

TPB R18-2017
March 15, 2017

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 GOVERNOR HARRY W. NICE BRIDGE IMPROVEMENT PROJECT, 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 March 1, 2017, MDOT has requested that the FY 2017-2022 TIP be amended to include \$560 million in state funding for right-of-way acquisition and construction of the Governor Harry W. Nice Bridge Improvement Project connecting Charles County in Maryland to King George County in Virginia over the Potomac River, as described in the attached materials, and

WHEREAS, the TPB Steering Committee reviewed this proposed amendment at its meeting on March 3, 2017 and has recommended it for approval by the full TPB at its March 15, 2017 meeting, and

WHEREAS, this project is already included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP;

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to include \$560 million in state funding for right-of-way acquisition and construction of the Governor Harry W. Nice Bridge Improvement Project, as described in the attached materials.

Adopted by the Transportation Planning Board at its rescheduled meeting on March 29, 2017.



Maryland Department of Transportation
The Secretary's Office

Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

March 1, 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 the following amendments to the suburban Maryland portion of the National Capital Region Transportation Planning Board's (TPB) FY 2017-2022 Transportation Improvement Program (TIP) for one existing project as described below and in the attached memo. The change for TIP #5227 reflects the addition of state toll funds to replace the Governor Harry W. Nice Bridge. The Maryland Transportation Authority's (MDTA) anticipates advertising a design-build contract for the new bridge in 2018, starting construction in 2020, and opening a new, wider, and safer bridge in 2023. As this project is already included in the current regional Air Quality Conformity for the 2016 Constrained Long Range Plan (CLRP), this action does not change the air quality impact on conformity.

TIP ID#	Project	Phase	Amount of New Funding	Comment
5527	Governor Harry W. Nice Bridge Improvement Project	RW CO	\$10,516,000 \$549,300,000	Add funding for right-of-way and construction.

MDOT requests that this amendment be approved by the Transportation Planning Board (TPB) at its March 15th, 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 additional funds are available through a combination of MDTA cash and debt and utilizing refunding opportunities for existing debt. MDTA will be taking advantage of significant cost savings through a design-build approach to procurement, a practical design, over attainment of toll revenues, and current low interest rates. The amount of MDTA debt needed to fund the project will be determined by the participation by the Virginia Department of Transportation (VDOT) and actual revenue attainment.

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, MDOT Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@mdot.state.md.us. Ms. Snyder will be happy to assist you. Of course, please feel free to contact me directly.

Sincerely,

A handwritten signature in black ink that reads "Tyson Byrne". The signature is written in a cursive, flowing style.

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

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPCP, MDOT



Maryland Transportation Authority

Larry Hogan Governor

Boyd K. Rutherford Lt. Governor

Pete K. Rahn Chairman

Katherine Bays Armstrong Peter J. Basso William H. Cox, Jr. William C. Ensor, III W. Lee Gaines, Jr. William K. Hellmann Randall Nixon John Von Paris

Kevin C. Reigut Executive Director

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e-mail: mdt@mdta.maryland.gov

www.mdt.maryland.gov

Nice Bridge Improvement Project

TO: Director Heather Murphy
ATTN: Regional Planning Manager Tyson Byrne Regional Planner Kari Snyder
FROM: Melissa Williams, MDTA, Acting Director, Planning and Program Development
SUBJECT: Request to amend the FY 2017-2022 National Capital Region Transportation Planning Board (TPB) Transportation Improvement Program (TIP)

DATE: February 23, 2017

PREPARED BY: Glen Smith, Project Manager for Division of Planning and Program Development

PURPOSE

To request the Maryland Department of Transportation (MDOT) Office of Planning and Capital Programming approve and forward to TPB for its approval the following TIP amendment.

SUMMARY

The Maryland Department of Transportation's Maryland Transportation Authority (MDTA) hereby requests amendment of the FY 2017-2022 TPB TIP to reflect the following actions.

ANALYSIS

Table with 4 columns: TIP, PROJECT, PHASE, NEW FUNDING. Row 1: 5527, Gov Harry W. Nice Bridge Improvement Project, RW, \$10,516,000. Row 2: CO, \$549,300,000.

This requested amendment reflects the addition of \$10,516,000 of right-of-way acquisition and the addition of \$549,300,000 of construction funding in the FY 2017-2022 TPB TIP. While outside the scope of the FY 2017-2022 TPB TIP, MDTA is programming an additional \$208,784,000 in FY 2023 and beyond for construction of this project.

Please amend the FY 2017-2022 TPB TIP and the FY 2017-2022 Maryland STIP to reflect the funding information provided in the attachments. MDOT requests this amendment in order that the FY 2017-2022 TPB reflect MDOT's addition of right-of-way and construction funds for this project.

Ms. Heather Murphy

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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.

Right-of way and construction funds are being added now because MDTA has brought the project cost down significantly by building only what is needed and making important design changes. MDTA is also taking advantage of the current low-interest rate environment.

If you have any questions regarding this amendment request, please contact Mr. Glen Smith, MDTA Project Manager, at 410-537-5665, or via email to gsmith2@mdta.state.md.us.

ATTACHMENT

FY 2017-2022 TPB TIP project 5527

cc: Ms. Melissa Williams, Acting Director, MDTA
Mr. Will Pines, Director, MDTA
Ms. Kari Snyder, Regional Planner, MDOT
Mr. Tyson Byrne, Manager, MDOT

**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/Maryland Transportation Authority

Primary

Governor Harry W. Nice Bridge Improvement Project

TIP ID: 5527	Agency ID:	Title: Governor Harry W. Nice Bridge Improvement Project	Complete: 2023	Total Cost: \$768,600							
Facility: US Bridge over Potomac		State	0/100/0	19,959 a	2,761 b	1,825 b	2,825 b	2,025 b	1,080 b	268,600 c	559,816
From: Charles County, MD				147 b				83,800 c	196,900 c		
To: King George County, VA											Total Funds: 559,816

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.

Amendment: Add New Project **Approved on: 3/29/2017**
 Amend project into the FY 2017-2022 TIP with \$560 million in state funding between FY 2017 and FY 2022 for right-of-way acquisition and construction.



February 24, 2017



Nice Bridge

Preservation and Replacement Project



Maryland Transportation Authority The Governing Body of the MDTA?



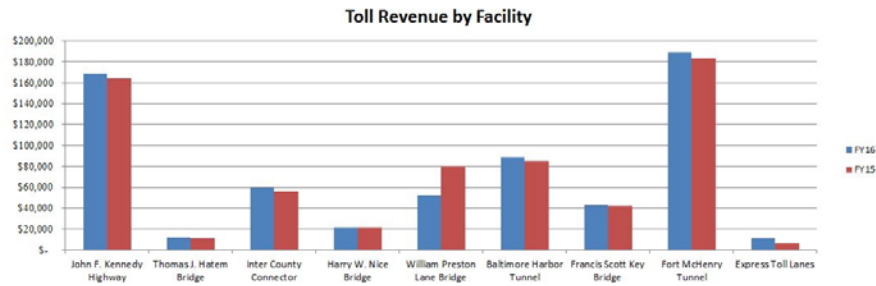
- A group of eight citizens appointed by the Governor and confirmed by the Maryland Senate serves as the policy-setting, decision-making, and governing body.
- Maryland's Secretary of Transportation, Pete K. Rahn serves as the MDTA's Chairman.
- Membership represents the geographic regions of all toll facilities
- The MDTA is an independent State agency that acts on behalf of but is separate from the Maryland Department of Transportation.

Maryland Transportation Authority

How is MDTA Financed?



- The MDTA is a non-budgeted agency that relies solely on revenues generated from its transportation facilities.
- Toll revenues are pooled to cover financing, construction, operating, maintenance, and law-enforcement costs.

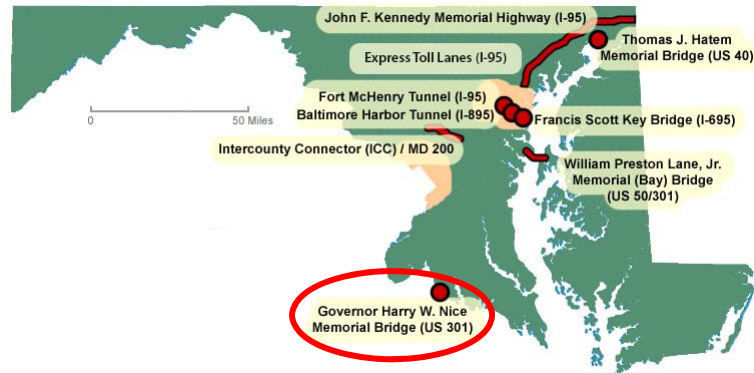


Maryland Transportation Authority

MDTA's Tolling Facilities



- Since 1971, the MDTA has been responsible for constructing, managing, operating and improving the State's toll facilities, as well as for financing new revenue producing transportation projects.



Project Background

Nice Bridge Fast Facts



- Construction dates: March 1938 – December 1940
- Original cost to construct: \$5 million
- Named in 1968 for Maryland Governor Harry W. Nice
- Length of entire facility (including bridge and approaches): 2.2 miles
- Bridge length: 1.9 miles of two-lane bridge
- CY 2015 traffic volume: 6.6 million vehicles (average annual daily traffic: 18,600)
- FY 2016 toll revenue: \$21.0 million



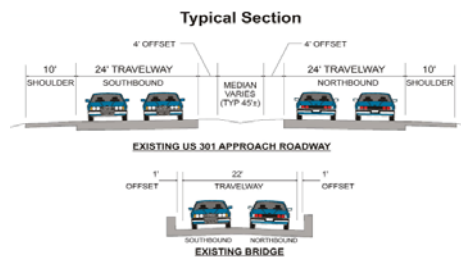
Project Background

Purpose & Need



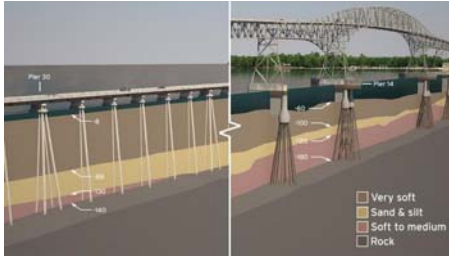
MOST SIGNIFICANT NEEDS FOR BRIDGE REPLACEMENT:

- From NEPA Documents:
 - Geometric inconsistencies
 - Safety issues
 - Traffic capacity limitations
 - Traffic impacts due to incidents, maintenance & wide-loads
- Life Cycle Cost Analysis (LCCA)
 - Major rehab needed in the near future will be very problematic, and a cost driver in the LCCA timing
 - Detour is 115 miles



Actions to Date

Existing Site Investigations



Geotechnical:

- Borings - Field work completed May 2016, Geotechnical Data Report compiled for new bridge design
- Test Piles - Accomplished small test pile program in February 2016 (2 - 24" steel pipe piles)

MEC/UXO Investigation

- 2 dive investigations completed. 151 anomalies investigated. **No UXO indicated**; mostly construction, fishing debris, crab pots

Utility Investigation:

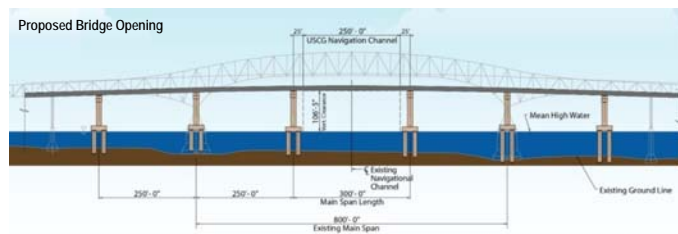
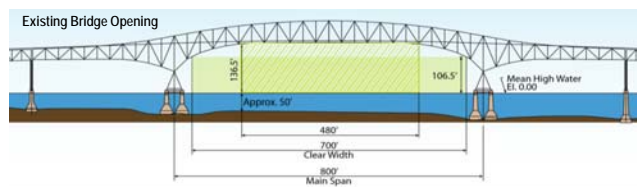
- Completed level 'C' Utility Mosaic Basemap
- Confirmed AT&T under river crossing well clear of proposed new bridge location

Actions to Date

US Coast Guard Coordination



PROPOSED CLEARANCE CHANGES



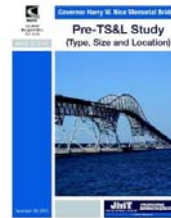
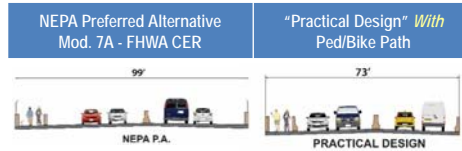
Actions to Date

Practical Design



BRIDGE DESIGN

- Several alternatives have been evaluated to reduce the horizontal and vertical clearances, as well as the types and sizes of structures.



	NEPA Preferred Alternative Mod. 7A - FHWA CER	"Practical Design" <i>With</i> Ped/Bike Path
2016\$*	\$839 million	\$608 million – \$675 million
YOE 2020\$**	\$994 million	\$724 million – \$805 million
YOE 2028\$**	\$1,234 million	\$904 million – \$1,006 million

* Cost estimates have been developed in 2016 (FY17) dollars.

** Dates in the Year of Expenditure (YOE) dollar cost estimates are the start of construction. Cost estimates include PE, ROW, and CO.

Actions to Date

Right-of-Way



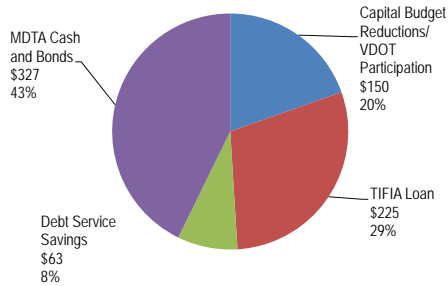
RIGHT-OF-WAY ACQUISITION STATUS

	Property Owner	Status	Acquisition Area (In Acres) Fee Simple
Maryland Side	BRC, LLC (Aqua-Land Marina)	ROW plats approved, Appraisals completed, Negotiations underway	7.153
	Mundi Enterprises Inc.	ROW plats approved, Appraisals completed, Negotiations underway	0.500
	Bryan Road Corporation	ROW plats approved, Appraisals completed, Negotiations underway	1.047
Virginia Side	King George County, Virginia	ROW plats prepared, Appraisals underway	6+
	Virginia Tourism Authority	ROW plats prepared, Appraisals underway	2.115
	Virginia 4(f) & 6(f) Replacement Parkland sites - locations being investigated	ROW plats prepared, mitigation properties search underway	13+/-

Project Funding



NICE BRIDGE FUNDING PLAN \$ in Millions



Project Cost = \$765 million (\$61 million currently funded)

Project Cost

Total Project Cost	\$765 million
Currently Funded	\$61 million
Net Project Cost	\$704 million

Project Funding

Paygo Cash	\$335 million (44%)
MDTA Debt	\$430 million (56%)
Total	\$765 million

Delivery Method – Design-Build



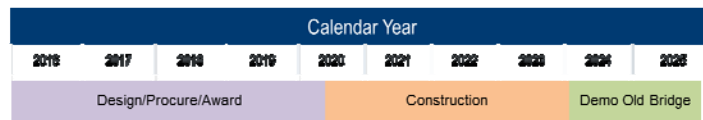
DESIGN-BUILD ADVANTAGES

- Consistent with nation-wide industry recent trends for comparable projects.
- Firm-fixed price contract with early pricing works well with required FHWA funding obligations and financial plan for TIFIA loan, etc.
- Pre-TS&L concepts showed that a number of design options are cost comparable, allowing for cost efficiencies from a Contractor customized design.
- Alternative Technical Concepts offer innovation opportunities prior to award.
- Based on a Start-of-Construction date of FY 2020, DB deemed to be best method to meet the schedule
- No specific site characteristics presenting significant risks of unknowns (e.g., UXO low risk, boring data reasonably consistent, no HAZMAT identified, etc.)
- No anticipated 3rd Party agreements requiring upfront full design

Approximate Project Schedule



OVERVIEW



- 2016 (late): Funded for construction
- 2018 (late): Request for Qualifications
- 2019 (early): RFP to be advertised
- 2019 (late): Notification of award
- 2020: Construction to begin
- 2023: New bridge open to traffic
- 2024: Demolition of old bridge begins



Next Steps



- Progress right-of-way acquisition
- Continue working with Coast Guard on clearance changes
- Re-engage FHWA for coordination of NEPA reevaluation
- Develop detailed schedule with milestones
- Begin procurement document development:
 - Preparation of project request for qualifications (RFQ)
 - Project performance specifications
 - Preparation of project request for proposals (RFP)
- Develop indicative and directive plans for RFP
- Continue to work with the Build America Bureau on application process for TIFIA loan for the project

