

January 11, 2024

Ms. Valeriya Remezova  
Division Administrator  
Attn: Ms. Jasmine Champion  
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. Daniel Koenig  
Federal Transit Administration, Region III  
1835 Market Street, Suite 1910  
Philadelphia PA 19103-2968

Dear Ms. Remezova 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 an amendment to the Maryland portion of the Wilmington Area Planning Council (WILMAPCO) Fiscal Year (FY) 2023-2026 Transportation Improvement Program (TIP) for a Cecil County project as described below and in the attached memo.

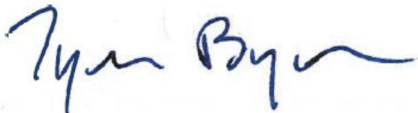
The MDOT has designated this amendment as MDOT Control #22-94. The WILMAPCO supporting documentation is attached.

<b>Project Name</b>	<b>STIP #</b>	<b>Funding Source</b>	<b>FY22-FY25 Net Federal Change \$(000)</b>
Belvidere Road Bridge Replacement	3-9	Various	(8,685)

Ms. Valeriya Remezova  
Ms. Terry Garcia Crews  
Page Two

If you have questions or need additional information, please contact Mr. Rashad Pinckney, Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1280 or via email at [rpinckney@mdot.maryland.gov](mailto:rpinckney@mdot.maryland.gov) for assistance. Of course, please feel free to contact me directly.

Sincerely,

A handwritten signature in blue ink that reads "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: Mr. Rashad Pinckney, Regional Planner, OPCP, MDOT

# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP WILMAPCO 3-9 Updated

## SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Replacement of Belvidere Road Bridge CE0055 over CSX Railroad	B	Exempt		\$ 11,609	\$ 2,998	\$ 14,607
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	Cecil County	WILMAPCO	N/A	\$ (8,685)	\$ (2,175)	\$ (10,860)
Description	Replacement of Belvidere Bridge CE0055 over CSX Railroad					
Justification	Project will replace the existing bridge that is currently in poor condition and is functionally obsolete, with a new, modern bridge on a new alignment that will also improve the sight distance along Belvidere Road.					

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding		FY 2022	FY 2023	FY 2024	FY 2025	Total
		Total	Federal	Total	Federal	Total	Federal	Total
<input type="checkbox"/> A) Adds new individual projects to the current STIP	Current (000s)	Total	\$ 199	\$ 408	\$ 14,000	\$ -	\$ 14,607	
		Federal	\$ 130	\$ 279	\$ 11,200	\$ -	\$ 11,609	
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	Proposed (000s)	Total	\$ 69	\$ 129	\$ 2,800	\$ -	\$ 2,998	
		Federal	\$ 69	\$ 129	\$ 2,800	\$ -	\$ 2,998	
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	Change (000s)	Total	\$ 199	\$ 408	\$ 3,140	\$ -	\$ 3,747	
		Federal	\$ 130	\$ 279	\$ 2,515	\$ -	\$ 2,924	
<input type="checkbox"/> D) Other [(type explanation of action in parentheses or DELETE if not (D))]	Change (000s)	Total	\$ 69	\$ 129	\$ 625	\$ -	\$ 823	
		Federal	\$ 69	\$ 129	\$ 625	\$ -	\$ 823	
		Total	\$ -	\$ -	\$ (10,860)	\$ -	\$ (10,860)	
		Federal	\$ -	\$ -	\$ (8,685)	\$ -	\$ (8,685)	
		State/Local	\$ -	\$ -	\$ (2,175)	\$ -	\$ (2,175)	



## 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	Various	\$ 130	\$ 69	\$ 279	\$ 129	\$ -	\$ -	\$ -	\$ -	\$ 409	\$ 198	\$ 607
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	Various	\$ -	\$ -	\$ -	\$ -	\$ 11,200	\$ 2,800	\$ -	\$ -	\$ 11,200	\$ 2,800	\$ 14,000
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		<b>\$ 130</b>	<b>\$ 69</b>	<b>\$ 279</b>	<b>\$ 129</b>	<b>\$ 11,200</b>	<b>\$ 2,800</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 11,609</b>	<b>\$ 2,998</b>	<b>\$ 14,607</b>

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	Various	\$ 130	\$ 69	\$ 279	\$ 129	\$ 915	\$ 225	\$ -	\$ -	\$ 1,324	\$ 423	\$ 1,747
RW	Various	\$ -	\$ -	\$ -	\$ -	\$ 1,600	\$ 400	\$ -	\$ -	\$ 1,600	\$ 400	\$ 2,000
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		<b>\$ 130</b>	<b>\$ 69</b>	<b>\$ 279</b>	<b>\$ 129</b>	<b>\$ 2,515</b>	<b>\$ 625</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,924</b>	<b>\$ 823</b>	<b>\$ 3,747</b>

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	Various	\$ -	\$ -	\$ -	\$ -	\$ 915	\$ 225	\$ -	\$ -	\$ 915	\$ 225	\$ 1,140
RW	Various	\$ -	\$ -	\$ -	\$ -	\$ 1,600	\$ 400	\$ -	\$ -	\$ 1,600	\$ 400	\$ 2,000
CO	Various	\$ -	\$ -	\$ -	\$ -	\$ (11,200)	\$ (2,800)	\$ -	\$ -	\$ (11,200)	\$ (2,800)	\$ (14,000)
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ (8,685)</b>	<b>\$ (2,175)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ (8,685)</b>	<b>\$ (2,175)</b>	<b>\$ (10,860)</b>

## TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
		Federal	State/Local	Federal	State/Local	Federal	State/Local
Federal	\$ -	\$ 2,924	\$ -	\$ 20,554	\$ -	\$ 23,478	\$ -
State/Local	\$ -	\$ 823	\$ -	\$ 5,047	\$ -	\$ 5,870	\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ 3,747</b>	<b>\$ -</b>	<b>\$ 25,601</b>	<b>\$ -</b>	<b>\$ 29,348</b>	<b>\$ -</b>

**WILMAPCO Council:**

**John Sisson, Chair**  
Delaware Transit Corporation  
Chief Executive Officer

**David L. Edgell**  
Delaware Office of State Planning  
Coordination, Director

**Danielle Hornberger**  
Cecil County Executive

**Richard Mahan**  
Charlestown Commissioner

**Nicole Majeski**  
Delaware Dept of Transportation  
Secretary

**Matthew Meyer**  
New Castle County Executive

**Heather Murphy**  
Maryland Dept. of Transportation  
Director, Office of Planning and  
Capital Programming

**Michael S. Purzycki**  
Mayor of Wilmington

**Eric Scott Thompson**  
Mayor of Elsmere

**WILMAPCO Executive Director**  
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## RESOLUTION BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO) AMENDING THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM, CECIL COUNTY ELEMENT

**WHEREAS**, the Wilmington Area Planning Council (WILMAPCO) has been designated the Metropolitan Planning Organization for Cecil County, Maryland and New Castle County, Delaware by the Governors of Maryland and Delaware, respectively; and

**WHEREAS**, the United States Department of Transportation's (USDOT) Regulations of Infrastructure Investment and Jobs Act (IIJA), Metropolitan Planning Requirements, require that, in air quality non-attainment areas, the MPO, in cooperation with participants in the planning process, develop and, at least every four years, updates the Transportation Improvement Program (TIP); and

**WHEREAS**, the WILMAPCO TIP format incorporates a four-year period for the listing of priority projects to be implemented, as well as a list of program development projects; and

**WHEREAS**, the amendment to the FY 2023-2026 TIP has undergone appropriate community and technical reviews; and

**WHEREAS**, the amendment to the TIP has been determined to be air quality conforming in accordance with IIJA and Clean Air Act and Amendments (CAAA) of 1990 requirements; and

**WHEREAS**, the amendment to the FY 2023-2026 TIP have been found to be financially constrained, as directed by 23 CFR 450.326, and consistent with the Regional Transportation Plan;

**NOW, THEREFORE, BE IT RESOLVED** that the Wilmington Area Planning Council does hereby amend the FY 2023-2026 Transportation Improvement Program to include funding for the Replacement of Belvidere Road Bridge CE0055 over CSX Railroad project.

Date: 11/9/2023

  
\_\_\_\_\_  
John Sisson, Chairperson  
Wilmington Area Planning Council



## TRANSPORTATION IMPROVEMENT PROGRAM SUBMISSION/AMENDMENT FORM

This form must be completed and all questions must be answered in order to process this request.

**Date of Submission/Amendment:**

**Sponsoring Agency:** Cecil County, Maryland

**Project Name:** Replacement of Belvidere Road Bridge CE0055 over CSX Railroad

**Project Category:** Public Transportation Improvements

**Project Description:** Replacement of Belvidere Bridge CE0055 over CSX Railroad

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**Project Justification:** Project will replace the existing bridge that is currently in poor condition and is functionally obsolete, with a new, modern bridge on a new alignment that will also improve the sight distance along Belvidere Road.

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Funding: Federal 80% \_\_\_\_\_ State \_\_\_\_\_ Local 20% \_\_\_\_\_ Total \_\_\_\_\_

Funding	Phase	Current	FY 2021	FY 2022	FY 2023	FY 2024	Total
Federal	PE			130	279	914.920	1,323.92
Local	PE			68.550	128.663	224.980	422.193
Federal	ROW/Utilities					1600	1,600
Local	ROW/Utilities					400	400
Federal	Construction						
Local	Construction						
<b>Total</b>				198.55	407.663	3,139.9	3,746.113

All \$s x 1,000

1. Does this project require a new conformity determination? No  
 (Section 51.400)(C2) "A TIP amendment requires a new conformity determination for the entire TIP before the amendment is approved by the MPO, unless it merely adds or deletes exempt projects listed in (Section 51.460)."
2. Is this project regionally significant? No  
 (Section 450.324)(f)(3) "The TIP shall include...all regionally significant transportation projects for which an FHWA or the FTA approval is required whether or not the projects are to be funded with title 23, U.S.C., or Federal Transit Act funds, e.g., addition of an interchange to the Interstate System with State, local, and/or private funds, demonstration projects not funded under title 23, U.S.C., or the Federal Transit Act, etc."
3. Has this project had the opportunity for public comment? No  
 (Section 450.326) "... Public involvement procedures consistent with Section 450.316 (b)(1) shall be utilized in amending the TIP, except that these procedures are not required for TIP amendments that only involve projects of the type covered in Section 450.324 (I)."
4. Has this project been found to be financially constrained? Yes  
 (Section 450.324)(e) "The TIP shall be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources (while the existing transportation system is being adequately operated and maintained. The financial plan shall be developed by the MPO in cooperation with the State and transit operator..."

Please indicate funding sources by agency: **Cecil County Local Funds and Federal Bridge Aid Funds.**

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5. Is this project consistent with the WILMAPCO Metropolitan Transportation Plan? Yes  
 (Section 450.324)(f)(2) "The TIP shall include...only projects that are consistent with the transportation plan."

If not, is there a resolution to amend the Metropolitan Transportation Plan? \_\_\_\_\_

6. Does the project promote economic development initiatives such as adding or improving access to brownfield locations or to an existing or planned site used for employment, tourism, manufacturing, commercial or industrial purposes, or addresses a problem, topic or issue identified through regional economic development planning?

CE-0055 currently carries over 1600 vehicles per day; vehicular traffic is expected to significantly increase due to the continued development of Principio Business Park and the construction of the proposed I-95/Belvidere Road interchange. The project will be a complete replacement with a new structure sized to meet current design criteria and anticipated future traffic demands.

7. Please provide any additional pertinent information below:

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## Transportation Improvement Program Submission/Amendment Description of Public Participation

Project Name: Replacement of Belvidere Road Bridge CE0055 over CSX Railroad

Which techniques were used to seek public comment (please use additional pages if needed).

Public workshops/meetings

Number of public workshops/meetings: \_\_\_\_\_

Format: \_\_\_\_\_

Location(s): \_\_\_\_\_

Number of attendees: \_\_\_\_\_

Main issue raised: \_\_\_\_\_

Consensus of meeting: \_\_\_\_\_

Overall, the public support for the project was (check one):

Strong support, few concerns

Some opposition, many concerns raised

Some support, but some concerns raised

Strong opposition, major problems identified

Mixed, equal support and opposition

Unresolved issues identified: \_\_\_\_\_

Citizen Advisory/Steering Committee

Survey

Number surveyed: \_\_\_\_\_

Results: \_\_\_\_\_

Elected officials briefings

Project web site

Other \_\_\_\_\_

How was the public notified about the project?

Web page  Publications  Distribution: \_\_\_\_\_

Legal notice  Newsletter/brochure

Videos  Flyers

Radio/television

Other \_\_\_\_\_

How has the project changed as a result of public comments?

No. \_\_\_\_\_  
\_\_\_\_\_

Comment further on the quantity and quality of the public participation:

This project is part of on-going bridge inspection, maintenance, repair, and replacement activities conducted by the Department of Public Works. As such, projects of this kind are reflected in the capital and/or operating budgets of Cecil County, and vetted in the respective budget hearing processes of the County Council – all of which are advertised in advance (including the County's website), open to the public, and reported on in the media.