

January 27, 2020

Mr. Gregory Murrill  
Division Administrator  
Attn: Dr. Kwame Arhin  
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. Ryan Long  
Federal Transit Administration, Region III  
1835 Market Street, Suite 1910  
Philadelphia PA 19103-2968

Dear Mr. Murrill and Ms. Crews:

The Maryland Department of Transportation (MDOT) hereby amends the Fiscal Year (FY) 2019-2022 Maryland Statewide Transportation Improvement Program (STIP) to reflect changes to one areawide bridge project in the FY 2019-2024 National Capital Region Transportation Planning Board (TPB) Transportation Improvement Program (TIP).

This amendment reflects one new project being added to the STIP on behalf of the Frederick County Division of Planning and Permitting. The TPB approved the amendment to its TIP on January 10, 2020, and MDOT has assigned Control #19-46 for this amendment to the STIP. The approval and supporting documentation are attached.

| Project Name                                    | STIP # | TIP # | Funding Source | FY19-FY22 Net Federal Change (in 000's) |
|---|--------|-------|----------------|---|
| Study, Design, ROW, Construction and Inspection | 3173   | 3173  | HBRRP, Local   | \$2,442                                 |

The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained.

Mr. Gregory Murrill  
Ms. Terry Garcia Crews  
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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  
Regional Planning Manager  
Office of Planning and Capital Programming

Attachment

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

# MARYLAND STATEWIDE TIP FY 2019-2022

MDOT STIP # TPB 3173

**SUMMARY TABLE**

| Project                            | Amendment Criteria  | Conformity Status | Environmental Status | Current Funding Level (000s) |             |          |
|------------------------------------|---|-------------------|----------------------|------------------------------|-------------|----------|
|                                    |   |                   |                      | Federal                      | State/Local | Total    |
| Various Bridges - Frederick County | B   | N/A               | N/A                  | \$ 2,234                     | \$ 3,763    | \$ 5,997 |
|                                    | Administration  | Area/MPO          | CTP Page             | Net Funding Change (000s)    |             |          |
|                                    | Frederick County  | MWCOG/TPB         | N/A                  | \$ 2,442                     | \$ 1,861    | \$ 4,303 |
| Description                        | Rehabilitate, re-deck, construct (replace) & inspect bridges or culverts at the following locations: Gas House Pike; Brethren Church Rd; Hessong Bridge Rd; Hoovers Mill Rd; Hornets Nest Rd; Old Mill Road Br; Stevens Rd; Biggs Ford Rd; Opossumtown Pike; Sixes Bridge Rd; and Dollyhide Road  |                   |                      |                              |             |          |
| Justification                      | Amendment of the STIP is necessary in order to authorize the Maryland Department of Transportation State Highway Administration to issue the approval to permit the use of Federal funds for Bridge Design, instead of just Construction. Also, total project costs increased during this period because of projects delayed and funds not used from prior years. |                   |                      |                              |             |          |

**INDIVIDUAL REQUEST FORM**

| STIP/TIP Amendment Criteria   | Funding (000s) | FY 2019  | FY 2020      | FY 2021  | FY 2022  | Total     |
|---|----------------|--|--------------|----------|----------|-----------|
|   |                | <input type="checkbox"/> A) Adds new individual projects to the current STIP | <b>Total</b> | \$ 640   | \$ 1,423 | \$ 2,543  |
| <input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change | Federal        | \$ 301   | \$ -         | \$ 1,933 | \$ -     | \$ 2,234  |
| <input checked="" type="checkbox"/> C) Removes or deletes individual listed project from the STIP       | State/Local    | \$ 339   | \$ 1,423     | \$ 610   | \$ 1,391 | \$ 3,763  |
| <input type="checkbox"/> D) Other [(type explanation of action in parentheses or DELETE if not (D))]    | <b>Total</b>   | \$ 640   | \$ 3,688     | \$ 4,581 | \$ 1,391 | \$ 10,300 |
|   | Federal        | \$ 301   | \$ 442       | \$ 3,933 | \$ -     | \$ 4,676  |
|   | State/Local    | \$ 339   | \$ 3,246     | \$ 648   | \$ 1,391 | \$ 5,624  |
|   | <b>Total</b>   | \$ -   | \$ 2,265     | \$ 2,038 | \$ -     | \$ 4,303  |
|   | Federal        | \$ -   | \$ 442       | \$ 2,000 | \$ -     | \$ 2,442  |
|   | State/Local    | \$ -   | \$ 1,823     | \$ 38    | \$ -     | \$ 1,861  |

**PHASE DETAIL**

| Current      |         | FY 2019 |             | FY 2020 |             | FY 2021  |             | FY 2022 |             | TOTAL    |             |          |
|--------------|---------|---------|-------------|---------|-------------|----------|-------------|---------|-------------|----------|-------------|----------|
| Phase        | Funding | Federal | State/Local | Federal | State/Local | Federal  | State/Local | Federal | State/Local | Federal  | State/Local | Total    |
| PP           |         | \$ -    | \$ -        | \$ -    | \$ -        | \$ -     | \$ -        | \$ -    | \$ -        | \$ -     | \$ -        | \$ -     |
| PE           |         | \$ -    | \$ -        | \$ -    | \$ -        | \$ -     | \$ -        | \$ -    | \$ -        | \$ -     | \$ -        | \$ -     |
| RW           |         | \$ -    | \$ -        | \$ -    | \$ -        | \$ -     | \$ -        | \$ -    | \$ -        | \$ -     | \$ -        | \$ -     |
| CO           | HBRRP   | \$ 301  | \$ 339      | \$ -    | \$ 1,423    | \$ 1,933 | \$ 610      | \$ -    | \$ 1,391    | \$ 2,234 | \$ 3,763    | \$ 5,997 |
| Other        |         | \$ -    | \$ -        | \$ -    | \$ -        | \$ -     | \$ -        | \$ -    | \$ -        | \$ -     | \$ -        | \$ -     |
| <b>Total</b> |         | \$ 301  | \$ 339      | \$ -    | \$ 1,423    | \$ 1,933 | \$ 610      | \$ -    | \$ 1,391    | \$ 2,234 | \$ 3,763    | \$ 5,997 |

| Proposed     |         | FY 2019 |             | FY 2020 |             | FY 2021  |             | FY 2022 |             | TOTAL    |             |           |
|--------------|---------|---------|-------------|---------|-------------|----------|-------------|---------|-------------|----------|-------------|-----------|
| Phase        | Funding | Federal | State/Local | Federal | State/Local | Federal  | State/Local | Federal | State/Local | Federal  | State/Local | Total     |
| PP           |         | \$ -    | \$ -        | \$ -    | \$ -        | \$ -     | \$ -        | \$ -    | \$ -        | \$ -     | \$ -        | \$ -      |
| PE           | HBRRP   | \$ -    | \$ -        | \$ 65   | \$ 479      | \$ 442   | \$ 172      | \$ -    | \$ -        | \$ 507   | \$ 651      | \$ 1,158  |
| RW           |         | \$ -    | \$ -        | \$ -    | \$ -        | \$ -     | \$ -        | \$ -    | \$ -        | \$ -     | \$ -        | \$ -      |
| CO           | HBRRP   | \$ 301  | \$ 339      | \$ 377  | \$ 2,767    | \$ 3,491 | \$ 476      | \$ -    | \$ 1,391    | \$ 4,169 | \$ 4,973    | \$ 9,142  |
| Other        |         | \$ -    | \$ -        | \$ -    | \$ -        | \$ -     | \$ -        | \$ -    | \$ -        | \$ -     | \$ -        | \$ -      |
| <b>Total</b> |         | \$ 301  | \$ 339      | \$ 442  | \$ 3,246    | \$ 3,933 | \$ 648      | \$ -    | \$ 1,391    | \$ 4,676 | \$ 5,624    | \$ 10,300 |

| Change       |         | FY 2019 |             | FY 2020 |             | FY 2021  |             | FY 2022 |             | TOTAL    |             |          |
|--------------|---------|---------|-------------|---------|-------------|----------|-------------|---------|-------------|----------|-------------|----------|
| Phase        | Funding | Federal | State/Local | Federal | State/Local | Federal  | State/Local | Federal | State/Local | Federal  | State/Local | Total    |
| PP           |         | \$ -    | \$ -        | \$ -    | \$ -        | \$ -     | \$ -        | \$ -    | \$ -        | \$ -     | \$ -        | \$ -     |
| PE           |         | \$ -    | \$ -        | \$ 65   | \$ 479      | \$ 442   | \$ 172      | \$ -    | \$ -        | \$ 507   | \$ 651      | \$ 1,158 |
| RW           |         | \$ -    | \$ -        | \$ -    | \$ -        | \$ -     | \$ -        | \$ -    | \$ -        | \$ -     | \$ -        | \$ -     |
| CO           |         | \$ -    | \$ -        | \$ 377  | \$ 1,344    | \$ 1,558 | \$ (134)    | \$ -    | \$ -        | \$ 1,935 | \$ 1,210    | \$ 3,145 |
| Other        |         | \$ -    | \$ -        | \$ -    | \$ -        | \$ -     | \$ -        | \$ -    | \$ -        | \$ -     | \$ -        | \$ -     |
| <b>Total</b> |         | \$ -    | \$ -        | \$ 442  | \$ 1,823    | \$ 2,000 | \$ 38       | \$ -    | \$ -        | \$ 2,442 | \$ 1,861    | \$ 4,303 |

**TOTAL PROJECT COST**

| Prior Cost (≤ FY 2018) |      | STIP Cost (FY 2019-2022) |           | Balance to Complete (≥ FY 2023) |      | Total Project Cost |           |
|------------------------|------|--------------------------|-----------|---------------------------------|------|--------------------|-----------|
| Federal                | \$ - | Federal                  | \$ 4,676  | Federal                         | \$ - | Federal            | \$ 4,676  |
| State/Local            | \$ - | State/Local              | \$ 5,624  | State/Local                     | \$ - | State/Local        | \$ 5,624  |
| <b>Total</b>           | \$ - | <b>Total</b>             | \$ 10,300 | <b>Total</b>                    | \$ - | <b>Total</b>       | \$ 10,300 |

**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 | Source Total |
|--------|------------|------------------|---------|---------|---------|---------|--------------|
|--------|------------|------------------|---------|---------|---------|---------|--------------|

**Frederick County**

| TIP ID: 3173              | Agency ID: F3 | Title: Study, Design, ROW, Construction, & Inspection | Complete: 2025 | Total Cost: | \$11,800 |         |
|---------------------------|---------------|---|----------------|-------------|----------|---------|
| Facility: Various Bridges | HBRRP         | 100/0/0   | 301 c          | 65 a        | 442 a    | 4,676   |
| From:                     |               |   |                | 377 c       | 3,491 c  |         |
| To:                       | Local         | 0/0/100   | 339 c          | 479 a       | 172 a    | 1,391 c |
|                           |               |   |                | 2,767 c     | 476 c    | 5,624   |

**Total Funds: 10,300**

Description: Rehabilitate, construct (replace) & inspect bridges or culverts at the following locations: Biggs Ford Rd; Gas House Pike; Bretheren Church Rd; Hessong Bridge Rd; Hoovers Mill Rd; Hornets Nest Rd; bridge replacement of Old Mill Road Br; deck replacement on Stottlemeyer; and Stevens Rd

**Amendment: Revise Funding Format and Add Funding for FYs 2020 and 2021** **Approved on: 1/10/2020**  
 Break all funding line items into discrete federal and local matching amounts to be consistent with MDOT's TIP format. Increase HBRRP funding in FY 2020 by \$442,000 and local mach funding by \$1.8 million. Break \$544,000 from construction phase (c) to design (a). Increase HBRRP funding in FY 2021 by \$2 million and local match funds by \$38,000, with \$614,000 set aside for design.

**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 STUDY, DESIGN, ROW, CONSTRUCTION  
AND INSPECTION OF VARIOUS BRIDGES GROUPED PROJECT, AS REQUESTED BY THE  
FREDERICK COUNTY DIVISION OF PLANNING AND PERMITTING**

**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 January 3, 2020, Frederick County has requested an amendment to the FY 2019-2024 TIP to include an additional \$2.442 million in Highway Bridge Replacement & Rehabilitation program (HBRRP) funds and \$1.861 million in local match funding in FYs 2020 and 2021 for the **Study, Design, ROW, Construction and Inspection** of various bridges grouped project (**TIP ID 3173**) as described in the attached materials; and

**WHEREAS**, this grouped project is 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 an additional \$2.442 million in HBRRP funds and \$1.861 million in local match funding in FYs 2020 and 2021 for the **Study, Design, ROW, Construction and Inspection** of various bridges grouped project (**TIP ID 3173**) as described in the attached materials.

**Adopted by the TPB Steering Committee at its regular meeting on January 10, 2020.**



## FREDERICK COUNTY GOVERNMENT

**DIVISION OF PLANNING & PERMITTING**  
Department of Development Review & Planning

Jan H. Gardner  
*County Executive*

Steven C. Horn, *Division Director*  
Michael L. Wilkins, *Director*

January 3, 2020

The Honorable Kelly Russell, Chair  
National Capital Region Transportation Planning Board  
Metropolitan Council of Governments  
777 North Capital Street, N.E., Suite 300  
Washington, DC 20002-4201

SUBJECT: NCR FY2019-2024 TIP Amendment for Various Bridges – CIP

Dear Ms. Russell:

Frederick County requests an amendment to the FY2019-2024 Transportation Improvement Program (TIP) to add funding for the re-construction of various bridges, which include Gas House Pike Bridge, Brethren Church Road Bridge, Hessong Bridge Road Bridge, Hoovers Mill Road Bridge, Hornets' Nest Road Bridge, Stevens Road Bridge and the Old Mill Road Bridge.

This amendment is necessitated in advance of the upcoming comprehensive TIP update in order to utilize federal funding for bridge design. Historically, the County only utilized federal funding for construction, which the current TIP reflects. The Federal Highway Administration (FHWA) requires that the TIP be amended to break out federal participation for Design and Construction – thus the request to amend the TIP.

In addition, the amount of funding programmed for FY2020-2021 in the previously approved TIP for this line item has increased significantly. This is largely because a major construction cost item from FY18-19 was delayed two years – the Gas House Pike Bridge.

We request that this amendment be placed on the Transportation Planning Board's Steering Committee at its January 10 meeting. Ron Burns, the TPB Technical Committee representative, will attend to answer any questions about the amendment.

Thank you for your cooperation of this request. If you have any questions, please contact Mr. Burns at [rburns@frederickcountymd.gov](mailto:rburns@frederickcountymd.gov) or at 301-600-6742.

Sincerely,

Steven C. Horn, Director  
Planning and Permitting Division