

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

RESOLUTION ON AN AMENDMENT TO THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE MD 185 AT JONES BRIDGE ROAD AND KENSINGTON PARKWAY PHASE 3 BASE REALIGNMENT AND CLOSURES ACT (BRAC) INTERSECTION IMPROVEMENTS AND THE MD 254 NEALE SOUND BRIDGE REPLACEMENT PROJECTS, AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act 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 November 16, 2016 the TPB adopted the FY 2017-2022 TIP; and

WHEREAS, in the attached letter of August 31, MDOT has requested that the FY 2017-2022 TIP be amended to remove \$2.3 million in Department of Defense - Office of Economic Development (OEA) funding for right-of-way acquisition (ROW) from FY 2017 and add \$6.44 million for ROW and construction between FY 2018 and FY 2021 for the MD 185 at Jones Bridge Road and Kensington Parkway Phase 3 BRAC Intersection Improvements project (TIP ID 6071); and to amend the MD 254 Neale Sound Bridge Replacement project (TIP ID 6603) into the TIP with \$15.224 million in state funding between FY 2017 and FY 2022 for planning and engineering (PE), ROW, and construction, as described in the attached materials; and

WHEREAS, the first project was determined by TPB staff to be "not regionally significant" for the purposes of the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP (CON ID 152, BRAC NRS) and the second project is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to remove \$2.3 million in OEA funding for ROW from FY 2017 and add \$6.44 million for ROW and construction between FY 2018 and FY 2021 for the MD 185 at Jones Bridge Road and Kensington Parkway Phase 3 BRAC Intersection Improvements project (TIP ID 6071); and to amend the MD 254 Neale Sound Bridge Replacement project (TIP ID 6603) into the TIP with \$15.224 million in state funding between FY 2017 and FY 2022 for PE, ROW, and construction, as described in the attached materials.



Maryland Department of Transportation
The Secretary's Office

Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

August 31, 2017

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

Dear Chairman Newton:

The Maryland Department of Transportation (MDOT) requests to amend the State Highway Administration (SHA) portion of the National Capital Region Transportation Planning Board's (TPB) Fiscal Year (FY) 2017-2022 Transportation Improvement Program (TIP) for two existing projects as described below and in the attached memo. The change for both projects reflects MDOT's updated programmed expenditures from FY 2017 to FY 2022. As neither of these projects increases capacity, this action does not impact air quality conformity.

TIP ID#	Project	Phase	Amount of New Funding	Comment
6071	MD 185 at Jones Bridge Road and Kensington Parkway Phase 3 BRAC Intersection Improvements	ROW CO	(\$267,000) \$4,428,000	Add funding for right-of-way and construction.
6603	MD 254 Neale Sound Bridge Replacement	PE ROW CO	\$1,400,000 \$118,000 \$13,706,000	Add funding for planning/design, right-of-way, and construction.

MDOT requests that these amendments be approved by the TPB Steering Committee at its September 8, 2017 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.

My telephone number is _____
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

The Honorable Bridget Donnell Newton
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We appreciate your cooperation in this matter. 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 blue ink that reads "Tyson Byrne". The signature is fluid and cursive, with the first name "Tyson" and the last name "Byrne" clearly distinguishable.

Tyson Byrne
Manager, Regional Planning
Office of Planning and Capital Programming

Attachment

cc: Ms. Kari Snyder, Regional Planner, Office of Planning and Capital Programming,
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 ERIC BECKETT *E. Beckett*
 REGIONAL AND INTERMODAL PLANNING DIVISION

SUBJECT: REQUEST TO AMEND THE FY 2017-2022 NATIONAL CAPITAL REGION
 TRANSPORTATION PLANNING BOARD (TPB) TRANSPORTATION IMPROVEMENT
 PROGRAM (TIP)

DATE: AUGUST 25, 2017

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 two TIP amendments.

SUMMARY

The MDOT State Highway Administration (SHA) hereby requests amendment of the FY 2017-2022 TPB TIP to reflect the following two actions.

TIP	Project	Phase	New Funding
6071 MC #17-17 03/06/2017	MD 185 at Jones Bridge Road and Kensington Parkway Phase 3 BRAC Intersection Improvements, Chevy Chase/North Chevy Chase	RW CO	(\$267,000) \$4,428,000
6603	MD 254 Neale Sound Bridge Replacement, Cobb Island	PE RW CO	\$1,400,000 \$118,000 \$13,706,000

ANALYSIS

MD 185 at Jones Bridge Road and Kensington Parkway Phase 3 BRAC Intersection Improvements (TPB 6071 MC #17-17 03/06/2017) – This requested amendment reflects the subtraction of \$267,000 from FY 2017-2022 TPB TIP right-of-way acquisition funding and addition of \$4,428,000 to FY 2017-2022 TPB TIP construction funding for TPB 6071 MC #17-17 03/06/2017. MDOT SHA requests this amendment in order that the FY 2017-2022 TPB TIP reflect MDOT SHA’s updated programmed expenditures and project schedule in FY 2017-2022. MDOT SHA anticipates advertising this project for construction in the Summer of 2018 and opening improvements to traffic in 2020.

MD 254 Neale Sound Bridge Replacement (TPB 6603) – This requested amendment reflects the addition of a new regionally significant project to and the addition of \$1,400,000, \$118,000, and \$13,706,000 to planning/design, right-of-way acquisition, and construction funding, respectively, in the FY 2017-2022 TPB TIP for TPB 6033. MDOT requests this amendment in order that the FY 2017-2022 TPB TIP reflect MDOT's updated programmed expenditures in FY 2017-2022. MDOT anticipates advertising this project in the Fall of 2017 and opening improvements to traffic in 2019.

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 2017-2022 Consolidated Transportation Program (http://www.mdot.maryland.gov/Office_of_Planning_and_Capital_Programming/CTP/Index.html) and FY 2017-2020 Maryland STIP (http://www.mdot.maryland.gov/newMDOT/Planning/STIP_TIP/Documents/2017_STIP_Draft_053116.pdf).

Please amend the FY 2017-2022 TPB TIP and FY 2017-2020 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions about MD 185 at Jones Bridge Road and Kensington Parkway Phase 3 BRAC Intersection Improvements, please contact Mr. Matt Baker, MDOT SHA Regional Planner, at 410-545-5668 or via email at mbaker4@sha.state.md.us. If you have any questions about MD 254 Neale Sound Bridge Replacement, please contact Mr. David Rodgers, MDOT SHA Regional Planner, at 410-545-5670 or via email at drodgers1@sha.state.md.us.

ATTACHMENTS

- FY 2017-2022 TPB TIP project 6071 MC #17-17 03/06/2017 report
- FY 2017-2020 Maryland STIP project 6071 MC #17-17 03/06/2017 report
- FY 2017-2022 TPB TIP project 6603 report
- FY 2017-2020 Maryland STIP project 6603 report

cc: Maurice Agostino, P.E., Chief, Structures Engineering Section, MDOT SHA
Mr. Matt Baker, Regional Planner, MDOT SHA
Mr. Cornelius Barmer, Assistant Chief, Highway Design Division, MDOT SHA
Ms. Kandese Holford, Assistant Regional Planner, MDOT SHA
Mr. Corren Johnson, District 5 Engineer, MDOT SHA
Ms. Tara Penders, Assistant Chief, Regional and Intermodal Planning Division, MDOT SHA
Mr. David Rodgers, Regional Planner, MDOT SHA
Mr. Nicholas Saavedra, Transportation Engineer, MDOT SHA
Mr. Prasoon Shrestha, Design Engineer, MDOT SHA
Mr. Brian Young, District 3 Engineer, MDOT SHA

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2017 - 2022

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
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MDOT/State Highway Administration

Secondary

Naval Support Activity Bethesda BRAC Improvements

TIP ID: 6071	Agency ID: MO5938	Title: MD 185 at Jones Bridge Road and Kensington Parkway Phase 3 BRA	Complete: 2020	Total Cost: \$17,300
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Facility: MD 185 at Jones Bridge Road and Kensington	OEA	100/0/0	3,938 b	145 b	3,108 b	270 b	4,959 c	3,207 c	13,391
From:						1,702 c			
To:									
Total Funds:									13,391

Description: Construction of MD 185 Phase 3 intersection improvements at Jones Bridge Road and Kensington Parkway to improve access to Naval Support Activity Bethesda.

Amendment: Subtracting Right-of-way Acquisition Funding and Adding Construction Funding **Requested on: 9/8/2017**
 Subtracting \$2,278,000 (OEA) from FY17 RW, adding \$1,741,000 (OEA) to FY18 RW, and adding \$270,000 (OEA) to FY19 RW. Adding \$764,000 (OEA) to FY19 CO, \$2,225,000 (OEA) to FY20 CO, and \$1,439,000 (OEA) to FY21 CO.

Other

System Preservation Projects

TIP ID: 6603	Agency ID: CH2261	Title: MD 254 Neale Sound Bridge Replacement	Complete: 2020	Total Cost: \$15,800
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Facility: MD 254 at Neale Sound	State	0/100/0	600 a	1,205 a	195 a	24 b	24 b	24 b	14 b	15,224
From:				9 b	23 b	5,706 c	1,000 c			
To:						7,000 c				
Total Funds:									15,224	

Description: Replace bridge 08038 over Neale Sound.

Amendment: Adding Planning/Design, Right-of-Way Acquisition, and Construction Funding **Requested on: 9/8/2017**
 Adding \$1,205,000 (State) to FY17 PP/PE and \$195,000 (State) to FY18 PP/PE. Adding \$9,000 (State) to FY17 RW, \$23,000 (State) to FY18 RW, \$24,000 (State) to FY19 RW, \$24,000 (State) to FY20 RW, \$24,000 (State) to FY21 RW, and \$14,000 (State) to FY22 RW. Adding \$7,000,000 (State) to FY18 CO, \$5,706,000 (State) to FY19 CO, and \$1,000,000 (State) to FY20 CO.