



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: December 9, 2021

The attached materials include:

- Steering Committee Actions
- Announcements and Updates



MEMORANDUM

TO: Transportation Planning Board
SUBJECT: Steering Committee Actions
FROM: Kanti Srikanth, TPB Staff Director
DATE: December 9, 2021

At its meeting on December 3, the TPB Steering Committee reviewed and approved resolution TPB SR8-2022 to amend the FY 2021-2024 Transportation Improvement Program (TIP) to include TIP Action 21-38., at the request of the Maryland Department of Transportation – State Highway Administration (MDOT-SHA). This action adds a net total of approximately \$2.9 million to the MD 4 at Suitland Parkway Interchange Construction project (TIP ID 3547) by reducing funding in FY 2021 and the year prior to the TIP by approximately \$60 million and increasing funding in fiscal years 2022 through 2024 by a total of \$62.9 million. Funding for this project was included in the financial analysis of Visualize 2045. Due to the size and scope of the project, it has been deemed “not regionally significant” with regard to the travel modeling process and the conformity requirement, and therefore is not required to be included in the air quality conformity analysis of the long-range plan and TIP.

The TPB Bylaws provide that the Steering Committee “shall have the full authority to approve non-regionally significant items, and in such cases, it shall advise the TPB of its action.” The director’s report each month and the TPB’s review, without objection, shall constitute the final approval of any actions or resolutions approved by the Steering Committee.

Attachments

- Approved resolution TPB SR8-2022 to amend the FY 2021-2024 TIP to include TIP Action 21-38, adding funds to the MD 4 at Suitland Parkway Interchange Construction project, as requested by MDOT-SHA.

TPB Steering Committee Attendance – December 3, 2021 (only voting members listed)

TPB Chair/DC rep:	Charles Allen
TPB Vice Chair/VA rep.:	Pamela Sebesky
DDOT:	Mark Rawlings
MDOT:	Kari Snyder
VDOT:	Norman Whitaker
WMATA:	Mark Phillips
Technical Committee Chair:	Jason Groth
Previous TPB Chair:	Kelly Russell
DC rep.:	Chris Laskowski

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

RESOLUTION ON AN AMENDMENT TO THE FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 21-38 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), 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 March 18, 2020 the TPB adopted the FY 2021-2024 TIP; and

WHEREAS, MDOT has requested an amendment to the FY 2021-2024 TIP to include TIP Action 21-38 which adds a net total of \$2.873 million to the **MD 4 at Suitland Parkway Interchange Construction project (TIP ID 3457)** by reducing total prior funding by \$28.6 million, and total FY 2021 funding by \$31.3 million; and increasing total FY 2022 funding by \$17.5 million, total FY 2023 funding by \$22 million, and total FY 2024 funding by \$23.3 million; as described in Attachment C of the attached materials; and

WHEREAS, the attached materials include: Attachment A) TIP Project Overview report showing how the project will appear in the TIP after the action is approved; Attachment B) Amendment Summary report showing the change in total project cost, reason for the amendment, and a Change Summary providing line-item changes to every programmed amount by fund source, fiscal year, and project phase; Attachment C) Funding Change Detail report that presents the Change Summary in table format; and Attachment D) a letter from MDOT dated November 19, 2021 requesting the amendment; and

WHEREAS, the updates to this project have been entered in the TPB's Project InfoTrak database application under TIP Action 21-38, creating the 38th version of the FY 2021-2024 TIP, which supersedes all previous versions of the TIP and can be viewed online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, full funding for this project was included in the Visualize 2045 Financial Plan; and

WHEREAS, this project is deemed “not regionally significant” (NRS) with regarded to the conformity requirement due to its scope and scale, and therefore is not required to be included in the air quality conformity analysis of the long-range plan and TIP; and

WHEREAS, this resolution and amendment to the FY 2021-2024 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;

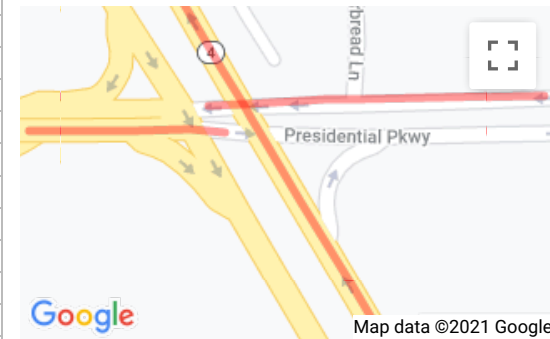
NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2021-2024 TIP to include TIP Action 21-38 which adds a net total of \$2.873 million to the **MD 4 at Suitland Parkway Interchange Construction project (TIP ID 3457)** by reducing total prior funding by \$28.6 million, and total FY 2021 funding by \$31.3 million; and increasing total FY 2022 funding by \$17.5 million, total FY 2023 funding by \$22 million, and total FY 2024 funding by \$23.3 million; as described in Attachment C of the attached materials.

Approved by the TPB Steering Committee at its virtual meeting on December 3, 2021.



<i>TIP ID</i>	3547	<i>Lead Agency</i>	IDOT/State Highway Administration	<i>Project Type</i>	Road - Interchange improvement
<i>Project Name</i>	MD 4 at Suitland Parkway Interchange Construction	<i>County</i>	Prince Georges	<i>Total Cost</i>	\$208,401,000
<i>Project Limits</i>	Interchange on MD 4	<i>Municipality</i>		<i>Completion Date</i>	2027
<i>Description</i>	Construction of a new MD 4 interchange at Suitland Parkway.				

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	NHPP	\$7,579,000	-	-	-	-	-	\$7,579,000
PE	STATE	\$4,800,000	\$137,000	\$4,600,000	\$1,468,000	-	-	\$11,005,000
<i>Total PE</i>		\$12,379,000	\$137,000	\$4,600,000	\$1,468,000	-	-	\$18,584,000
ROW	NHPP	\$7,956,000	-	\$516,000	\$161,000	\$64,000	-	\$8,697,000
ROW	PL	-	-	\$517,000	\$162,000	\$64,000	-	\$743,000
ROW	STATE	\$2,021,000	-	\$54,000	\$17,000	\$7,000	-	\$2,099,000
<i>Total ROW</i>		\$9,977,000	-	\$1,087,000	\$340,000	\$135,000	-	\$11,539,000
CON	NHPP	\$24,936,000	\$7,229,000	\$9,634,000	\$17,195,000	\$22,020,000	\$68,019,000	\$149,033,000
CON	STATE	\$6,234,000	\$380,000	\$507,000	\$905,000	\$1,159,000	\$3,581,000	\$12,766,000
<i>Total CON</i>		\$31,170,000	\$7,609,000	\$10,141,000	\$18,100,000	\$23,179,000	\$71,600,000	\$161,799,000
UT	NHPP	-	\$1,215,000	\$3,953,000	\$3,663,000	-	-	\$8,831,000
UT	STATE	\$7,183,000	\$64,000	\$208,000	\$193,000	-	-	\$7,648,000
<i>Total UT</i>		\$7,183,000	\$1,279,000	\$4,161,000	\$3,856,000	-	-	\$16,479,000
<i>Total Programmed</i>		\$60,709,000	\$9,025,000	\$19,989,000	\$23,764,000	\$23,314,000	\$71,600,000	\$208,401,000



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-08 Amendment 2021-2024	09/18/2020	N/A	N/A
21-38 Amendment 2021-2024	12/03/2021	Pending	N/A
23-00 Adoption 2023-2026	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update, Schedule Change(s)

Funding Change(s):

Total project cost increased from \$205,528,000 to \$208,401,000

Attachment B

**Summary Report for TIP Action 21-38: Formal Amendment to the
 FY (2021-2024) Transportation Improvement Program Requested by the Maryland Department of Transportation - State Highway Administration
 Approved by the TPB Steering Committee on December 3, 2021**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
3547	MD 4 at Suitland Parkway Interchange Construction	\$205,528,000	\$208,401,000	\$2,873,000	1%	Cost change(s), Programming Update, Schedule Change(s)	<p style="text-align: right;">PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p style="text-align: right;">Public Lands</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 22 in ROW for \$517,000 ▶ Add funds in FFY 23 in ROW for \$162,000 ▶ Add funds in FFY 24 in ROW for \$64,000 <p style="text-align: right;">State Funding</p> <ul style="list-style-type: none"> - Decrease funds in FFY 19 in PE from \$5,262,000 to \$4,800,000 - Decrease funds in FFY 19 in ROW from \$8,818,000 to \$1,047,000 - Decrease funds in FFY 19 in CON from \$8,224,000 to \$3,117,000 <ul style="list-style-type: none"> + Increase funds in FFY 19 in UT from \$0 to \$7,183,000 - Decrease funds in FFY 20 in ROW from \$4,250,000 to \$974,000 <ul style="list-style-type: none"> + Increase funds in FFY 20 in CON from \$475,000 to \$3,117,000 <ul style="list-style-type: none"> + Increase funds in FFY 21 in PE from \$0 to \$137,000 - Decrease funds in FFY 21 in ROW from \$2,235,000 to \$0 <ul style="list-style-type: none"> + Increase funds in FFY 21 in CON from \$150,000 to \$380,000 <ul style="list-style-type: none"> + Increase funds in FFY 21 in UT from \$0 to \$64,000 + Increase funds in FFY 22 in PE from \$0 to \$4,600,000 - Decrease funds in FFY 22 in ROW from \$2,441,000 to \$54,000 <ul style="list-style-type: none"> + Increase funds in FFY 22 in CON from \$0 to \$507,000 <ul style="list-style-type: none"> + Increase funds in FFY 22 in UT from \$0 to \$208,000 + Increase funds in FFY 23 in PE from \$0 to \$1,468,000 - Decrease funds in FFY 23 in ROW from \$1,810,000 to \$17,000 <ul style="list-style-type: none"> + Increase funds in FFY 23 in CON from \$0 to \$905,000 <ul style="list-style-type: none"> + Increase funds in FFY 23 in UT from \$0 to \$193,000 <p style="text-align: right;">National Highway Performance Program</p> <ul style="list-style-type: none"> - Decrease funds in FFY 19 in ROW from \$8,435,000 to \$4,222,000 - Decrease funds in FFY 19 in CON from \$21,088,000 to \$12,468,000 <ul style="list-style-type: none"> + Increase funds in FFY 20 in ROW from \$0 to \$3,734,000 - Decrease funds in FFY 20 in CON from \$25,709,000 to \$12,468,000 <ul style="list-style-type: none"> + Increase funds in FFY 21 in UT from \$0 to \$1,215,000 - Decrease funds in FFY 21 in CON from \$37,967,000 to \$7,229,000 <ul style="list-style-type: none"> + Increase funds in FFY 22 in ROW for \$516,000 CON for \$9,634,000 UT for \$3,953,000 ▶ Add funds in FFY 23 in ROW for \$161,000 CON for \$17,195,000 UT for \$3,663,000 ▶ Add funds in FFY 24 in ROW for \$64,000 CON for \$22,020,000 <p style="text-align: right;"><i>Total project cost increased from \$205,528,000 to \$208,401,000</i></p>

Attachment C

**Funding Change Detail Report for TIP Action: 21-38 Formal Amendment
to the FY 2021-2024 Transportation Improvement Program
Requested by: Maryland Department of Transportation - State Highway Administration**

SOURCE	TIP Action	PRIOR TOTAL	2021					2022					2023					2024					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 3547 MD 4 at Suitland Parkway Interchange Construction																									
NHPP	21-08	\$62,296,000	\$0	\$0	\$37,967,000	\$0	\$37,967,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$68,019,000	\$168,282,000	
	21-38	\$40,471,000	\$0	\$0	\$7,229,000	\$1,215,000	\$8,444,000	\$0	\$516,000	\$9,634,000	\$3,953,000	\$14,103,000	\$0	\$161,000	\$17,195,000	\$3,663,000	\$21,019,000	\$0	\$64,000	\$22,020,000	\$0	\$22,084,000	\$68,019,000	\$174,140,000	
	DELTA	\$21,825,000	\$0	\$0	\$30,738,000	\$1,215,000	\$29,523,000	\$0	\$516,000	\$9,634,000	\$3,953,000	\$14,103,000	\$0	\$161,000	\$17,195,000	\$3,663,000	\$21,019,000	\$0	\$64,000	\$22,020,000	\$0	\$22,084,000	\$0	\$5,858,000	
STATE	21-08	\$27,029,000	\$0	\$2,235,000	\$150,000	\$0	\$2,385,000	\$0	\$2,441,000	\$0	\$0	\$2,441,000	\$0	\$1,810,000	\$0	\$0	\$1,810,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,191,000	\$34,856,000
	21-38	\$20,238,000	\$137,000	\$0	\$380,000	\$64,000	\$581,000	\$4,600,000	\$54,000	\$507,000	\$208,000	\$5,369,000	\$1,468,000	\$17,000	\$905,000	\$193,000	\$2,583,000	\$0	\$7,000	\$1,159,000	\$0	\$1,166,000	\$1,191,000	\$31,128,000	
	DELTA	\$6,791,000	\$137,000	\$2,235,000	\$230,000	\$64,000	\$1,804,000	\$4,600,000	\$2,387,000	\$507,000	\$208,000	\$2,928,000	\$1,468,000	\$1,793,000	\$905,000	\$193,000	\$773,000	\$0	\$7,000	\$1,159,000	\$0	\$1,166,000	\$0	\$3,728,000	
PL	21-08	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	21-38	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$517,000	\$0	\$0	\$517,000	\$0	\$162,000	\$0	\$0	\$162,000	\$0	\$64,000	\$0	\$0	\$64,000	\$0	\$743,000	
	DELTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$517,000	\$0	\$0	\$517,000	\$0	\$162,000	\$0	\$0	\$162,000	\$0	\$64,000	\$0	\$0	\$64,000	\$0	\$743,000	
COMBINED	21-33	\$89,325,000	\$0	\$2,235,000	\$38,117,000	\$0	\$40,352,000	\$0	\$2,441,000	\$0	\$0	\$2,441,000	\$0	\$1,810,000	\$0	\$0	\$1,810,000	\$0	\$0	\$0	\$0	\$0	\$69,210,000	\$203,138,000	
	21-34	\$60,709,000	\$137,000	\$0	\$7,609,000	\$1,279,000	\$9,025,000	\$4,600,000	\$1,087,000	\$10,141,000	\$4,161,000	\$19,989,000	\$1,468,000	\$340,000	\$18,100,000	\$3,856,000	\$23,764,000	\$0	\$135,000	\$23,179,000	\$0	\$23,314,000	\$69,210,000	\$206,011,000	
	DELTA	\$28,616,000	\$137,000	\$2,235,000	\$30,508,000	\$1,279,000	\$31,327,000	\$4,600,000	\$1,354,000	\$10,141,000	\$4,161,000	\$17,548,000	\$1,468,000	\$1,470,000	\$18,100,000	\$3,856,000	\$21,954,000	\$0	\$135,000	\$23,179,000	\$0	\$23,314,000	\$0	\$2,873,000	



Larry Hogan
Governor
Boyd K. Rutherford
Lt. Governor
Gregory Slater
Secretary

November 19, 2021

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

Dear Chairman Allen:

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) 2021-2024 Transportation Improvement Program (TIP) for one existing State Highway Administration (SHA) project as described below and in the attached memo.

This action reflects MDOT SHA's updated programmed expenditures from FY 2021 to FY 2024, and as this project is already in the Air Quality Conformity Determination for Visualize 2045, this action does not need to run a new Air Quality Conformity Determination.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
3547	MD 4 at Suitland Parkway Interchange Construction	\$86,627	Add and updates funding levels at each phase

MDOT requests that this amendment be approved by the TPB Steering Committee at its December 3, 2021 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 Charles Allen
Page Two

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,



Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming

Attachment

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

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: CHIEF MATT BAKER *MB*
REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD)

SUBJECT: REQUEST TO AMEND THE FY 2021-2024 NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD (TPB) TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)

DATE: NOVEMBER 18, 2021

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 amendment.

SUMMARY

The MDOT State Highway Administration (MDOT SHA) hereby requests amendment of the FY 2021-2024 TPB TIP to reflect the following action.

TIP	PROJECT	PHASE	NEW FUNDING
3547	MD 4 at Suitland Parkway Interchange Construction, Westphalia	PE	\$6,205,000
		RW	(\$4,924,000)
		UT	\$9,296,000
		CO	\$20,912,000

ANALYSIS

MD 4 at Suitland Parkway Interchange Construction (TPB 3547) – This requested amendment reflects the addition of \$6,205,000 to TPB 3547 design funding, the subtraction of \$4,924,000 from TPB 3547 right-of-way acquisition funding, the addition of \$9,296,000 to TPB 3547 utilities funding, and the addition of \$20,912,000 to TPB 3547 construction funding in FY 2021-2024. In addition, this amendment shifts unspent programmed funding from previous years for use in FY 2021-2024 and beyond revises the amounts of State and federal funding being programmed toward this project. This funding covers MDOT SHA’s remaining costs to complete design of, right-of-way acquisition for, utilities relocation for, and construction as necessitated by the termination of the previous construction contract and subsequent redesign and readvertisement of the MD 4 interchange project at Suitland Parkway. The

Ms. Heather Murphy
Page Two

project's total cost, as documented in the FY 2021-2024 TPB TIP, is increasing from \$134 million to \$210 million, including funding programmed in years prior to and beyond the FY 2021-2024 TPB TIP. MDOT SHA anticipates reinitiating construction, based on a revised design, in 2022-2023.

The attached Statewide TIP (STIP) report documents MDOT's requested amendment with respect to funding for the above project. This requested action 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. MDOT published funding details in the draft FY 2022-2027 Consolidated Transportation Program (<https://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 2021-2024 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, MDOT SHA Regional Planner, at 410-545-5670 or via email at drodgers1@mdot.maryland.gov.

ATTACHMENTS

- FY 2021-2024 TPB TIP project 3547 report
- FY 2022-2025 Maryland STIP project TPB 3547 report

cc: Mr. Eric Beckett, Deputy Director, Office of Planning and Preliminary Engineering, MDOT SHA
Ms. Lindsay Bobian, Team Leader, Highway Design Division (HDD), MDOT SHA
Eric Marabello, P.E., Director, Office of Highway Development, MDOT SHA
Erica Rigby, P.E., District Engineer, District 3, MDOT SHA
Mr. David Rodgers, Regional Planner, RIPD, MDOT SHA
Barry Smith, P.E., Acting Chief, HDD, MDOT SHA



TIP ID 3547	Lead Agency MDOT/State Highway Administration	Project Type Road - Interchange improvement
Project Name MD 4 at Suitland Parkway Interchange Construction	County Prince Georges	Total Cost \$208,401,000
Project Limits Interchange on MD 4	Municipality	Completion Date
	Agency Project ID PG6181	

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

Phase Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE NHPP	\$7,579,000	-	-	-	-	-	\$7,579,000
PE STATE	\$4,800,000	\$137,000	\$4,600,000	\$1,468,000	-	-	\$11,005,000
Total PE	\$12,379,000	\$137,000	\$4,600,000	\$1,468,000	-	-	\$18,584,000
ROW NHPP	\$7,956,000	-	\$516,000	\$161,000	\$64,000	-	\$8,697,000
ROW PL	-	-	\$517,000	\$162,000	\$64,000	-	\$743,000
ROW STATE	\$2,021,000	-	\$54,000	\$17,000	\$7,000	-	\$2,099,000
Total ROW	\$9,977,000	-	\$1,087,000	\$340,000	\$135,000	-	\$11,539,000
CON NHPP	\$24,936,000	\$7,229,000	\$9,634,000	\$17,195,000	\$22,020,000	\$68,019,000	\$149,033,000
CON STATE	\$6,234,000	\$380,000	\$507,000	\$905,000	\$1,159,000	\$3,581,000	\$12,766,000
Total CON	\$31,170,000	\$7,609,000	\$10,141,000	\$18,100,000	\$23,179,000	\$71,600,000	\$161,799,000
UT NHPP	-	\$1,215,000	\$3,953,000	\$3,663,000	-	-	\$8,831,000
UT STATE	\$7,183,000	\$64,000	\$208,000	\$193,000	-	-	\$7,648,000
Total UT	\$7,183,000	\$1,279,000	\$4,161,000	\$3,856,000	-	-	\$16,479,000
Total Programmed	\$60,709,000	\$9,025,000	\$19,989,000	\$23,764,000	\$23,314,000	\$71,600,000	\$208,401,000



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
21-08 Amendment 2021-2024	09/18/2020	N/A	N/A
21-38 Amendment 2021-2024	Pending	Pending	N/A
23-00 Adoption 2023-2026	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update, Schedule Change(s)

Funding Change(s):

Total project cost increased from \$133,928,000 to \$208,401,000

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 3547


SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 4 at Suitland Parkway Interchange Construction (PG6181)	B	Nonattainment/TPB 3446	EA/FONSI 2015	\$ -	\$ 4,251	\$ 4,251
	Administration			Net Funding Change (000s)		
	Area/MPO	CTP Page	Federal	State/Local	Total	
	MDOT SHA	TPB	SHA-PG-4 FY 2022	\$ 80,569	\$ 6,058	\$ 86,627

Description Construct a new MD 4 interchange at Suitland Parkway.

Justification Traffic congestion occurs during peak hours and will increase with planned development in the immediate area. This project will relieve existing congestion and will accommodate increasing traffic volumes associated with future growth

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Current (000s)	Funding				Total
		FY 2022	FY 2023	FY 2024	FY 2024	
<input type="checkbox"/> A) Adds new individual projects to the current STIP		\$ -	\$ -	\$ -	\$ -	\$ -
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change		\$ 2,441	\$ 1,810	\$ -	\$ -	\$ 4,251
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP		\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> D) Other		\$ -	\$ -	\$ -	\$ -	\$ -
	Proposed (000s)	\$ 19,989	\$ 23,764	\$ 23,314	\$ 23,811	\$ 90,878
	Federal	\$ 14,620	\$ 21,181	\$ 22,148	\$ 22,620	\$ 80,569
	State/Local	\$ 5,369	\$ 2,583	\$ 1,166	\$ 1,191	\$ 10,309
	Total	\$ 17,548	\$ 21,954	\$ 23,314	\$ 23,811	\$ 86,627
	Change (000s)	\$ 14,620	\$ 21,181	\$ 22,148	\$ 22,620	\$ 80,569
	State/Local	\$ 2,928	\$ 773	\$ 1,166	\$ 1,191	\$ 6,058

PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	PL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ 2,441	\$ -	\$ 1,810	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,251	\$ 4,251
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ 2,441	\$ -	\$ 1,810	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,251	\$ 4,251

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	State	\$ -	\$ 4,600	\$ -	\$ 1,468	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,068	\$ 6,068
RW	NHPP	\$ 516	\$ -	\$ 161	\$ -	\$ 64	\$ -	\$ -	\$ -	\$ 741	\$ -	\$ 741
	PL	\$ 517	\$ -	\$ 162	\$ -	\$ 64	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ 54	\$ -	\$ 17	\$ -	\$ 7	\$ -	\$ -	\$ -	\$ 78	\$ 78
UT	NHPP	\$ 3,953	\$ -	\$ 3,663	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,616	\$ -	\$ 7,616
	State	\$ -	\$ 208	\$ -	\$ 193	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 401	\$ 401
CO	NHPP	\$ 9,634	\$ -	\$ 17,195	\$ -	\$ 22,020	\$ -	\$ 22,620	\$ -	\$ 71,469	\$ -	\$ 71,469
	State	\$ -	\$ 507	\$ -	\$ 905	\$ -	\$ 1,159	\$ -	\$ 1,191	\$ -	\$ 3,762	\$ 3,762
Total		\$ 14,620	\$ 5,369	\$ 21,181	\$ 2,583	\$ 22,148	\$ 1,166	\$ 22,620	\$ 1,191	\$ 79,826	\$ 10,309	\$ 90,135

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 3547 (cont'd)

PHASE DETAIL (cont'd)

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL			
		Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total	
PE	State	\$ -	\$ 4,600	\$ -	\$ 1,468	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,068	\$ 6,068	
RW	NHPP	\$ 516	\$ -	\$ 161	\$ -	\$ 64	\$ -	\$ -	\$ -	\$ 741	\$ -	\$ 741	
	PL	\$ 517	\$ -	\$ 162	\$ -	\$ 64	\$ -	\$ -	\$ -	\$ 743	\$ -	\$ 743	
	State	\$ -	\$ (2,387)	\$ -	\$ (1,793)	\$ -	\$ 7	\$ -	\$ -	\$ -	\$ (4,173)	\$ (4,173)	
UT	NHPP	\$ 3,953	\$ -	\$ 3,663	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,616	\$ -	\$ 7,616	
	State	\$ -	\$ 208	\$ -	\$ 193	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 401	\$ 401	
CO	NHPP	\$ 9,634	\$ -	\$ 17,195	\$ -	\$ 22,020	\$ -	\$ 22,620	\$ -	\$ 71,469	\$ -	\$ 71,469	
	State	\$ -	\$ 507	\$ -	\$ 905	\$ -	\$ 1,159	\$ -	\$ 1,191	\$ -	\$ 3,762	\$ 3,762	
Total		\$ 14,620	\$ 2,928	\$ 21,181	\$ 773	\$ 22,148	\$ 1,166	\$ 22,620	\$ 1,191	\$ 80,569	\$ 6,058	\$ 86,627	
TOTAL PROJECT COST													
Prior Cost (≤ FY 2021)			STIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)				Total Project Cost		
Federal		\$ 39,629		Federal		\$ 79,826		Federal		\$ 45,399		Federal	\$ 164,854
State/Local		\$ 32,097		State/Local		\$ 10,309		State/Local		\$ 2,390		State/Local	\$ 44,796
Total		\$ 71,726		Total		\$ 90,135		Total		\$ 47,789		Total	\$ 209,650



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: December 9, 2021

The attached documents provide updates on activities that are not included as separate items on the TPB agenda.



MEMORANDUM

TO: Transportation Planning Board
FROM: John Swanson, TPB Transportation Planner
SUBJECT: FY 2023 Solicitation for TLC Applications
DATE: December 9, 2021

The application period for the FY 2023 round of the Transportation Land-Use Connections (TLC) Program will open on Friday, December 17, 2021. The deadline for applications is February 21, 2022. The deadline for submitting abstracts for proposed projects, which is an optional step, is January 10, 2022.

The TLC Program provides short-term consultant services to local jurisdictions for small planning projects that promote mixed-use, walkable communities and support a variety of transportation alternatives. Any local jurisdiction in the National Capital Region that is a member of the TPB is eligible to apply. Non-profits and non-member jurisdictions in the region may apply as secondary recipients to a TPB member jurisdiction. Recipients receive short-term consultant services and no direct financial assistance. Projects are eligible to receive between \$30,000 and \$60,000 in technical assistance for planning projects and up to \$80,000 for design projects. TLC projects typically last 6-8 months.

As in past years, TLC projects may provide a range of services for community-oriented planning activities, such as:

- Small area & transit station area planning
- Bicycle and pedestrian safety & access
- Transit-oriented development studies
- Housing studies
- Economic development studies
- Roadway design guidelines & standards
- Streetscape improvement plans
- Safe Routes to School planning
- Trail planning and design
- Transit demand and feasibility analysis

The TPB encourages applications that address long-standing TPB priorities, including support for multimodal transportation options and land use enhancements in Activity Centers. This year, we are particularly interested in applications that support walking and biking improvements in high-capacity transit areas, especially Transit Access Focus Areas (TAFAs); projects to plan and design missing links in the National Capital Trail Network (NCTN); and projects that support access in Equity Emphasis Areas (EAs).

The TPB is scheduled to approve a slate of recommended projects in April. The projects will begin in fall 2022. For more information, contact John Swanson (jswanson@mwkog.org).



MEMORANDUM

TO: Transportation Planning Board Technical Committee
FROM: Stacy Cook, TPB Transportation Planner,
Andrew Meese, TPB Program Director, Systems Performance Planning
SUBJECT: TPB Resiliency Study: Whitepaper and Memorandum
DATE: December 9, 2021

This memorandum summarizes the TPB Resiliency Study and its completed products, including a memorandum and whitepaper, now available online on the [Visualize 2045](#) and [COG websites](#). This memorandum documents the purpose of the research, background on related planning efforts, the approach to TPB Technical Committee member outreach, the federal resiliency planning requirements for MPOs, and summarizes the tasks of this research project.

OVERVIEW

The purpose of this study is to advance regional planning for one of the federal Planning Factors, transportation resiliency and reliability, which is also one of TPB's policy priorities.

The primary tasks, supported by a consultant team, included:

- conducting research to document planning and capital-programming activities that the TPB member agencies and select partners are undertaking to prepare for the transportation system to be resilient in the face of natural disasters;
- identifying primary vulnerabilities to natural hazards, strategies to address these, and opportunities for regional coordination on this topic; and
- identifying potential future resiliency planning opportunities consistent with the MPO role.

BACKGROUND

As context to this effort, it should be noted that the TPB and COG are conducting or have conducted numerous efforts regarding climate change and resiliency. For the purposes of clarification, these efforts are noted below. This list is not comprehensive of all COG and TPB activities but is provided for the purpose of clarity. For more information about the studies listed here, please view the January 2021 memorandum that can be accessed online at:

<https://www.mwcog.org/file.aspx?&A=Uq856Jo%2f9rWyw9gxFi09%2fHGe%2b8yQ3Jm7zbuAC0jOjBM%3d>

- In 2010, the TPB joined MWCOC's action to set greenhouse gas (GHG) reduction targets to mitigate the impact of climate change.
- Over the last decade the TPB completed two studies to evaluate strategies to address these targets, including the 2010 What Would It Take scenario analysis and the 2016 Multisector Working Group study that identified the various types of projects, programs and policies that have the greatest potential to reduce GHG in the transportation sector.

- In October 2020, the COG Board approved the 2030 Regional Climate and Energy Action Plan. TPB issued a resolution endorsing the climate goals in this plan.

In 2021 the TPB advanced the following two studies.

- TPB Climate Change Mitigation Study. staff plan to conduct additional climate planning work that would examine specific strategies to develop estimates of the levels of outcomes needed to help reduce the transportation sector's GHG emissions commensurate with the region's GHG reduction goals for 2030. (Please see link above for more information)
- TPB Resiliency Study, described in this memorandum.

OUTREACH TO MEMBERS

The TPB staff reached out to TPB Technical Committee members, primarily at the state and county level for this study to gather information about transportation resiliency planning activities. This information was collected through the completion of a research framework template and a series of virtual meetings. This input is summarized in the memorandum posted online and specific examples of activities are discussed in the whitepaper.

FEDERAL REQUIREMENTS

Fixing America's Surface Transportation (FAST) Act Transportation Planning Rule (May 2016) added:

- Metropolitan Transportation Plan must assess capital investment and other strategies that reduce the vulnerability of existing transportation infrastructure to natural disasters (23 CFR450.324(f)(7)).
- MPOs recommended to consult with agencies and officials responsible for natural disaster risk reduction when developing Plan and TIP (23 CFR 450.316(b)).
- New planning factor on improving the resiliency and reliability of transportation system (23 CFR 450.206(a) and 23 CFR450.306(b)), which is:
 - Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation

Meaning of 'resilience' for the purpose of this research: As defined by the Federal Highway Administration; resilience is 'the ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions'. ¹

PRIMARY STUDY TASKS

Develop a framework for documenting information

Develop a framework for documenting information about resiliency planning in the TPB planning region. This research focused on adaptation planning for natural disaster/extreme weather resiliency and stormwater mitigation activities.

¹ [PowerPoint Presentation \(trb-adc60.org\)](http://trb-adc60.org)

The consultant collected information for each of the following TPB member transportation agencies:

- Virginia: OIPI, DRPT, VDOT
- DC: DDOT, DCOP
- MDOT including its transportation business units, MDOT MTA (MARC), MDTA and MDOT SHA.
- WMATA
- VRE
- NPS
- NCPC

Selected local jurisdictions transportation departments:

- Arlington County, VA
- City of Alexandria, VA
- Charles County, MD
- Fairfax County, VA
- Frederick County, MD
- Loudoun County, VA
- Montgomery County, MD
- Prince George's County, MD
- Prince William County, VA

Resiliency Planning Information Gathering and Documentation

The study team developed and implemented an approach and a schedule for conducting research and communicating with and gathering information from the jurisdictions. Document and summarize findings in a memorandum.

Develop Whitepaper

The study team developed a whitepaper that synthesizes the research findings, documents regional strategies for resilience, addresses equity in resiliency planning and the potential MPO role in future resilience planning efforts.



Community Leadership Institute

DATES TO BE DETERMINED

Three Evenings in March, 2022 from 5:30 to 9:00 p.m.

PROGRAM DESCRIPTION

How are transportation decisions made in this region? How can community leaders make a difference?

The Transportation Planning Board's Community Leadership Institute (CLI) is designed to help community leaders answer those questions. Over the course of three nights, CLI aims to empower individuals to get involved in transportation decision-making whenever and wherever it occurs. CLI uses interactive group exercises and discussions to help participants better understand regional challenges, as well as opportunities for successful public involvement. At each step of the way, participants discuss ways in which the interests of their local communities connect with the planning issues facing the entire region. By providing this big-picture context, the CLI encourages participants to "think regionally and act locally."

REGISTRATION INFORMATION

The CLI is a free program consisting of three interrelated modules and interested candidates **must commit to attending all three sessions**. Interested candidates must submit a brief Statement of Interest before February 16, 2022.

The Statement of Interest can either be submitted online (www.mwcog.org/cli) or by sending an email to Bryan Hayes (bhayes@mwcog.org). The Statement of Interest must include the following information:

- Name
- State of residence
- Mailing address
- Are you affiliated with a civic association or community group?
- Please describe your recent experiences or roles in community leadership.
- Why are you interested in participating in the TPB Community Leadership Institute?
- How did you hear about the CLI?
- Please write a 1-2 sentence bio to be shared with other members of the CLI.

Statements of Interest may also be mailed to:

Bryan Hayes
Metropolitan Washington Council of Governments
777 North Capital Street, NE Suite 300
Washington, DC 20002

CLI participants represent a range of transportation interests and come from all corners of the Washington area. In order for the CLI to be successful, it is important for participants to comprise a comprehensive group that is representative of the diverse interests and geography within our region. The TPB hosts the CLI regularly, so if interested parties are unable to attend the CLI this spring, future opportunities will be available.

MORE INFORMATION

For more information on the CLI, please view the attached flier, or visit www.mwcog.org/cli.

Contact Bryan Hayes, TPB staff, at 202-962-3273 or bhayes@mwcog.org with any additional questions.