

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 MD 212A AND
THE MD 5/MD 637 (NAYLOR ROAD) URBAN RECONSTRUCTION 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 October 17, 2018 the TPB adopted the FY 2019-2024 TIP; and

WHEREAS, in the attached letter of August 27, 2019, MDOT has requested an amendment to the FY 2019-2024 TIP to reprogram and add \$1.748 million in Surface Transportation Block Grant (STBG) funding and \$502,000 in state funding for the MD 212A Urban Reconstruction project (TIP ID 6529), and to include \$4.968 million in National Highway Performance Program (NHPP) funding and \$1.837 million in state funding for the MD 5/MD 637 (Naylor Road) Urban Reconstruction project (TIP ID 6683), 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 is 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 reprogram and add \$1.748 million in STBG funding and \$502,000 in state funding for the MD 212A Urban Reconstruction project (TIP ID 6529), and to include \$4.968 million in NHPP funding and \$1.837 million in state funding for the MD 5/MD 637 (Naylor Road) Urban Reconstruction project (TIP ID 6683), as described in the attached materials.



Larry Hogan
Governor
Boyd K. Rutherford
Lt. Governor
Pete K. Rahn
Secretary

August 27, 2019

The Honorable Martin Nohe
Chairman
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 Maryland Department of Transportation (MDOT) requests the following amendment to the Maryland portion of the National Capital Region Transportation Planning Board's (TPB) Fiscal Year (FY) 2019-2024 Transportation Improvement Program (TIP) for two existing MDOT State Highway Administration (SHA) projects as described below and in the attached memos.

This action reflects MDOT's updated programmed expenditures from FY 2019 to FY 2024 for TIP #6529 and breaks out TIP #6683 from MDOT SHA's Areawide Urban Reconstruction Grouped Project, as it has become regionally significant. As these projects are already included in the currently approved regional Air Quality Conformity for Visualize 2045, this action does not change the air quality impact on conformity.

TIP ID#	Project	Phase	Amount of New Funding	Comment
6529	MD 212A Urban Reconstruction, Beltsville	PP/PE	\$80,000	Add funding for preliminary engineering and construction and subtracts funding for right-of-way
		RW	(\$4,978,000)	
		CO	\$7,149,000	
6683	MD 5 and MD 637 Urban Reconstruction, Hillcrest Heights/Silver Hill	PP/PE	\$165,000	Add funding for preliminary engineering, right-of-way, and construction
		RW	\$203,000	
		CO	\$6,347,000	

MDOT requests that these amendments be approved by the TPB Steering Committee at its September 6, 2019 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

The Honorable Martin Nohe
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of the federal funding which was programmed for transit, or any allocations of state aid in lieu of federal aid to local jurisdictions.

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 blue ink that reads "Tyson Byrne". The signature is fluid and cursive, with the first name "Tyson" and last name "Byrne" clearly legible.

Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming

Attachment

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

**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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MDOT/State Highway Administration

TIP ID: 6529	Agency ID: PG1061	Title: MD 212A Urban Reconstruction	Complete: 2024	Total Cost: \$22,083						
Facility: MD 212 A	State	0/100/0	2,245 b	406 b	22 a	55 b	12 b	65 b	267 c	3,274
From: Pine Street					174 b	488 c	590 c	348 c		
To: US 1					847 c					
	STBG 9	100/0/0	4,752 a	8 a	58 a	3,857 c	2,361 c	1,390 c	1,069 c	11,812
					3,069 c					
Total Funds: 15,086										

Description: MD 212A reconstruction from Pine Street to US 1.

Amendment: Additional Funding for Preliminary Engineering, Right-of-Way, and Construction Phases **Requested on: 9/6/2019**

This amendment reflects the addition of \$8.7 million in State and STBG funds for preliminary engineering, right-of-way, and construction phases. These funds include \$0.080 million in funds for the preliminary engineering phase (\$0.022 million in State funds for FY 2020 and \$0.058 million in STBG funds for FY2020), \$0.077 million in State funds for the right-of-way phase (\$0.012 million for FY 2022 and \$0.065 million for FY 2023), \$1.3 million in State funds for the construction phase (\$0.1 million for FY 2021, \$0.6 million for FY 2022, \$0.3 million for FY23, and \$0.3 million), and \$7.2 million in STBG funds for the construction phase (\$2.3 million for FY 2021, \$2.4 million for FY 2022, \$1.4 million for FY 2023, and \$1.1 million for FY 2024). This amendment also reflects the reduction of State right-of-way funds from \$0.5 million to \$0.4 million for FY 2019, from \$0.5 million to \$0.2 million for FY 2020, and from \$0.3 million to \$0.05 in FY 2021. Reduction of State construction funds from \$0.9 million to \$0.8 million for FY 2020 and STBG funds from \$3.6 million to \$3.1 million for FY 2020. Subtract \$4.3 million in STBG right-of-way funds (\$1.5 million for FY 2019, \$1.7 million for FY 2020, and \$1.1 million for FY 2021) and \$0.8 million in construction funds (\$0.2 million in State funds for FY 2019 and \$0.6 million in STBG funds for FY2019).

TIP ID: 6683	Agency ID: PG7822	Title: MD 5/MD 637 (Naylor Road) Urban Reconstruction	Complete: 2021	Total Cost: \$21,000						
Facility: MD 5	State	0/100/0	704 a	165 a	39 b	41 b	43 b	51 b		1,837
From: MD 637 Naylor Road			632 b	29 b	348 c	1,121 c				
To:			2,058 c							
	NHPP	100/0/0	2,817 a		1,138 c	3,830 c				4,968
			8,234 c							
Total Funds: 6,805										

Description: Construction of roadway and streetscape, including sidewalks and crosswalks, on MD 5 from Curtis Drive to the Washington, D.C. line, and on MD 637 (Naylor Road) from MD 5 to Suitland Parkway.

Amendment: MD 5/MD 637 (Naylor Road) Urban Reconstruction **Requested on: 9/6/2019**

Breakout from parent Urban Reconstruction Areawide project (TIP 3083). Adding \$6.8 million in State and NHPP fund for preliminary engineering, right-of-way, and construction phases. These funds include \$0.2 million in State funds for the preliminary engineering phase for FY 2019, \$0.2 million in State funds for the right-of-way phase (\$0.029 million for FY19, \$0.039 for FY20, \$0.041 million for FY21, \$0.043 million for FY22, and \$0.051 million for FY23), \$1.4 million in State funds for the construction phase (\$0.4 million for FY20 and \$1.1 million for FY21), and \$4.9 million in NHPP funds for the construction phase (\$1.1 million for FY20 and \$3.8 million for FY21).

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: ASSISTANT CHIEF MATT BAKER *MB*
 REGIONAL AND INTERMODAL PLANNING DIVISION

SUBJECT: REQUEST TO AMEND THE FY 2019-2024 NATIONAL CAPITAL REGION
 TRANSPORTATION PLANNING BOARD (TPB) TRANSPORTATION
 IMPROVEMENT PROGRAM (TIP)

DATE: AUGUST 26, 2019

**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 TIP amendments.

SUMMARY

The MDOT State Highway Administration (MDOT SHA) hereby requests the amendment of the FY 2019-2024 TPB TIP to reflect the following two actions.

TIP	PROJECT	PHASE	NEW FUNDING
6529	MD 212A Urban Reconstruction, Beltsville	PP/PE	\$80,000
		RW	(\$4,978,000)
		CO	\$7,149,000
6683	MD 5 and MD 637 Urban Reconstruction, Hillcrest Heights/ Silver Hill	PP/PE	\$165,000
		RW	\$203,000
		CO	\$6,347,000

ANALYSIS

MD 212A Urban Reconstruction (TPB 6529) – This requested amendment reflects the addition of \$80,000 to FY 2019-2024 TPB TIP planning/design funding, the subtraction of \$4,978,000 from FY 2019-2024 TPB TIP right-of-way acquisition funding, and the addition of \$7,149,000 to FY 2019-2024 TPB TIP construction funding for TPB 6529. The MDOT SHA requests this amendment, which primarily shifts previously programmed funds, in order that the FY 2019-2024 TPB TIP reflects MDOT SHA’s updated programmed project expenditures and project schedule in FY 2019-2024. This project’s

Ms. Heather Murphy
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total cost is increasing from \$19 million to \$22 million. The MDOT SHA anticipates advertising this project for construction in November 2019 and opening improvements to traffic in the Winter of 2022-2023.

MD 5 and MD 637 Urban Reconstruction (TPB 6683) – This requested amendment reflects the conversion of a system preservation project previously programmed as part of a grouped project, Areawide Urban Reconstruction (TPB 3083), into a regionally significant capital project due to its revised design. This requested amendment reflects the conversion of \$165,000 in FY 2019-2024 TPB TIP planning/design funding, \$203,000 in FY 2019-2024 TPB TIP right-of-way acquisition funding, and \$6,347,000 in FY 2019-2024 TPB construction funding for TPB 6683. This amendment results from MDOT SHA's 2017 cancellation of the previous iteration of this project due to unsatisfactory construction by the contractor and MDOT SHA's subsequent redesign. This project's total cost is \$21 million, which includes design, right-of-way acquisition, and construction previously completed. The MDOT SHA anticipates advertising this project for construction in November 2019 and opening improvements to traffic in the Spring of 2021.

The attached Statewide TIP (STIP) reports document MDOT's requested amendment with respect to adding funds 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. The MDOT published funding details in the FY 2019-2024 Consolidated Transportation Program (<http://www.mdot.maryland.gov/newMDOT/Planning/CTP/Index.html>) and FY 2019-2022 Maryland STIP (http://www.mdot.maryland.gov/newMDOT/Planning/STIP_TIP/STIPandTIP.html).

Please amend the FY 2019-2024 TPB TIP and FY 2019-2022 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact Mr. David Rodgers, MDOT SHA Regional Planner, at 410-545-5670 or via email at drodgers1@mdot.maryland.gov.

ATTACHMENTS

- FY 2019-2024 TPB TIP project 6529 report
- FY 2019-2022 Maryland STIP project TPB 6529 report
- FY 2019-2024 TPB TIP project 6683 report
- FY 2019-2022 Maryland STIP project TPB 6683 report

cc: Mr. Eric Beckett, Deputy Director, Office of Planning and Preliminary Engineering, MDOT SHA
Mr. Andre Futrell, District Engineer, District 3, MDOT SHA
Ms. Winstina Hughes, Assistant Regional Planner, MDOT SHA
Mr. Vladimir Jean-Pierre, Transportation Design Engineer, MDOT SHA
Moreshwar Kulkarni, P.E., Chief, Highway Design Division, MDOT SHA
Mr. David Rodgers, Regional Planner, MDOT SHA
Mr. Chris Weber, Team Leader, MDOT SHA