

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 11576)** 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 38<sup>th</sup> 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](http://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 11576)** 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.



|   |  |  |
|---|--|--|
| <i>TIP ID</i> 3547  | <i>Lead Agency</i> MDOT/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>                             |
|   | <i>Agency Project ID</i> 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         |
| <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         |
| <b><i>Total Programmed</i></b> | <b>\$60,709,000</b> | <b>\$9,025,000</b> | <b>\$19,989,000</b> | <b>\$23,764,000</b> | <b>\$23,314,000</b> | <b>\$71,600,000</b> | <b>\$208,401,000</b> |



**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

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



|   |  |  |
|---|--|--|
| <b>TIP ID</b> 3547  | <b>Lead Agency</b> MDOT/State Highway Administration | <b>Project Type</b> Road - Interchange improvement |
| <b>Project Name</b> MD 4 at Suitland Parkway Interchange Construction | <b>County</b> Prince Georges                         | <b>Total Cost</b> \$208,401,000                    |
| <b>Project Limits</b> Interchange on MD 4                             | <b>Municipality</b>                                  | <b>Completion Date</b>                             |
|   | <b>Agency Project ID</b> 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         |
| <b>Total PE</b>         | <b>\$12,379,000</b> | <b>\$137,000</b>   | <b>\$4,600,000</b>  | <b>\$1,468,000</b>  | <b>-</b>            | <b>-</b>            | <b>\$18,584,000</b>  |
| 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          |
| <b>Total ROW</b>        | <b>\$9,977,000</b>  | <b>-</b>           | <b>\$1,087,000</b>  | <b>\$340,000</b>    | <b>\$135,000</b>    | <b>-</b>            | <b>\$11,539,000</b>  |
| 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         |
| <b>Total CON</b>        | <b>\$31,170,000</b> | <b>\$7,609,000</b> | <b>\$10,141,000</b> | <b>\$18,100,000</b> | <b>\$23,179,000</b> | <b>\$71,600,000</b> | <b>\$161,799,000</b> |
| 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          |
| <b>Total UT</b>         | <b>\$7,183,000</b>  | <b>\$1,279,000</b> | <b>\$4,161,000</b>  | <b>\$3,856,000</b>  | <b>-</b>            | <b>-</b>            | <b>\$16,479,000</b>  |
| <b>Total Programmed</b> | <b>\$60,709,000</b> | <b>\$9,025,000</b> | <b>\$19,989,000</b> | <b>\$23,764,000</b> | <b>\$23,314,000</b> | <b>\$71,600,000</b> | <b>\$208,401,000</b> |



**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)    |             |           |
|  | MDOT SHA           | Area/MPO               | CTP Page             | Federal                      | State/Local | Total     |
|  |                    | 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   |                        | \$ -         | \$ -             | \$ -             | \$ -             | \$ -             |                  |
|                        | <b>Proposed (000s)</b> | <b>Total</b> | <b>\$ 19,989</b> | <b>\$ 23,764</b> | <b>\$ 23,314</b> | <b>\$ 23,811</b> | <b>\$ 90,878</b> |
|   |                        | Federal      | \$ 14,620        | \$ 21,181        | \$ 22,148        | \$ 22,620        | \$ 80,569        |
|   | State/Local            | \$ 5,369     | \$ 2,583         | \$ 1,166         | \$ 1,191         | \$ 10,309        |                  |
|   | <b>Change (000s)</b>   | <b>Total</b> | <b>\$ 17,548</b> | <b>\$ 21,954</b> | <b>\$ 23,314</b> | <b>\$ 23,811</b> | <b>\$ 86,627</b> |
|   | Federal                | \$ 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   | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -     |
| <b>Total</b> |         | \$ -    | \$ 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  |
| <b>Total</b> |         | \$ 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         |                   |
| <b>Total</b>              |       | <b>\$ 14,620</b> | <b>\$ 2,928</b>          | <b>\$ 21,181</b> | <b>\$ 773</b> | <b>\$ 22,148</b> | <b>\$ 1,166</b>                 | <b>\$ 22,620</b> | <b>\$ 1,191</b> | <b>\$ 80,569</b> | <b>\$ 6,058</b>           | <b>\$ 86,627</b> |                   |
| <b>TOTAL PROJECT COST</b> |       |                  |                          |                  |               |                  |                                 |                  |                 |                  |                           |                  |                   |
| Prior Cost (≤ FY 2021)    |       |                  | STIP Cost (FY 2022-2025) |                  |               |                  | Balance to Complete (≥ FY 2026) |                  |                 |                  | <b>Total Project Cost</b> |                  |                   |
| 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         |
| <b>Total</b>              |       | <b>\$ 71,726</b> |                          | <b>Total</b>     |               | <b>\$ 90,135</b> |                                 | <b>Total</b>     |                 | <b>\$ 47,789</b> |                           | <b>Total</b>     | <b>\$ 209,650</b> |