

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

RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-25.2 WHICH ADDS FUNDING TO THE MD 4 AT SUITLAND PARKWAY INTERCHANGE CONSTRUCTION PROJECT, AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, 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 June 15, 2022, the TPB adopted the FY 2023-2026 TIP; and

WHEREAS, MDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-25.2, which reduces the 4-year program total for the **MD 4 at Suitland Parkway Interchange Construction project (T3547)** by \$18.6 million, but adds a net total of approximately \$60.2 million to the total cost, as described in the attached materials; and

WHEREAS, the attached materials include:

ATTACHMENT A) Programming Overview report showing how the amended record will appear in the TIP following approval,

ATTACHMENT B) Amendment Summary report showing the total program costs, the reason for the amendment, and a Change Narrative, providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and

ATTACHMENT C) Fund Change Detail report providing the same information conveyed in the Change Narrative from Attachment B in a tabular format, and

ATTACHMENT D) Letter from MDOT dated September 25, 2023, requesting the amendment, and

WHEREAS, this amendment has been entered into the TPB's Project InfoTrak database under TIP Action 23-25.2, creating the 25th amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, this project was included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP; and

WHEREAS, this resolution and the amendment to the FY 2023-2026 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review and accept these materials at its next full meeting.

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-25.2 which reduces the 4-year program total for the **MD 4 at Suitland Parkway Interchange Construction project (T3547)** by \$18.6 million but adds a net total of approximately \$60.2 million to the total cost, as described in the attached materials.



<i>TIP ID</i>	T3547	<i>Lead Agency</i>	Maryland Department of Transportation - State Highway Administration	<i>Project Type</i>	Road - Other Improvement
<i>Project Name</i>	MD 4 at Suitland Parkway Interchange Construction	<i>County</i>	Prince Georges	<i>Total Cost</i>	\$282,722,457
<i>Project Limits</i>		<i>Municipality</i>		<i>Completion Date</i>	2028
		<i>Agency Project ID</i>	PG6181		

Description Construction of a new MD 4 interchange at Suitland Parkway.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	NHPP	\$7,898,000	-	-	-	-	-	-	\$7,898,000
PE	DC/STATE	\$9,537,000	\$2,852,984	\$200,000	-	-	-	\$3,052,984	\$12,589,984
	<i>Total PE</i>	\$17,435,000	\$2,852,984	\$200,000	-	-	-	\$3,052,984	\$20,487,984
ROW	NHPP	\$8,472,000	-	\$1,181,105	\$232,000	-	-	\$1,413,105	\$9,885,105
ROW	PL	\$517,000	\$105	\$236,895	-	-	-	\$237,000	\$754,000
ROW	DC/STATE	\$1,011,000	\$25	\$355,000	\$58,000	-	-	\$413,025	\$1,424,025
	<i>Total ROW</i>	\$10,000,000	\$130	\$1,773,000	\$290,000	-	-	\$2,063,130	\$12,063,130
CON	NHPP	\$25,030,314	\$21,397	\$13,062,000	\$25,342,000	\$34,713,000	\$113,754,000	\$73,138,397	\$211,922,711
CON	DC/STATE	\$12,639,591	\$15,041	\$703,000	\$1,364,000	\$1,869,000	\$6,123,000	\$3,951,041	\$22,713,632
	<i>Total CON</i>	\$37,669,905	\$36,438	\$13,765,000	\$26,706,000	\$36,582,000	\$119,877,000	\$77,089,438	\$234,636,343
UT	NHPP	\$5,168,000	-	-	-	-	-	-	\$5,168,000
UT	DC/STATE	\$3,506,000	-	\$6,861,000	-	-	-	\$6,861,000	\$10,367,000
	<i>Total UT</i>	\$8,674,000	-	\$6,861,000	-	-	-	\$6,861,000	\$15,535,000
	<i>Total Programmed</i>	\$73,778,905	\$2,889,552	\$22,599,000	\$26,996,000	\$36,582,000	\$119,877,000	\$89,066,552	\$282,722,457



Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-25.2	Amendment 2023-2026	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$222,475,649 to \$282,722,457

ATTACHMENT B - AMENDMENT SUMMARY REPORT
TIP ACTION 23-25.2 - FORMAL AMENDMENT TO THE
FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
REQUESTED ON OCTOBER 6, 2023 BY
MARYLAND DEPARTMENT OF TRANSPORTATION - STATE HIGHWAY ADMINISTRATION

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE NARRATIVE
T3547	MD 4 at Suitland Parkway Interchange Construction	\$222,475,649	\$282,722,457	\$60,246,808	27	Cost change(s)	<p style="text-align: right;">PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p style="text-align: right;">DC/STATE</p> <ul style="list-style-type: none"> - Decrease funds in FFY 19 in PE from \$4,800,000 to \$0 - Decrease funds in FFY 19 in ROW from \$1,047,000 to \$1,011,000 + Increase funds in FFY 19 in CON from \$3,117,000 to \$7,360,733 - Decrease funds in FFY 19 in UT from \$7,183,000 to \$3,234,000 + Increase funds in FFY 20 in PE from \$0 to \$4,800,000 - Decrease funds in FFY 20 in ROW from \$974,000 to \$0 - Decrease funds in FFY 20 in CON from \$3,117,000 to \$0 + Increase funds in FFY 21 in CON from \$380,000 to \$4,299,006 - Decrease funds in FFY 22 in ROW from \$54,000 to \$0 + Increase funds in FFY 22 in CON from \$507,000 to \$979,852 + Increase funds in FFY 23 in PE from \$1,468,000 to \$2,852,984 - Decrease funds in FFY 23 in ROW from \$17,000 to \$25 - Decrease funds in FFY 23 in CON from \$1,108,000 to \$15,041 - Decrease funds in FFY 23 in UT from \$193,000 to \$0 + Increase funds in FFY 24 in PE from \$0 to \$200,000 + Increase funds in FFY 24 in ROW from \$7,000 to \$355,000 - Decrease funds in FFY 24 in CON from \$1,362,000 to \$703,000 + Increase funds in FFY 24 in UT from \$0 to \$6,861,000 + Increase funds in FFY 25 in ROW from \$0 to \$58,000 + Increase funds in FFY 25 in CON from \$1,191,000 to \$1,364,000 + Increase funds in FFY 26 in CON from \$1,191,000 to \$1,869,000 + Increase funds in FFY 27 in CON from \$1,199,000 to \$1,969,000 <ul style="list-style-type: none"> ▶ Add funds in FFY 28 in CON for \$2,004,000 ▶ Add funds in FFY 29 in CON for \$2,150,000 <p style="text-align: right;">PL</p> <ul style="list-style-type: none"> - Decrease funds in FFY 23 in ROW from \$170,000 to \$105 + Increase funds in FFY 24 in ROW from \$67,000 to \$236,895 <p style="text-align: right;">NHFP</p> <ul style="list-style-type: none"> - Decrease funds in FFY 23 in CON from \$2,891,058 to \$0 - Decrease funds in FFY 24 in CON from \$7,875,000 to \$0 - Decrease funds in FFY 25 in CON from \$5,250,000 to \$0 - Decrease funds in FFY 26 in CON from \$5,250,000 to \$0 <p style="text-align: right;">NHPP</p> <ul style="list-style-type: none"> + Increase funds in FFY 19 in PE from \$7,579,000 to \$7,898,000 - Decrease funds in FFY 19 in CON from \$12,468,000 to \$0 + Increase funds in FFY 20 in CON from \$12,468,000 to \$23,809,125 - Decrease funds in FFY 21 in CON from \$7,229,000 to \$719,402 - Decrease funds in FFY 22 in CON from \$9,634,000 to \$501,787 - Decrease funds in FFY 23 in ROW from \$169,000 to \$0 - Decrease funds in FFY 23 in CON from \$19,214,591 to \$21,397 - Decrease funds in FFY 23 in UT from \$3,846,000 to \$0 + Increase funds in FFY 24 in ROW from \$67,000 to \$1,181,105 - Decrease funds in FFY 24 in CON from \$19,297,000 to \$13,062,000 + Increase funds in FFY 25 in ROW from \$0 to \$232,000 + Increase funds in FFY 25 in CON from \$18,501,000 to \$25,342,000 + Increase funds in FFY 26 in CON from \$18,501,000 to \$34,713,000 + Increase funds in FFY 27 in CON from \$23,918,000 to \$36,582,000 <ul style="list-style-type: none"> ▶ Add funds in FFY 28 in CON for \$37,225,000 ▶ Add funds in FFY 29 in CON for \$39,947,000 <p style="text-align: right;">Total project cost increased from \$222,475,649 to \$282,722,457</p>

ATTACHMENT C - FUNDING CHANGE DETAIL REPORT
TIP ACTION 23-25.2 - FORMAL AMENDMENT TO THE
FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
REQUESTED ON OCTOBER 6, 2023

SOURCE	TIP ACTION	PRIOR TOTAL	FY 2023					FY 2024					FY 2025					FY 2026					PROGRAM TOTAL	FUTURE TOTAL	GRAND TOTAL
			PE	ROW	CON	UT	TOTAL	PE	ROW	CON	UT	TOTAL	PE	ROW	CON	UT	TOTAL	PE	ROW	CON	UT	TOTAL			
TIP ID T3547 - MD 4 at Suitland Parkway Interchange Construction																									
DC/STATE	23-00	\$26,188,000	\$1,468,000	\$17,000	\$1,108,000	\$193,000	\$2,786,000	\$0	\$7,000	\$1,362,000	\$0	\$1,369,000	\$0	\$0	\$1,191,000	\$0	\$1,191,000	\$0	\$0	\$1,191,000	\$0	\$1,191,000	\$6,537,000	\$1,199,000	\$33,924,000
	23-25.2	\$26,693,591	\$2,852,984	\$25	\$15,041	\$0	\$2,868,050	\$200,000	\$355,000	\$703,000	\$6,861,000	\$8,119,000	\$0	\$58,000	\$1,364,000	\$0	\$1,422,000	\$0	\$0	\$1,869,000	\$0	\$1,869,000	\$14,278,050	\$6,123,000	\$47,094,641
	DELTA	\$505,591	\$1,384,984	-\$16,975	-\$1,092,959	-\$193,000	\$82,050	\$200,000	\$348,000	-\$659,000	\$6,861,000	\$6,750,000	\$0	\$58,000	\$173,000	\$0	\$231,000	\$0	\$0	\$678,000	\$0	\$678,000	\$7,741,050	\$4,924,000	\$13,170,641
NHFP	23-00	\$0	\$0	\$0	\$2,891,058	\$0	\$2,891,058	\$0	\$0	\$7,875,000	\$0	\$7,875,000	\$0	\$0	\$5,250,000	\$0	\$5,250,000	\$0	\$0	\$5,250,000	\$0	\$5,250,000	\$21,266,058	\$0	\$21,266,058
	23-25.2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	DELTA	\$0	\$0	\$0	-\$2,891,058	\$0	-\$2,891,058	\$0	\$0	-\$7,875,000	\$0	-\$7,875,000	\$0	\$0	-\$5,250,000	\$0	-\$5,250,000	\$0	\$0	-\$5,250,000	\$0	-\$5,250,000	-\$21,266,058	\$0	-\$21,266,058
NHPP	23-00	\$63,018,000	\$0	\$169,000	\$19,214,591	\$3,846,000	\$23,229,591	\$0	\$67,000	\$19,297,000	\$0	\$19,364,000	\$0	\$0	\$18,501,000	\$0	\$18,501,000	\$0	\$0	\$18,501,000	\$0	\$18,501,000	\$79,595,591	\$23,918,000	\$166,531,591
	23-25.2	\$46,568,314	\$0	\$0	\$21,397	\$0	\$21,397	\$0	\$1,181,105	\$13,062,000	\$0	\$14,243,105	\$0	\$232,000	\$25,342,000	\$0	\$25,574,000	\$0	\$0	\$34,713,000	\$0	\$34,713,000	\$74,551,502	\$113,754,000	\$234,873,816
	DELTA	-\$16,449,686	\$0	-\$169,000	-\$19,193,194	-\$3,846,000	-\$23,208,194	\$0	\$1,114,105	-\$6,235,000	\$0	-\$5,120,895	\$0	\$232,000	\$6,841,000	\$0	\$7,073,000	\$0	\$0	\$16,212,000	\$0	\$16,212,000	-\$5,044,089	\$89,836,000	\$68,342,225
PL	23-00	\$517,000	\$0	\$170,000	\$0	\$0	\$170,000	\$0	\$67,000	\$0	\$0	\$67,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$237,000	\$0	\$754,000
	23-25.2	\$517,000	\$0	\$105	\$0	\$0	\$105	\$0	\$236,895	\$0	\$0	\$236,895	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$237,000	\$0	\$754,000	
	DELTA	\$0	\$0	-\$169,895	\$0	\$0	-\$169,895	\$0	\$169,895	\$0	\$0	\$169,895	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	23-00	\$89,723,000	\$1,468,000	\$356,000	\$23,213,649	\$4,039,000	\$29,076,649	\$0	\$141,000	\$28,534,000	\$0	\$28,675,000	\$0	\$0	\$24,942,000	\$0	\$24,942,000	\$0	\$0	\$24,942,000	\$0	\$24,942,000	\$107,635,649	\$25,117,000	\$222,475,649
	23-25.2	\$73,778,905	\$2,852,984	\$130	\$36,438	\$0	\$2,889,552	\$200,000	\$1,773,000	\$13,765,000	\$6,861,000	\$22,599,000	\$0	\$290,000	\$26,706,000	\$0	\$26,996,000	\$0	\$0	\$36,582,000	\$0	\$36,582,000	\$89,066,552	\$119,877,000	\$282,722,457
	DELTA	-\$15,944,095	\$1,384,984	-\$355,870	-\$23,177,211	-\$4,039,000	-\$26,187,097	\$200,000	\$1,632,000	-\$14,769,000	\$6,861,000	-\$6,076,000	\$0	\$290,000	\$1,764,000	\$0	\$2,054,000	\$0	\$0	\$11,640,000	\$0	\$11,640,000	-\$18,569,097	\$94,760,000	\$60,246,808



Wes Moore
Governor
Aruna Miller
Lieutenant Governor
Paul J. Wiedefeld
Secretary

September 25, 2023

The Honorable Reuben Collins
Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, NE, Suite 300
Washington DC 20002

Dear Chairman Collins:

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) 2023-2026 Transportation Improvement Program (TIP) for one existing project in the FY 2023-2026 TPB TIP on behalf of the State Highway Administration (SHA) as described below and in the attached memo.

This action reflects SHA's updated programmed expenditures and project schedule from FY 2023 to FY 2026 by adding funds in advance of the project going out for advertisement. Additionally, this project is already included in the Air Quality Conformity Determination for the 2022 Update to Visualize 2045, and it will not affect the air quality determination.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
3547	MD 4 at Suitland Parkway Interchange Construction	\$60,300	Adds planning, preliminary engineering, right-of-way, and construction funds.

MDOT requests that this amendment be approved at the upcoming TPB Steering Committee 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.

The Honorable Reuben Collins
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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@modt.maryland.gov. 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

MEMORANDUM

TO: OFFICE OF PLANNING AND CAPITAL PROGRAMMING (OPCP)
DIRECTOR HEATHER MURPHY
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: OPCP REGIONAL PLANNING MANAGER TYSON BYRNE
OPCP REGIONAL PLANNER KARI SNYDER

FROM: OFFICE OF PLANNING AND PRELIMINARY ENGINEERING (OPPE)
DEPUTY DIRECTOR ERIC BECKETT *Eric Beckett*

SUBJECT: REQUEST FOR ADMINISTRATIVE MODIFICATION OF THE NATIONAL
CAPITAL REGION TRANSPORTATION PLANNING BOARD (TPB) FY 2023-
2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND
NOTIFICATION OF THE FEDERAL HIGHWAY ADMINISTRATION (FHWA)

DATE: SEPTEMBER 22, 2023

RESPONSE
REQUESTED BY: N/A

PURPOSE OF MEMORANDUM

To request the MDOT OPCP approve and forward to TPB for its approval the following TIP amendment.

SUMMARY

The State Highway Administration (SHA) hereby requests amendment of the FY 2023-2026 TIP to reflect latest cashflows and revise the total project to \$282.8 million, an increase of \$60.3 million.

ANALYSIS

As shown *MD 4 at Suitland Parkway Interchange Construction (TPB 3547)*. The design, right-of-way, utilities, and construction cashflows were updated based on the latest schedule for the project which includes advertising for construction on September 26, 2023.

The amendment ensures that the FY 2023-2026 TPB TIP reflects SHA's updated programmed project expenditures and project schedule. This project's estimated total cost is increasing from \$222.5 million to \$282.8 million, which includes funding programmed in years prior to and beyond the FY 2023-2026 TPB TIP.

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 draft FY 2024-2029

Ms. Heather Murphy
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Consolidated Transportation Program (<https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=27>) and FY 2022-2025 Maryland STIP (<https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=117>).

Please amend the FY 2023-2026 TPB TIP and FY 2022-2025 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact Mr. David Rodgers, SHA Office of Planning and Preliminary Engineering (OPPE), Regional and Intermodal Planning Division (RIPD) Regional Planner, at 410-545-5670 or via email at drodgers1@mdot.maryland.gov.

ATTACHMENTS

- FY 2023-2026 TPB TIP project T3547 report
- FY 2022-2025 Maryland STIP project TPB 3547 report

cc: Ms. Lindsay Bobian, Team Leader, Office of Highway Development (OHD), SHA
Jeff Davis, P.E., Chief, Highway Design Division, OHD, SHA
Derek Gunn, P.E., District Engineer, District 3, SHA
Ms. Tara Penders, Acting Chief, RIPD, OPPE, SHA
C. Scott Pomento, P.E., Director, OHD, SHA
Mr. David Rodgers, Regional Planner, RIPD, OPPE, SHA
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, OPPE, SHA

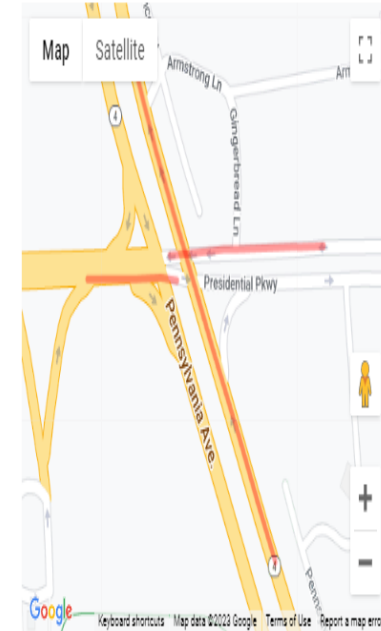


National Capital Region Transportation Planning Board
 FY 2023-2026 Transportation Improvement Program
 Maryland Department of Transportation - State Highway Administration
 ALL 23TIP TIP ACTIONS

TIP ID T3547 **Lead Agency** Maryland Department of Transportation - State Highway Administration
Project Name MD 4 at Suitland Parkway Interchange Construction **County** Prince Georges
Project Limits **Municipality**
Agency Project ID PG6181
Description Construction of a new MD 4 interchange at Suitland Parkway.

Project Type Road - Other Improvement
Total Cost \$282,722,457
Completion Date 2028

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	NHPP		\$7,898,000	-	-	-	-	-	-	\$7,898,000
PE	DC/STATE		\$9,537,000	\$2,852,984	\$200,000	-	-	-	\$3,052,984	\$12,589,984
		Total PE	\$17,435,000	\$2,852,984	\$200,000	-	-	-	\$3,052,984	\$20,487,984
ROW	NHPP		\$8,472,000	-	\$1,181,105	\$232,000	-	-	\$1,413,105	\$9,885,105
ROW	PL		\$517,000	\$105	\$236,895	-	-	-	\$237,000	\$754,000
ROW	DC/STATE		\$1,011,000	\$25	\$355,000	\$58,000	-	-	\$413,025	\$1,424,025
		Total ROW	\$10,000,000	\$130	\$1,773,000	\$290,000	-	-	\$2,063,130	\$12,063,130
CON	NHPP		\$25,030,314	\$21,397	\$13,062,000	\$25,342,000	\$34,713,000	\$113,754,000	\$73,138,397	\$211,922,711
CON	DC/STATE		\$12,639,591	\$15,041	\$703,000	\$1,364,000	\$1,869,000	\$6,123,000	\$3,951,041	\$22,713,632
		Total CON	\$37,669,905	\$36,438	\$13,765,000	\$26,706,000	\$36,582,000	\$119,877,000	\$77,089,438	\$234,636,343
UT	NHPP		\$5,168,000	-	-	-	-	-	-	\$5,168,000
UT	DC/STATE		\$3,506,000	-	\$6,861,000	-	-	-	\$6,861,000	\$10,367,000
		Total UT	\$8,674,000	-	\$6,861,000	-	-	-	\$6,861,000	\$15,535,000
		Total Programmed	\$73,778,905	\$2,889,552	\$22,599,000	\$26,996,000	\$36,582,000	\$119,877,000	\$89,066,552	\$282,722,457



Version History

TIP Document		MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	Pending	Pending	Pending
23-25.2	Amendment 2023-2026	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):
 Total project cost increased from \$222,475,649 to \$282,722,457