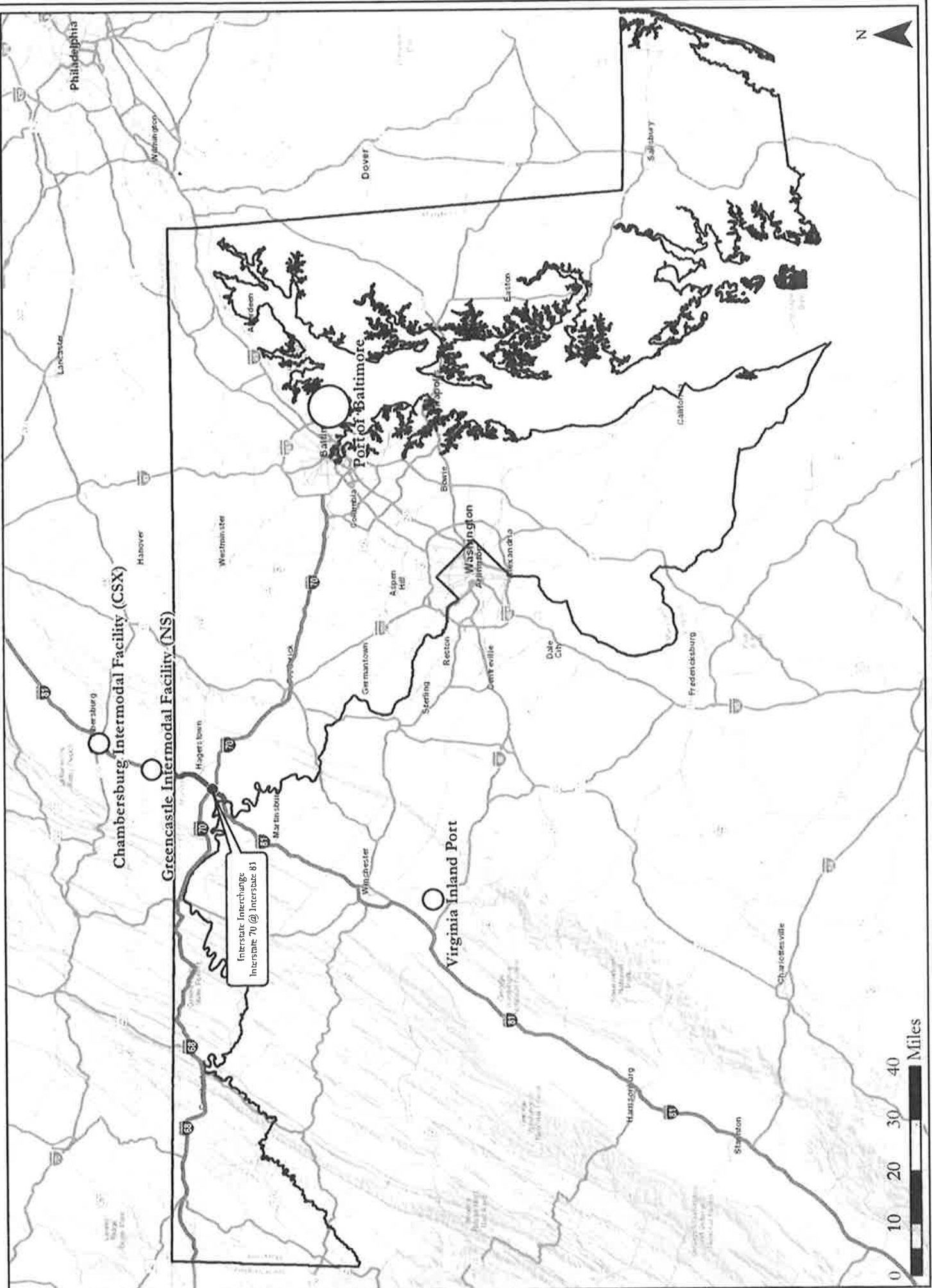


Robert Slocum
Director

C: Board of County Commissioners
Greg Murray, County Administrator
Senator Serafini
Senator Edwards

Enclosure

Interstate 81 FASTLANE Grants



INTERSTATE

I-70

I-81/I-70 Interstate Interchange

INTERMODAL

Chambersburg Intermodal Facility

Greencastle Intermodal Facility

Hagerstown Regional Airport

Port of Baltimore

Virginia Inland Port

INDUSTRY/FREIGHT

Volvo Powertrain North America

13302 Pennsylvania Avenue
Hagerstown, MD 21742

JLG Industries

13224 Fountain Head Plaza
Hagerstown, MD 21742

New England Motor Freight Terminal

16503 Hunters Green Parkway
Hagerstown MD 21740

FedEx Ground Hub

11825 Newgate Boulevard
Hagerstown, MD 21740

YRC Freight Terminal

311 East Oak Ridge Drive
Hagerstown, MD, 21740

Tempur Sealy International

16114 Elliott Parkway
Williamsport, MD 21795

Pavestone Company

11831 Hopewell Road
Hagerstown, MD 21740

INDUSTRY/FREIGHT Cont'd

Purina Mills

11671 Hopewell Road
Hagerstown, MD 21740

Lenox Distribution

16507 Hunters Green Parkway
Hagerstown, MD 21740

Staples Distribution Center

11540 Hopewell Road
Hagerstown, MD 21740

Bowman Logistics

10228 Governor Lane Blvd. Suite 3006
Williamsport, MD 21795

Tractor Supply Distribution

11935 Hopewell Road
Hagerstown, MD 21740

Certainteed

10131 Governor Lane Boulevard
Williamsport, MD 21795

Rust-Oleum Distribution Center

16634 Industrial Lane
Williamsport, MD 21795

Procter & Gamble Manufacturing Hub

Martinsburg, WV

EMPLOYMENT

Citigroup Operations Center

14700 Citicorp Drive
Hagerstown, MD 21742

First Data

1 Western Maryland Parkway
Hagerstown, MD 21740

Phoenix Color

18249 Phoenix Road
Hagerstown, MD 21742



FOSTERING ADVANCEMENTS IN SHIPPING AND TRANSPORTATION FOR THE LONG-TERM ACHIEVEMENT OF NATIONAL EFFICIENCIES (FASTLANE) GRANTS

Fiscal year	2016	2017	2018	2019	2020
Authorization	\$800 M	\$ 850 M	\$ 900 M	\$ 950 M	\$1.00 B

Program purpose

The FAST Act establishes the Nationally Significant Freight and Highway Projects (NSFHP) program to provide financial assistance—competitive grants, known as FASTLANE grants, or credit assistance—to nationally and regionally significant freight and highway projects that align with the program goals to—

- improve the safety, efficiency, and reliability of the movement of freight and people;
- generate national or regional economic benefits and an increase in global economic competitiveness of the U.S.;
- reduce highway congestion and bottlenecks;
- improve connectivity between modes of freight transportation;
- enhance the resiliency of critical highway infrastructure and help protect the environment;
- improve roadways vital to national energy security; and
- address the impact of population growth on the movement of people and freight.

Statutory citations: FAST Act § 1105; 23 U.S.C. 117

Funding features

Type of budget authority

Contract authority from the Highway Account of the Highway Trust Fund, subject to the overall Federal-aid obligation limitation.

Set-aside for rural areas

The FAST Act requires DOT to reserve at least 25% of each fiscal year's FASTLANE grants for projects – either large or small projects – in rural areas, defined as an area outside of a U.S. Census Bureau designated urbanized area with a population of over 200,000. [23 U.S.C. 117(i)]

Federal share

A FASTLANE grant may not exceed 60% of the total eligible project costs. An additional 20% of project costs may be funded with other Federal assistance, bringing total Federal participation in the project to a maximum of 80%. There is an exception for projects carried out by Federal land management agencies, which can use Federal funds other than those made available by titles 23 and 49, United States Code to pay the non-Federal share of the project cost, bringing the total Federal participation up to 100%. [23 U.S.C. 117(j)]

Eligible activities

Project type

The Secretary may provide financial assistance under this program for only the following project types:

- A highway freight project on the National Highway Freight Network;
- A highway or bridge project on the National Highway System, including:
 - A project to add capacity to the Interstate System to improve mobility; or
 - A project in a national scenic area;

- A freight project that is:
 - A freight intermodal or freight rail project; or
 - A project within the boundaries of a public or private freight rail, water (including ports), or intermodal facility and that is a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility,
 - Provided that the project will make a significant improvement to freight movements on the National Highway Freight Network, that the Federal share of non-highway portions of the project funds only elements of the project that provide public benefits, and that the total of Federal FASTLANE grants for non-highway portions of these projects does not exceed \$500 million for fiscal years 2016 through 2020; or
- A railway-highway grade crossing or grade separation project. [23 U.S.C. 117(d)]

Eligible Project Costs

Financial assistance received for a project under this program may be used for—

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities; and
- Construction, reconstruction, rehabilitation, acquisition of real property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements directly related to improving system performance. . [23 U.S.C. 117(f)]

TIFIA Program

At the request of an eligible FASTLANE grant applicant, the DOT may use FASTLANE amounts awarded to the entity to pay the subsidy and administrative costs necessary to provide the entity Federal credit assistance under the TIFIA program with respect to the project awarded the FASTLANE grant.

[23 U.S.C. 117(l)]

Eligible Applicants

- A State or group of States;
- A metropolitan planning organization serving an urbanized area with a population above 200,000;
- A unit of local government or a group of local governments;
- A political subdivision of a State or local government;
- A special purpose district or public authority with a transportation function, including a port authority;
- A Federal land management agency that applies jointly with a State or group of States;
- A tribal government or a consortium of tribal governments; and
- A multistate or multijurisdictional group of entities described above. [23 U.S.C. 117(c)]

Project Cost Thresholds, Grant Award Amounts and Selection Criteria

Large Projects

Project Cost Thresholds

Each fiscal year, 90% of FASTLANE grants are reserved for projects with costs that must be reasonably anticipated to equal or exceed the lesser of—

- \$100 million; or
- In the case of a project—
 - Located in one State, 30% of the State's Federal-aid highway apportionment in the most recently completed fiscal year; or
 - Located in more than one State, 50% of the amount apportioned to the participating State with the largest Federal-aid highway apportionment in the most recently completed fiscal year. . [23 U.S.C. 117(d)]

Grant Award Amounts

For a project meeting the above minimum cost threshold, the grant must be at least \$25 million.

Requirements for Selection

The Secretary may select a project that meets or exceeds the above minimum cost threshold only if the Secretary determines that—

- The project will generate national or regional economic, mobility, or safety benefits;
- The project will be cost effective;
- The project will contribute to the accomplishment of 1 or more of the national goals described under 23 U.S.C. 150;
- The project is based on the results of preliminary engineering;
- With respect to related non-Federal financial commitments—
 - Additional stable and dependable source(s) of funding and financing are available to construct, maintain, and operate the project; and
 - Contingency amounts are available to cover the unanticipated cost increases;
- The project cannot be easily and efficiently completed without other Federal funding or financial assistance available to the project sponsor; **and**
- The project is reasonably expected to begin construction not later than 18 months after the date of obligation of funds. [23 U.S.C. 117(g)]

When making a FASTLANE grant, the Secretary must also consider the utilization of nontraditional financing, innovative design and construction techniques, innovative technologies, and non-Federal contributions, as well as the contributions to geographic diversity among grant recipients. [23 U.S.C. 117(h)]

The FASTLANE grants Notice of Funding Opportunity (NOFO) describes the application process and provides additional information on how applications are evaluated.

Small Projects

Project Cost Threshold

Each fiscal year, 10% of FASTLANE grants are reserved for projects that do not satisfy the minimum project cost thresholds described above. These are referred to as “small projects.”

Grant Award Amounts

A grant for a small project must be at least \$5 million.

Considerations in Selection

In selecting a small project, the Secretary shall consider:

- The cost effectiveness of the proposed project; and
- The effect of the proposed project on mobility in the State and region in which the project is carried out. [23 U.S.C. 117(e)]

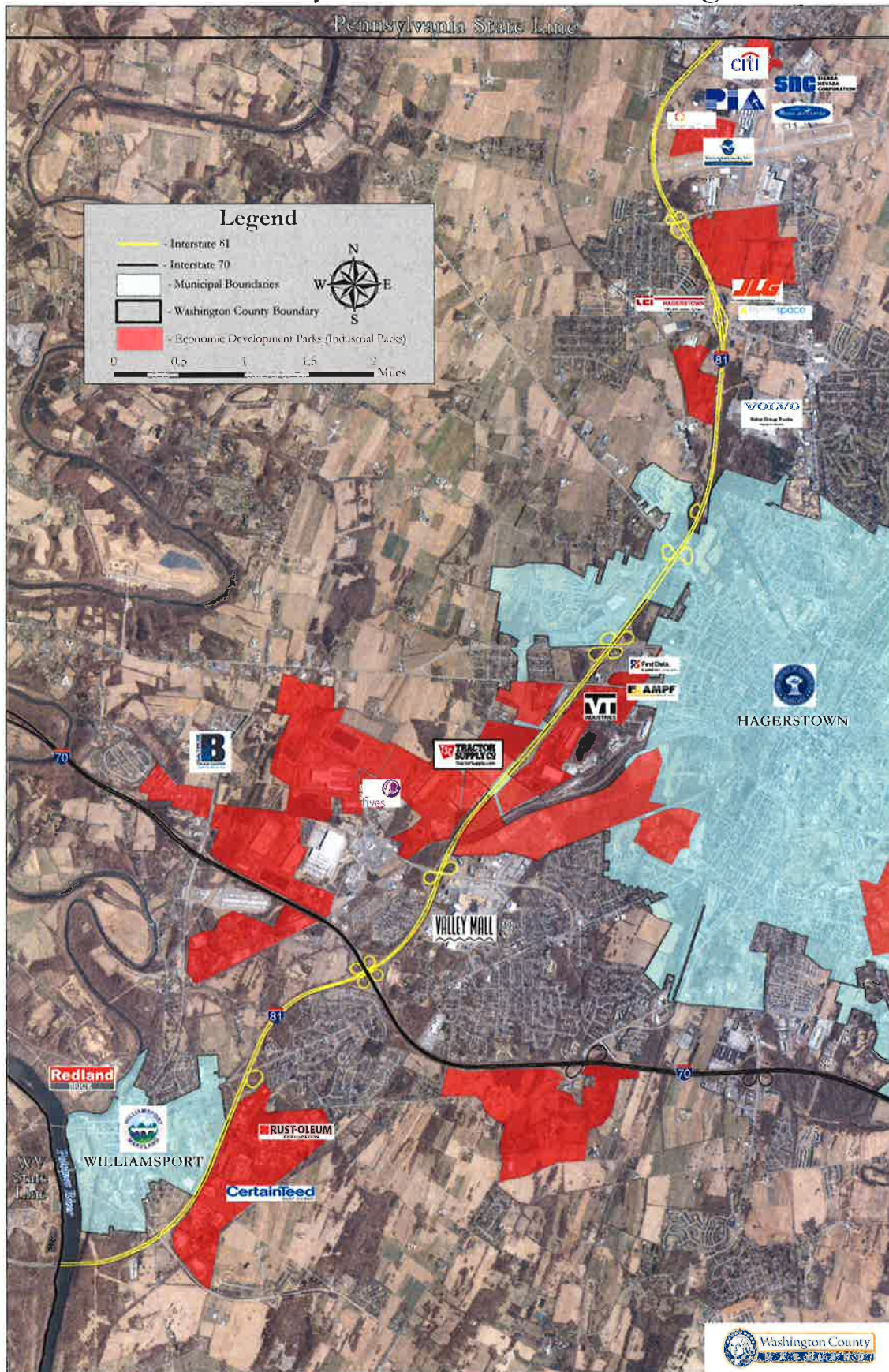
The FASTLANE grants NOFO describes the application process and provides additional information on how applications are evaluated.

Federal Requirements

Applicable Federal laws, rules and regulations will apply to projects that receive an award under this program, including planning, Buy America, Disadvantaged Small Business, and other requirements.



Priority Interstate 81 Widening





Priority MD 65 Cloverleaf Interchange





Route 65 / I-70 Innovative Interchange Improvements

