

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2019-2024 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY  
REQUIREMENT TO INCLUDE FUNDING FOR THE MOLLY BERRY ROAD BRIDGE AND BOWIE  
ROAD CULVERT PROJECTS, AS REQUESTED BY THE PRINCE GEORGE'S COUNTY  
DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION (DPW&T)**

**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 October 17, 2018 the TPB adopted the FY 2019-2024 TIP; and

**WHEREAS**, in the attached letter of August 28, 2019, Prince George's County DPW&T has requested an amendment to the FY 2019-2024 TIP to include \$1.9 million in Bridge Replacement & Rehabilitation (BR) and local match funding for the Molly Berry Road Bridge project (TIP ID 6684), and \$1.0 million in BR and local match funding for the Bowie Road Culvert project (TIP ID 6685) as described in the attached materials; and

**WHEREAS**, these projects 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**, funding for these projects are included in the Visualize 2045 financial analysis; and

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2019-2024 TIP to include \$1.9 million in BR and local match funding for the Molly Berry Road Bridge project (TIP ID 6684), and \$1.0 million in BR and local match funding for the Bowie Road Culvert project (TIP ID 6685) as described in the attached materials.





Angela D. Alsobrooks  
County Executive

# PRINCE GEORGE'S COUNTY GOVERNMENT

Department of Public Works and Transportation  
Office of the Director



Terry L. Bellamy  
Director

August 28, 2019

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

Dear Chairman Nohe:

The Prince George's County Department of Public Works and Transportation (DPW&T) requests two new amendments to the Prince George's County portion of the National Capital Region Transportation Planning Board's (TPB) FY 2019-2024 Transportation Improvement Program (TIP) for two projects under the County's existing Bridge Rehabilitation, Federal Aid Program (CLRP #2600):

1. **Molly Berry Road Bridge:** The project will replace the existing concrete box beam bridge that is structurally deficient. Prince George's County developed design standards for the NEXT beam, an innovative pre-fabricated concrete beam, under a previously awarded Federal Highway Administration (FHWA) grant. The project will be designed using these standards and other innovations such as ultra-high performance concrete. DPW&T will be the first public agency in the State of Maryland to use the NEXT beam. This amendment will be under TIP ID #6684 and costs \$1,900,000 in new funding.
2. **Bowie Road Culvert Project:** The project will rehabilitate an existing box culvert, which carries Bowie Road below an existing CSX railroad bridge. Initial design analysis resulted in a simplified rehabilitation that will realize significant savings in construction. Design was initiated in FY 2017. This amendment will be under TIP ID #6685 and costs \$1,000,000 in new funding.

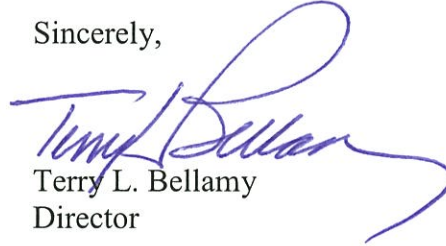
The funding formula for the construction of both projects is anticipated to be 80% federal aid and 20% local aid for the bridge construction. Both projects' planning and design will be 100% County-funded. These are sub-projects to an existing program within the financial element of Visualize 2045, for which funds are already accounted and do not represent new funds. Therefore, the plan and FY 2019-2024 TIP remain

The Honorable Martin Nohe  
August 27, 2019  
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fiscally constrained, and, the air quality conformity analysis will not be impacted since neither project adds capacity.

Prince George's County requests that these amendments be approved by the TPB Steering Committee at its September 6, 2019 meeting. We appreciate your cooperation in this matter. If you have any questions or comments, please do not hesitate to contact Mr. Victor Weissberg at (301) 883-5604 or via email at [vweissberg@co.pg.md.us](mailto:vweissberg@co.pg.md.us).

Sincerely,



Terry L. Bellamy  
Director

#### Attachments

cc: Kanti Srikanth, Director of Transportation, Metropolitan Washington Council of Governments  
Lyn Erickson, Director, Plan Development and Program Coordination, Metropolitan Washington Council of Governments  
Andrew Austin, Transportation Planner IV, Metropolitan Washington Council of Governments  
Gwendolyn T. Clerkley, Deputy Director, Prince George's County Department of Public Works and Transportation  
Martin L. Harris, Deputy Director, Prince George's County Department of Public Works and Transportation  
Kate Mazzara, Associate Director, Prince George's County Department of Public Works and Transportation  
Victor Weissberg, Special Assistant to the Director, Prince George's County Department of Public Works and Transportation  
Heather Murphy, Deputy Director, Office of Planning and Capital Programming  
Kari Snyder, Office of Planning and Capital Programming, Maryland Department of Transportation

**SUBURBAN MARYLAND  
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
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**Prince George's County**

TIP ID: <b>6684</b>	Agency ID:	Title: <b>Molly Berry Road Bridge</b>	Complete: <b>2021</b>	Total Cost: <b>\$1,900</b>
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Facility: Molly Berry Road	HBRRP	80/0/20	1,900 c	1,900
From:				<b>Total Funds: 1,900</b>
To:				

Description: Using federal aid, this project will replace the existing concrete box beam bridge, which is structurally deficient. Prince George's County developed design standards for the NEXT beam (an innovative pre-fabricated concrete beam) under a previously awarded FHWA grant. This project will be designed using these standards and other innovations such as ultra-high performance concrete. Design is underway and at the 30% stage. DPW&T is applying for a \$1,000,000 FHWA grant to cover the construction costs of this project. DPW&T will be the first public agency in the state of Maryland to use the NEXT beam. A total of \$1,900,000 is programmed for construction in FY'21.

**Amendment: New Project** **Requested on: 9/6/2019**  
Amend this project into the FY 2019-2024 TIP with \$1.9 M in BR funding in FY 2021.

TIP ID: <b>6685</b>	Agency ID:	Title: <b>Bowie Road Culvert</b>	Complete: <b>2021</b>	Total Cost: <b>\$1,000</b>
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Facility: Bowie Road under CSX bridge	HBRRP	80/0/20	100 c	900 c	1,000
From:				<b>Total Funds: 1,000</b>	
To:					

Description: Rehabilitate existing box culvert which carries Bowie Road below an existing CSX railroad bridge. Initial design analysis resulted in a simplified rehabilitation that will realize significant savings in construction. Design was initiated in FY 2017

**Amendment: New Project** **Requested on: 9/6/2019**  
Amend project into the FY 2019-2024 TIP with \$100,000 in BR and match funding in FY 2020 and \$900,000 in BR and match funding in FY 2021.