



The Maryland-National Capital
Park and Planning Commission

Cheverly Metro Non-Motorized Access Study

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1.0 Introduction

The Maryland-National Capital Park and Planning Commission, Prince George's County received a grant from the Metropolitan Washington Council of Governments (MWCOG) Transportation / Land Use Connections Program to complete a feasibility analysis investigating improvements to non-motorized access for the Cheverly Metro station. Such improvements may serve as a means to improve inter-community connectivity within the Town of Cheverly and providing a possible connection to the Anacostia River Trail approximately 1.4 miles west of the station. Implementation of which could result in additional connections with the DC trail network, specifically with the Anacostia River Trail.

The 2009 Approved Countywide Master Plan of Transportation (MPOT) and the 2010 Approved Subregion 4 Master Plan each recommend improvements in access to the Metro station as part of a wide desire to improve the network of non-motorized infrastructure.

2.0 Study Overview

The Cheverly Metro Non-Motorized Access Study examines the potential for improving access for pedestrians, bicyclists, and other non-motorized users to the existing Washington Metropolitan Area Transit Authority (WMATA) Cheverly Metro station in the Town of Cheverly. The station is currently accessed from Columbia Park Road via sidewalks, but local stakeholders have identified a need to improve the quality of access to the station and provide greater connectivity between adjacent communities through a network of facilities.

The purpose of this study is to analyze the feasibility of providing improved access to the Cheverly Metro station and determine possible alignments, any challenges they may need to overcome, and how they could be implemented in the foreseeable future. Providing non-motorized access to the Cheverly Metro station would improve the role of the station as a vital link between the Town of Cheverly and the wider Washington DC metropolitan region, offering new connections between the communities of Cheverly and beyond via the Anacostia River Trail. (See Figure 1 for a map of the study areas.)

This report describes the concepts that were analyzed, identifies potential design constraints, and discusses possible funding sources for implementation.

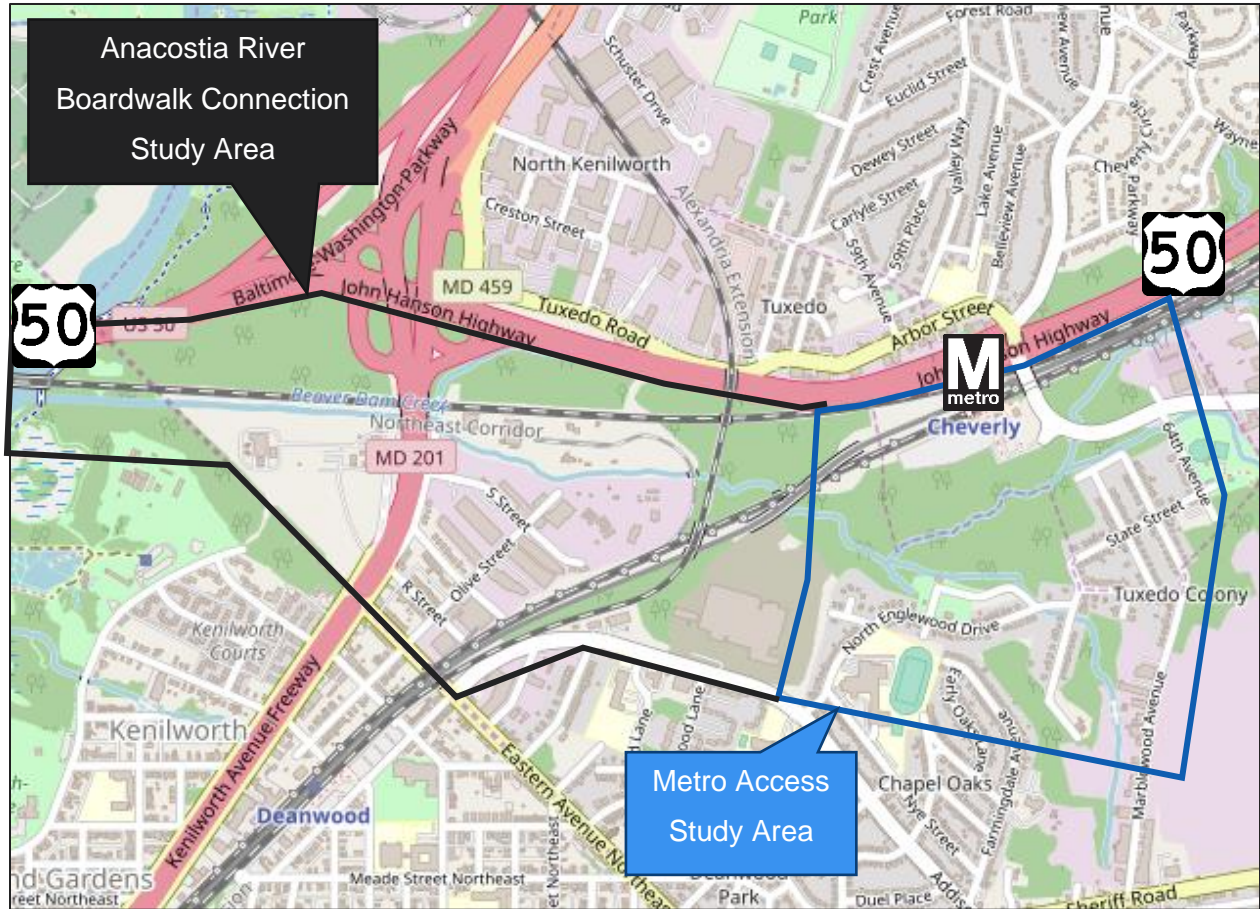


Figure 1 - Study Areas Map

The Town of Cheverly is served by WMATA's Cheverly Metro station which is located on the Orange Line of WMATA's Metrorail service. Opened in 1978, the station is located close to the geographical center of the town between the existing CSX and Amtrak Northeast Corridor railway lines that bisect the town along with US 50 (John Hanson Highway).

2.1 Study Goals

The goals for the study included:

- Identifying feasible means to connect surrounding neighborhoods with the Cheverly Metro station;
- Determining the feasibility of a trail alignment along Beaver Dam Creek that would connect with the Anacostia River Boardwalk;



- Evaluating how to connect the Addison Row development with the Cheverly Metro station;
- Determining the feasibility of a pedestrian bridge over US 50; and
- Identifying priority projects that can be moved towards implementation.

During the initial investigations and kick-off meeting, it was determined that the pedestrian bridge over US 50 is a project that will be realized in the long-term. As such, it was not studied in detail, but was considered in the implementation phase of the analysis as a possible future connection for proposed improvements.

3.0 Existing Conditions

Data was collected for the study through methods accessible for desktop review including Geographic Information System (GIS) data and aerial imagery. Sources of information included Prince George's County databases, Federal Emergency Management Agency (FEMA) 100-year floodplains, and the National Wetland Inventory (NWI). Desktop site investigations were conducted with the aid of aerial imagery. No detailed fieldwork was completed for this feasibility study, but a field visit was undertaken to observe and record actual conditions.

3.1 Town of Cheverly

The Town of Cheverly, established in 1931, is 1.27 square miles in area with a population of 5,699 residents, according to the 2010 US Decennial Census. The town is located in the western portion of Prince George's County, Maryland, just one mile from the northeastern Washington, DC border. Most of Cheverly lies between two major limited access arterial roadways: the Baltimore-Washington Parkway and US 50 (John Hanson Highway), with a portion of the town located south of the latter. Cheverly's suburban location makes it convenient for travel to and from Washington, DC and, as a result, the town is served by WMATA's Metro bus and rail lines. The town is primarily residential with some commercial and open space areas.

3.2 Cheverly Metro Station

The Cheverly Metro station is located on the Orange Line of WMATA's Metrorail system. It is the first station on that line located in Maryland, being approximately one mile northeast of the boundary with Washington DC. The station platforms are located between Amtrak's Northeast Corridor (Penn Line) tracks to the north and CSX tracks to the south. US 50 lies adjacent to the

north side of the Amtrak lines. The station features side platform layout with an overhead bridge providing access within the station and connecting to the sole entrance on the south side of the CSX tracks. The parking lot and bus station are located adjacent to this southern entrance with an access road leading from Columbia Park Road to the east.

The station layout primarily caters to passengers who arrive via vehicle. A large parking lot is provided for automobile users and a bus station adjacent to the Metro station entrance is provided for passengers arriving by that mode. Existing 5-foot wide sidewalks connect the station to Columbia Park Road by way of an alignment adjacent to the station's access road and a separate off-road alignment immediately south of the bridge over the railway tracks and US 50. (See Figure 2 for an illustration of the station layout.)

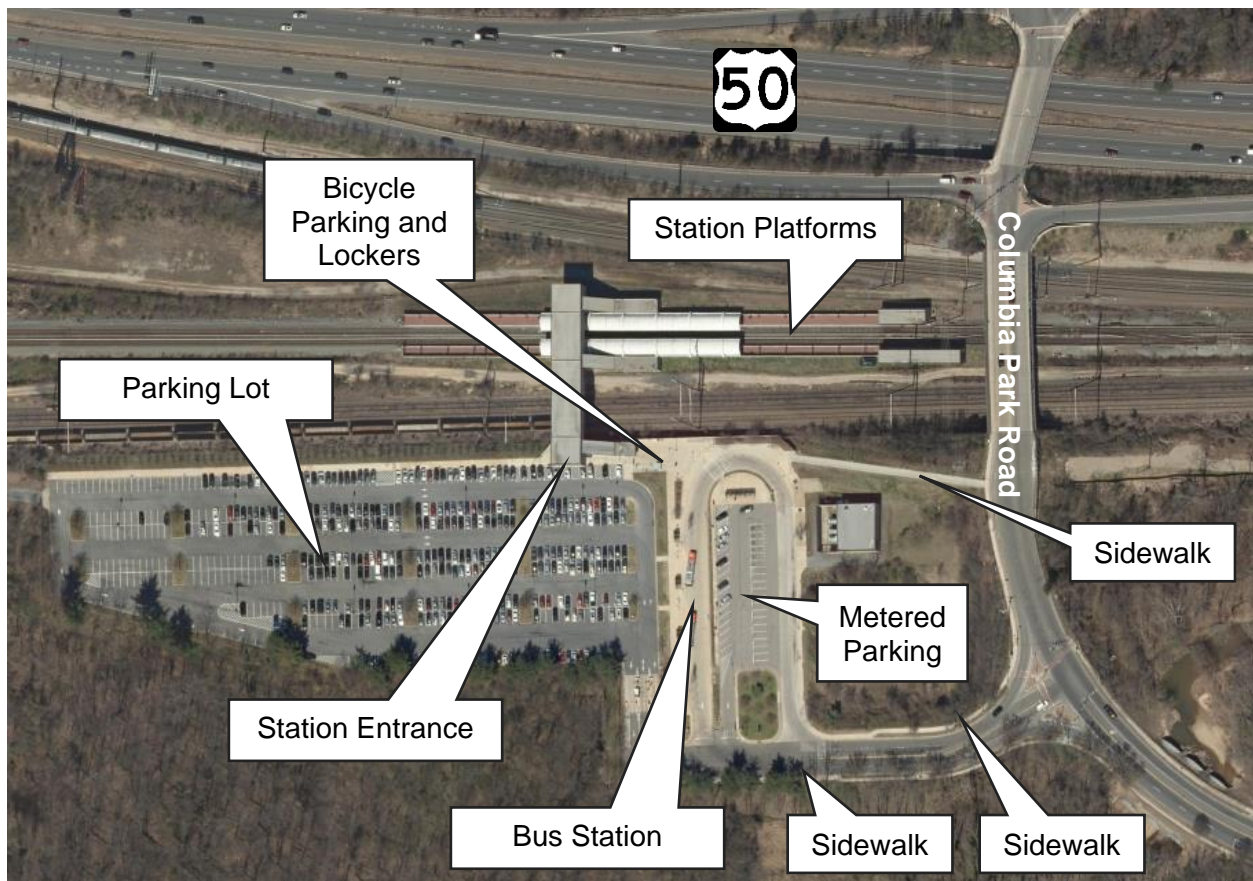


Figure 2 - Layout of the Cheverly Metro Station



While pedestrian access to the Cheverly Metro station is possible, it is less than ideal and presents obstacles to non-motorized users. Routes from the communities south of the station are circuitous and by way of standard 5-foot wide sidewalks that are not suitable for bicycles and other forms of non-motorized transportation.

3.3 Roadways

3.3.1 Columbia Park Road

Columbia Park Road is a county road travelling approximately east and north of the station's roadway access point. It features four undivided through lanes east of the station entrance, but only two through lanes north of the station entrance. The road crosses over the Amtrak, Metrorail, and CSX railway lines on a single bridge structure before intersecting with the eastbound off- and on-ramps for US 50. It then crosses over US 50 on a separate bridge structure to the intersection with Cheverly Avenue. Columbia Park Road continues west through this intersection as MD 459 (Arbor Street) before becoming Tuxedo Road and terminating at MD 201 (Kenilworth Avenue) approximately 0.8 miles northwest of the Cheverly Metro station. Columbia Park Road provides the sole crossing of US 50 and the railway lines within the Town of Cheverly. The posted speed limit is 30 mph.

3.3.2 Other Roadways

Addison Road is a two-lane county road travelling approximately east-west from its eastern terminus with Eastern Avenue in Washington DC. Parking is provided on the south side adjacent to the eastbound lanes. There is an approximately 8-foot wide space adjacent to the westbound lanes but there are posted signs indicating that parking, stopping, or standing is prohibited. The posted speed limit is 30 mph.

Residential streets within the study area south of the Metro station include North Englewood Drive, State Street, 61st Avenue, 62nd Avenue, and 64th Avenue, among others. These two-way streets feature parking and sidewalks on both sides and have a posted speed limit of 25 mph or lower.

US 50 and the Baltimore-Washington Parkway are major roadways within the study area travelling east-west and north-south respectively. They are high-speed multi-lane divided highways and do not permit pedestrians or other non-motorized users.

Figure 3 provides an overview of the roads within the study area.

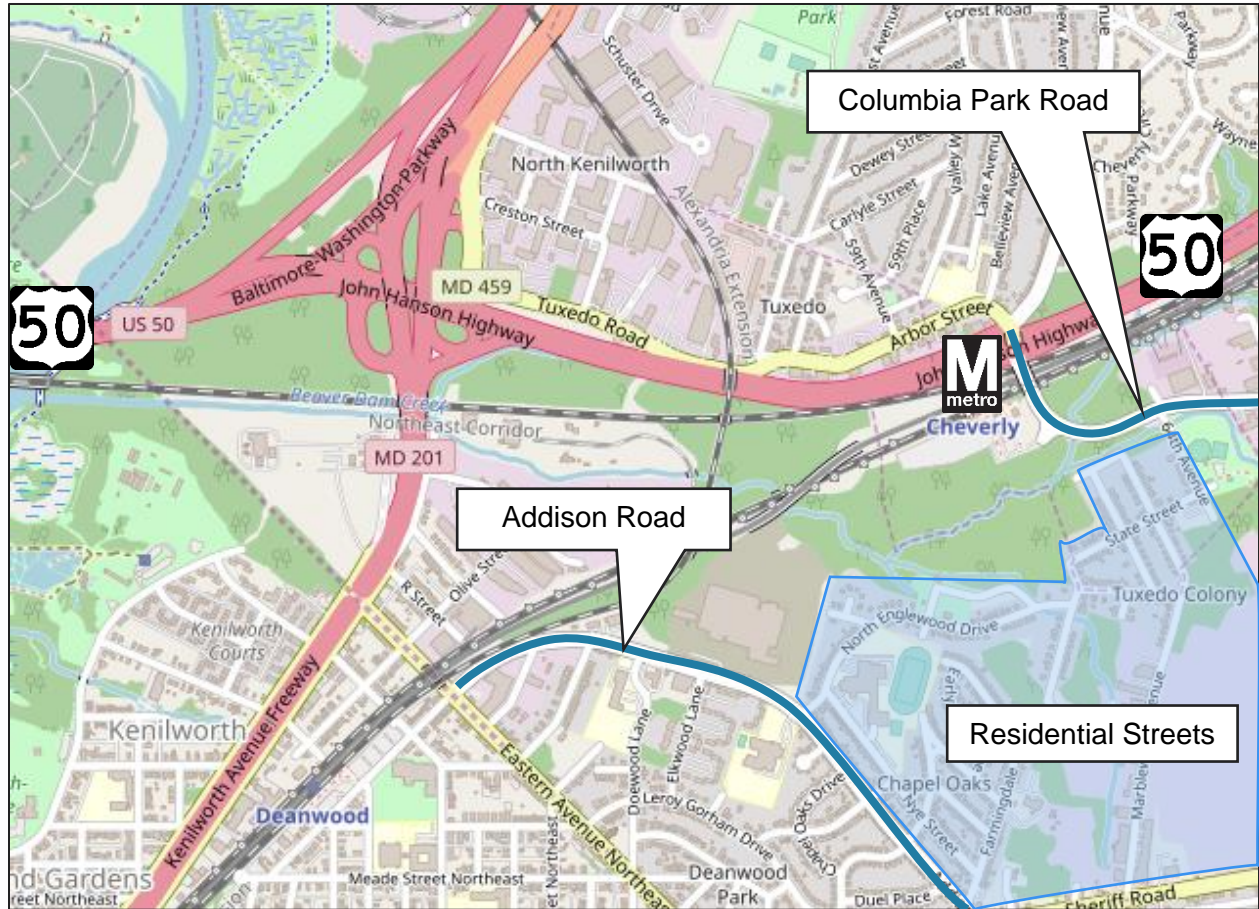


Figure 3 - Roads Within the Study Area

3.4 Existing Facilities

Facilities for pedestrians and other non-motorized users within the study area are varied. Sidewalks are provided in the residential areas south of the Metro station in almost all areas. Sidewalks are also provided on both sides of Columbia Park Road, east of the intersection with the Metro station's access road. North of this intersection, there is a single sidewalk of about 6 feet in width provided on the west side of the road that continues across both bridge structures to the intersection with Cheverly Avenue.



Pedestrian crossings are provided at the following intersections within the study area:

- Signalized
 - Columbia Park Road and Cheverly Avenue/MD 459
 - Columbia Park Road and the Metro station access road
 - Columbia Park Road and 64th Avenue
 - Addison Road and North Englewood Drive
- Unsignalized
 - North Englewood Drive and Nye Street
 - 62nd Avenue and State Street

There are no dedicated bicycle facilities on roadways within the study area, but bicycle racks and lockers are provided at the Cheverly Metro station whose use was observed during the field visit.

4.0 Feasibility Analysis

The feasibility analysis included review of a range of possible options for improving access to the Cheverly Metro station, the Anacostia River Boardwalk trail, and the Addison Row development. This range of options included:

- Off-road facilities;
- On-road facilities for bicycles;
- Facilities adjacent to roadways for pedestrians; and
- Upgrades to existing facilities

The overall analysis consisted of three separate efforts:

1. Potential connections to the Metro station;
2. Potential alignments for a connection to the Anacostia River Boardwalk; and
3. Potential connections between Addison Row and the Cheverly Metro station.



4.1 Design Criteria

The following guidance documents were used in developing the design criteria for this feasibility study:

- AASHTO Guide for the Development of Bicycle Facilities, fourth edition 2012;
- MDOT SHA Bicycle Policy and Design Guidelines, 2015; and
- Prince George's County 2017 Urban Street Design Standards where on-street and adjacent facilities were considered.

AASHTO's manual and MDOT SHA's Bicycle Policy and Design Guidelines each specify the following criteria for off-road facilities: the minimum paved width for a two-directional shared use path is 10 feet with 2-foot shoulders on both sides for clearance from lateral obstructions. In low volume areas, a path width of 8 feet is acceptable. The distance between the shared use path and roadway curb should be, at minimum, 5 feet wide.

It should be noted that the MDOT SHA Bicycle Guidance states that "shared use paths are open to use by pedestrians and other authorized non-motorized users. The presence of a shared use path shall not replace the requirement to provide bike lanes. Paths provide a complement to the roadway transportation system and are not a substitute for roadway access."

4.2 Connections to the Cheverly Metro Station

This effort assessed potential connections to the Cheverly Metro station from the residential areas to the south. Figure 4 shows the broad corridors that were developed to identify potential southern termini.

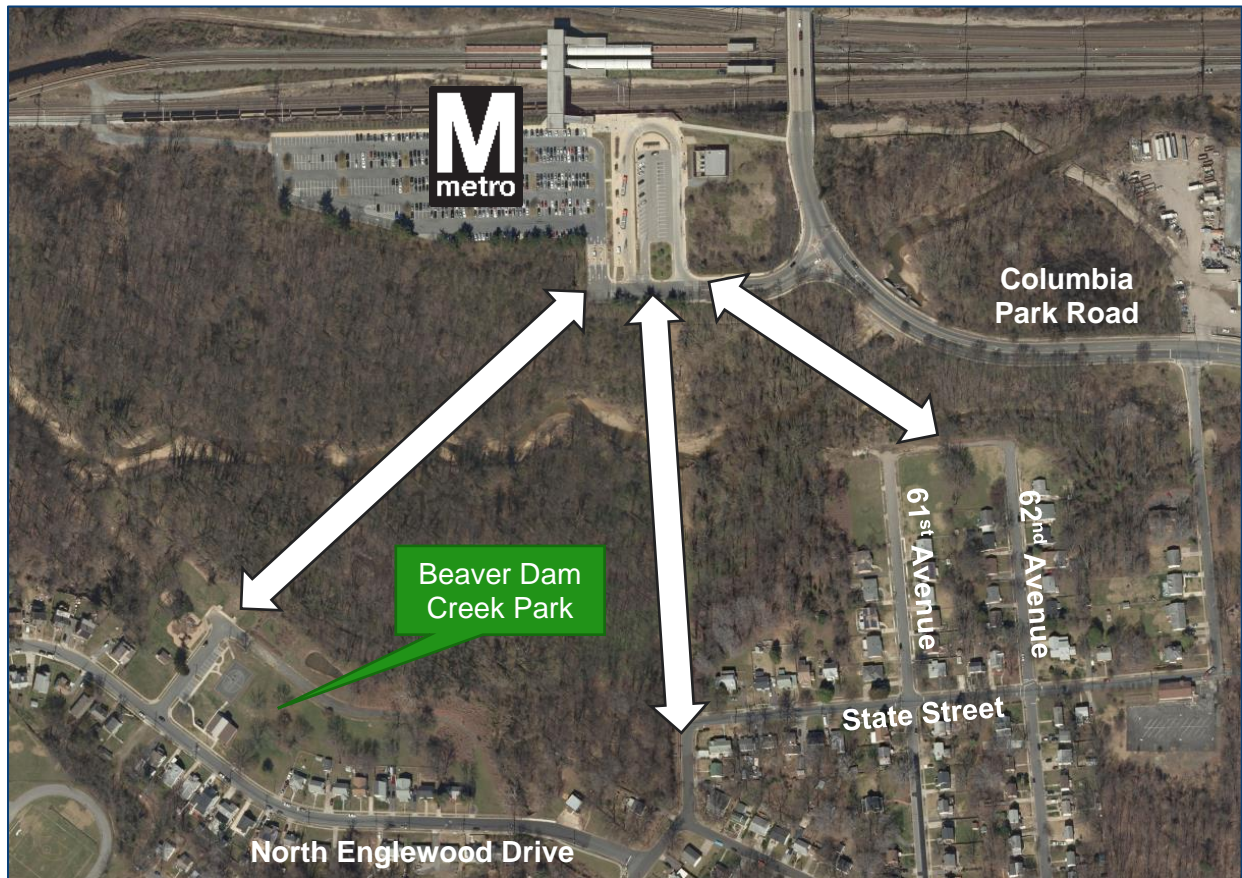


Figure 4 – Alignment Corridors Considered for Improving Metro Station Access

4.2.1 Constraints

Constraints within the study area are primarily environmental. The area between the Metro station and the residential neighborhoods is heavily wooded, within the 100-year floodplain, and features numerous watercourses and wetlands. It is also a habitat for forest interior dwelling species and portions are covered by forest conservation easements. Although primarily flat, there are numerous hills and embankments along the perimeter that present challenges to maintaining acceptable grades and ADA compliance. Figure 5 shows the environmental features and constraints within this study area.

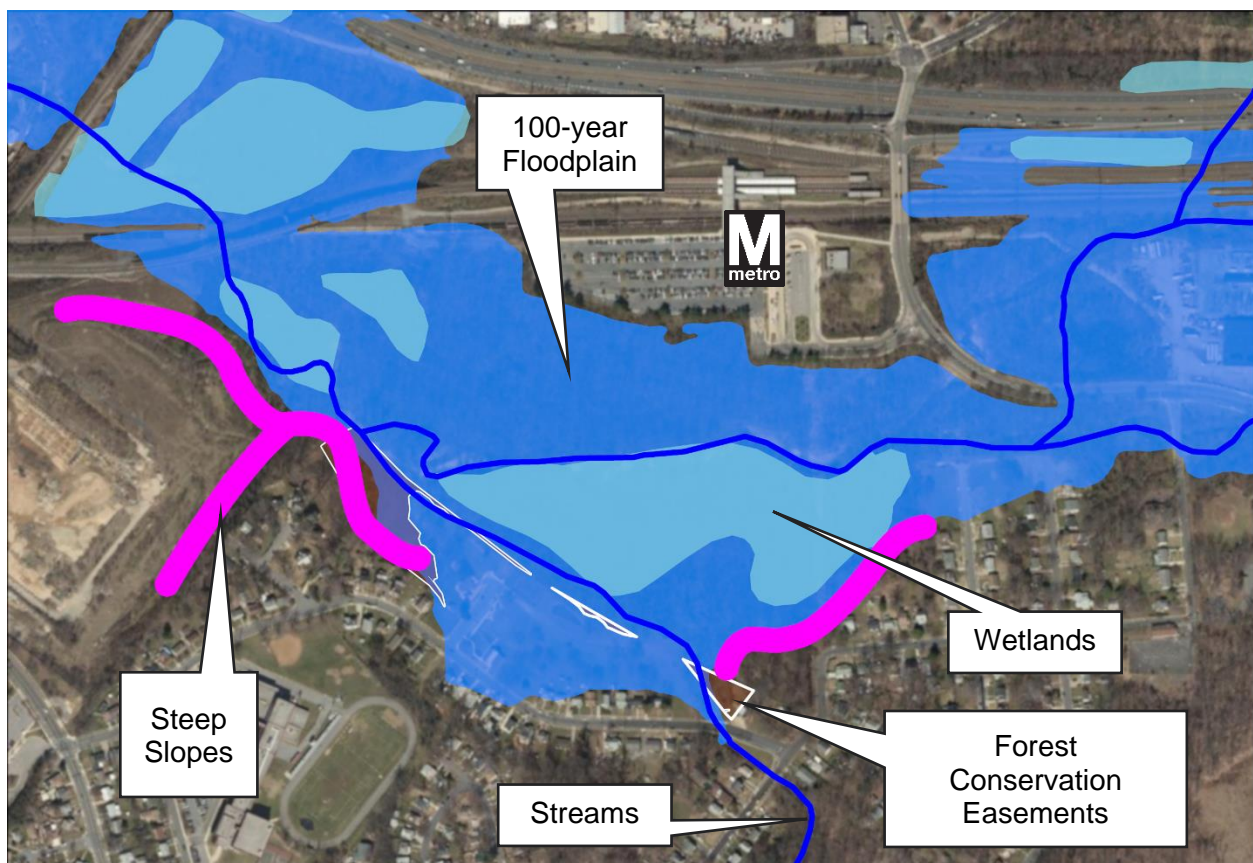


Figure 5 - Main Environmental Features Within the Study Area

4.2.2 Options

Three proposed trail options were developed for this connection and are shown in Figure 6:

- From 62nd Avenue
- From Beaver Dam Park
 - Northern alignment
 - Southern alignment (with a connection to 61st Avenue)

Upgrading existing facilities was considered as a fourth potential option. Figure 6 provides an overview of the three options for new trails.

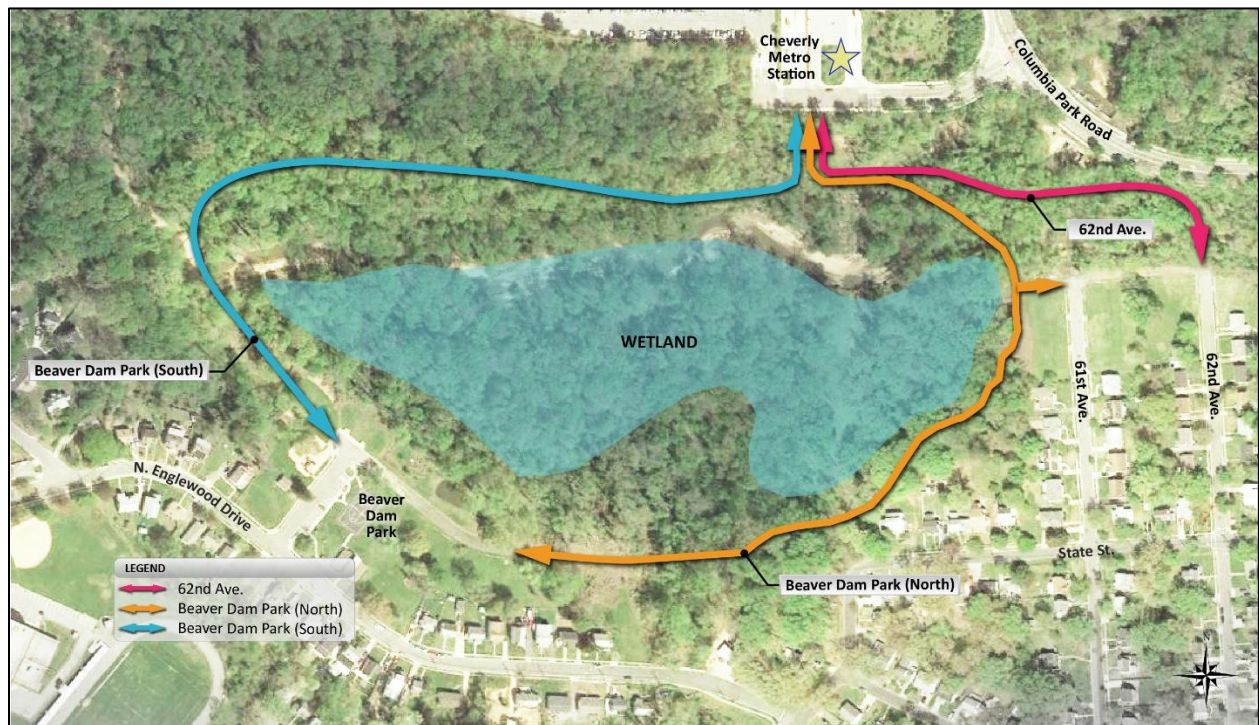


Figure 6 - Overview of Options for Improving Metro Station Access

4.2.2.1 *New trail connection from the northern terminus of 62nd Avenue*



Figure 7 - New Metro Access Trail Option from 62nd Avenue

The proposed trail option from 62nd Avenue, as shown in Figure 7, could connect directly to the Metro station. An alignment from this location would have to cross Beaver Dam Creek or another unnamed tributary. Grades are relatively flat within the area, although careful design may be needed near the Metro station to ensure the acceptable grades are maintained as the station property is higher than the surrounding area that is within the 100-year floodplain.

This alignment is unlikely to impact any wetlands; however, there is an earthen berm at the terminus with 62nd Avenue that may be used for flood defense. A trail alignment that connects in these locations would probably need to go over, rather than through this berm, which may necessitate additional space to comply with ADA requirements.

4.2.2.2 *Providing a new trail connection from Beaver Dam Park*

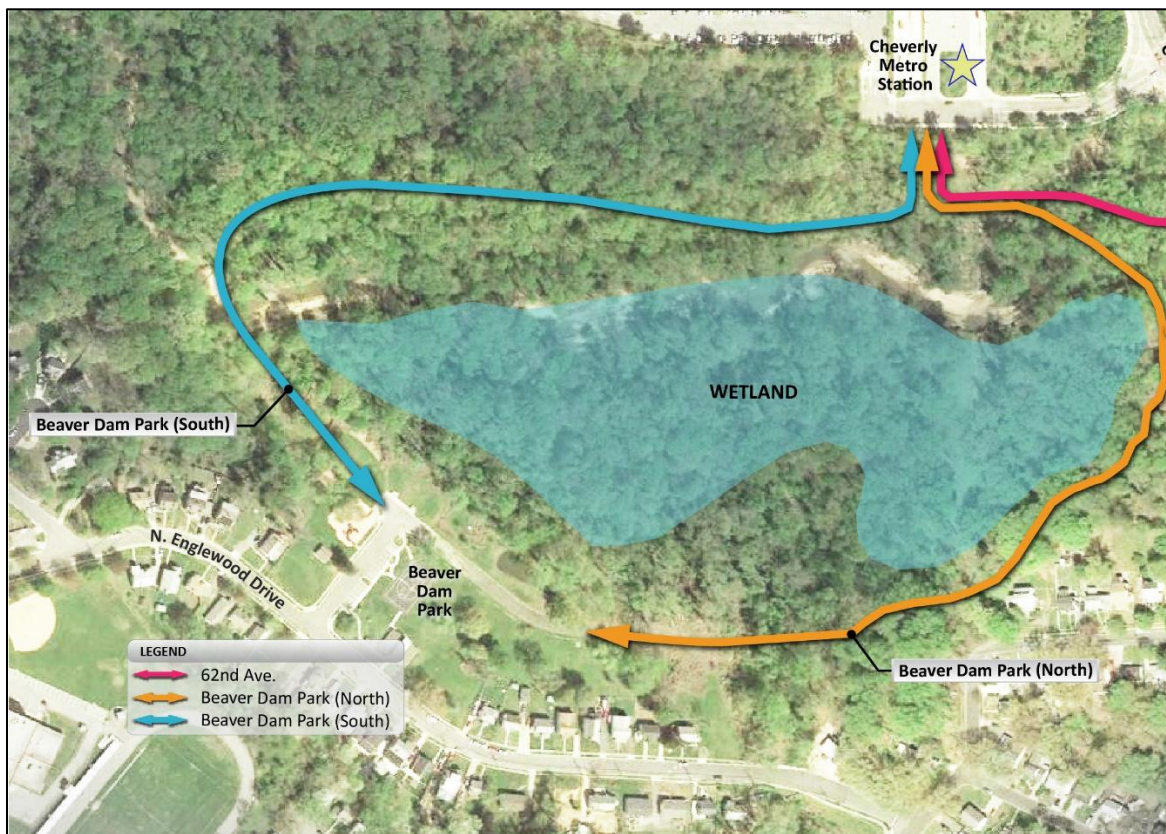


Figure 8 - New Metro Access Trail Option from Beaver Dam Park

There are two proposed trail alignment options that would be accessed from Beaver Dam Park as shown in Figure 8. A large wetland located northeast of the park provides an environmental constraint and influences these potential alignments.

One alignment would connect to the western edge of the park and be located adjacent to the north side of the wetland. The other alignment would connect to the eastern edge of the park utilizing an existing paved access road and run adjacent to the south side of the wetland. The southern alignment provides for a connection to 61st Avenue as it passes close to the northern terminus of that street. Use of the existing utility easement was considered but was discounted due to its alignment through the wetland. A connection from the western end of State Street (where it meets Jutewood Avenue) was also considered but was discounted due to excessive grades and insufficient space that prohibit an ADA compliant access point in this location.

4.2.2.3 *Upgrading existing facilities along Columbia Park Road, North Englewood Drive, 62nd Avenue and 64th Avenue*

Master plan improvements are proposed for both Columbia Park Road, North Englewood Drive 62nd Avenue, and 64th Avenue. Columbia Park Drive would receive Complete Street upgrades, as shown in Figure 9, that would address existing pedestrian and bicycle concerns.

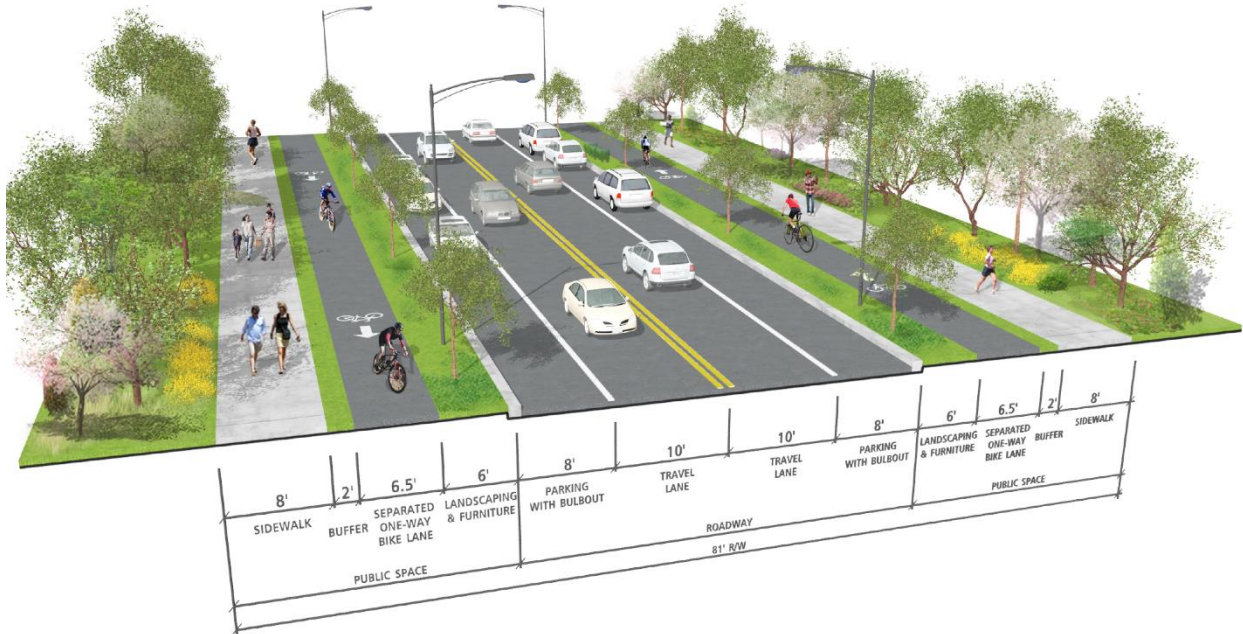


Figure 9 - Proposed Typical Section for Addison Road and Columbia Park Road

Shared use lanes, as shown in Figure 10, would be added to North Englewood Drive and 64th Avenue. Dedicated bicycle lanes are proposed for 62nd Avenue.



Figure 10 - Proposed Improvements to North Englewood Drive

This option would improve non-motorized access to the Metro station but would retain existing routes and alignments. The advantage of this option is that it would have minimal property impacts. The disadvantage of this option is that improvements to Columbia Park Drive could impact an existing large culvert that could incur significant costs and produce environmental concerns. Users would also not have their potential travel distance reduced in this option.

4.3 Comparison of Options

The table below provides a comparison of the options. Costs were estimated using a major quantities approach that uses accepted unit costs and percentage-based assumptions. Sections within the 100-year floodplain were assumed to be boardwalks. At this stage of planning, a 40% contingency is used.

Comparison of Proposed Metro Station Access Options					
Option	Length	No. of Wetlands Crossed	No. of Stream Crossings	No. of Property Parcels Crossed	Anticipated Cost (Millions)
Existing Access	2,500 ft	0	1	N/A	<\$1.0*
62 nd Ave	1,000 ft	0	2	5	\$0.8 – \$3.1
Beaver Dam Park Dr (north)	1,900 ft	0	1	3	\$1.3 - \$5.0
Beaver Dam Park Dr (south)	1,900 ft	0	2	5	\$1.4 - \$5.4

*Includes cost for upgrading Columbia Park Rd between the Metro station access road and 64th Avenue

Table 1 - Comparison of Proposed Metro Access Options

Below, Table 2 shows the relative positive and negative aspects of each option:

Positive and Negative Aspects of Proposed Metro Station Access Options		
Option	Positive Aspects	Negative Aspects
Existing Access	<ul style="list-style-type: none"> Minimal/low impacts Upgrades existing facilities 	<ul style="list-style-type: none"> No reduction in travel distance Possible disruption during construction
62nd Ave	<ul style="list-style-type: none"> Shortest proposed trail connection Integrates with proposed on-street facilities Unlikely to impact wetlands 	<ul style="list-style-type: none"> Two stream crossings Little travel distance reduction for users to the west
Beaver Dam Park Dr (north)	<ul style="list-style-type: none"> High potential scenic value 	<ul style="list-style-type: none"> Increased travel distance for users to the east
Beaver Dam Park Dr (south)	<ul style="list-style-type: none"> Provides additional inter-neighborhood connection Potential scenic value 	<ul style="list-style-type: none"> Would require careful design to minimize impacts to wetlands and utilities

Table 2 - Positive and Negative Aspects of Proposed Metro Access Options

4.4 Connection to the Anacostia River Trail

This effort assessed potential connections between the Cheverly Metro station and the existing Anacostia River Boardwalk. Three alignments were developed using a range of information sources such as master plans and previous studies. From these, three alignments were developed:

- Adjacent to US 50;
- Adjacent to Beaver Dam Creek; and
- Adjacent to North Addison Road.

Figure 11 gives an overview of these alignments:

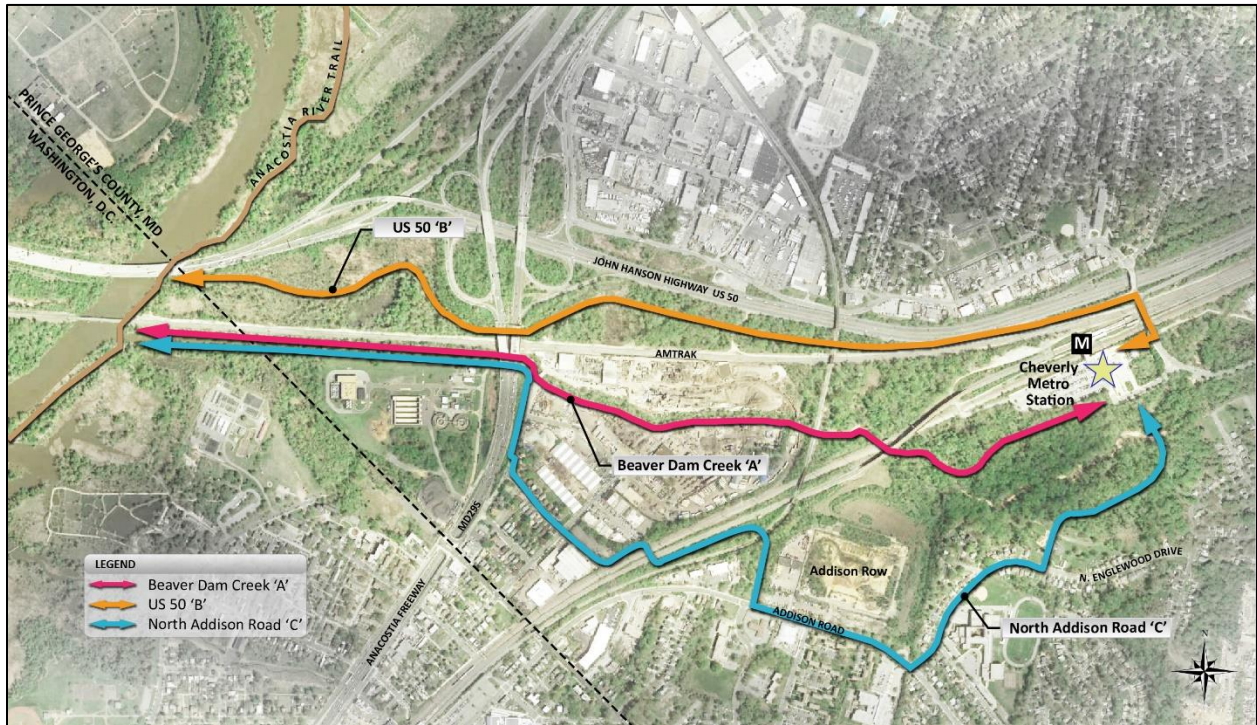


Figure 11 - Overview of Potential Connections to the Anacostia River Boardwalk

4.4.1 Constraints

Constraints within this study area are significant. In addition to similar environmental constraints to the proposed Metro access alignments, there are numerous physical infrastructural constraints in the form of roads and railways.

MD 201 (Kenilworth Avenue) / Baltimore-Washington Parkway forms the major roadway constraint. This limited access highway and its interchange with US 50 (John Hanson Highway) restrict potential crossings to either a long overhead bridge structure or passing underneath at the Amtrak bridge. The railway lines also form significant physical obstacles. Three mainlines crisscross the study area and feature various bridge structures as lines travel over or under other lines. Lastly, portions of the study area are developed and feature existing residences and commercial operations.



4.4.2 Options

Providing a new trail connection to the existing Anacostia River Trail is possible, but its feasibility is dependent on the constraints. The length of such a connection would be approximately one to one and a half miles in length if it terminated at the Cheverly Metro station. The alignments presented would likely tie into a Metro access connection as proposed in section 4.2 if it were constructed.

The westernmost half mile of the connection study area features mostly flat terrain and few constraints besides environmental features and the existing Northeast Corridor rail line. A potential trail alignment would likely run parallel to the rail line or Beaver Dam Creek to minimize impacts.

MD 201 (Kenilworth Avenue) and its interchange with US 50 represent a significant physical constraint, which combined with the Northeast Corridor lines, limits the number of potential alignments that are feasible.

4.4.2.1 *US 50 Alignment*

This alignment would be located adjacent to the south side of US 50. The proposed trail would pass underneath Kenilworth Avenue at its interchange with US 50 provided sufficient space is available. At the eastern end, the trail would cross the railway tracks on either the existing Columbia Park Road bridge or a new structure.

This alignment would have to overcome potential impacts to US 50 and the Amtrak tracks in addition to the lack of available space along the eastern half of the alignment, which could produce issues concerning acceptable offsets from vehicles and trains. This alignment would cross one stream and could potentially impact up to four wetlands.

4.4.2.2 *Beaver Dam Creek Alignment*

This alignment would be located adjacent to the course of Beaver Dam Creek from its western confluence with the Anacostia River to the trail's eastern terminus at Beaver Dam Creek Park. The trail would pass underneath Kenilworth Avenue and over the CSX and Metrorail railways.



Concerns associated with this alignment include the limited available space adjacent to Beaver Dam Creek especially in the middle third of the alignment where existing commercial operations are located. There is a high likelihood for potential property impacts in this section. Of additional concern is the need for numerous bridge structures that would have to span the existing railways, which could involve significant costs. Stream restoration of Beaver Dam Creek would be likely if this option were implemented.

4.4.2.3 North Addison Road Alignment

Recognizing some of the challenges that the other two connection options face, this alignment was created to achieve the desire of providing a connection to the Anacostia River Trail while avoiding some of the significant constraints and potential impacts that exist within the study area.

This alignment would be located adjacent to the south side of Beaver Dam Creek from its western convergence with the Anacostia River to the Kenilworth Avenue overpass. It would then travel adjacent to the existing one-way Kenilworth Avenue frontage road to the intersection of North Addison Road where it would be located on the north side of that road to its eastern terminus. The trail would then cross over the CSX and WMATA tracks before turning 90-degrees and travelling parallel between them for approximately 600 feet. It would then cross over the CSX spur before connecting to Addison Road. Users would then utilize proposed facilities and roads as discussed in Section 4.2.2.3 to continue to the Cheverly Metro station or other destinations.

Concerns related to this alignment include the additional roadway improvements that may be necessary to accommodate the trail and the bridge structures over the existing railway tracks. This alignment would also require improvements to Addison Road and North Edgewood Drive as well as the trail connections to the Cheverly Metro as mentioned earlier in this report to complete the connection to the Cheverly Metro station.

4.4.3 Comparison

Table 3 below contains a comparison of the three Anacostia River Boardwalk connection options based on anticipated challenges and potential property impacts.



Comparison of Proposed Connections to the Anacostia River Boardwalk					
Option	Length	No. of Wetlands Crossed	No. of Road & Rail Crossings	No. of Stream Crossings	No. of Property Parcels Crossed
US 50	1.56 miles	3	2	0	0
Beaver Dam Creek	1.65 miles	1	4	1	7
Kenilworth/ North Addison (trail only)	1.29 miles	0	2	2	3

Table 3 - Comparison of Options for the Anacostia River Boardwalk Connection

4.5 Connection to the Addison Row Development

This effort assessed potential connections between the Cheverly Metro station and the proposed Addison Row development. It consisted of establishing potential routes using a range of sources including master plans and previous studies in addition to new alignments developed as part of this study.

Addison Row is a proposed multi-use development located on the north side of Addison Road, approximately 0.5 miles east of the Washington DC boundary and 0.5 miles west of the Cheverly Metro station. The property is bounded by Addison Road to the south, residences to the east, and the CSX and Metrorail lines to the north and west.

The study team was informed that prior investigations by the developer concluded that existing grades on the north and west sides of the Addison Row property are undesirable for the location of a potential spur to any proposed trails. The study team verified these grades during the field visit.

Alternative routes were investigated as part of this study, which included a connection to North Englewood Drive via Woodhill Drive and an alignment along the eastern edge of the property connection to Beaver Dam Creek Park. The former was discounted due to excessive grades on Woodhill Drive. The latter was discounted after more detailed analysis revealed the topography is more challenging than expected and such an alignment is incompatible with the approved site plan.



Given the difficulty in providing a designated spur to Addison Row, utilizing the proposed trail options considered in this study was analyzed. Any of the options identified in Section 4.2 would be compatible with the desire to provide access to Addison Row. Additionally, the proposed improvements to existing roads and streets in Section 4.2.2.3 would provide the necessary facilities for pedestrian and non-motorized users to travel between Addison Row and the Cheverly Metro station.

5.0 Coordination

M-NCPPC conducted two meetings to communicate with the stakeholders and the community about the Cheverly Metro Access Study.

The meetings were held to gather more information about the planned trail extension and provided stakeholder input, public comments, and recommendations to be considered by the study.

5.1 Stakeholder Meeting

On March 19, 2019, M-NCPPC held a meeting with the agencies and parties that may have an interest in this feasibility study. Among the attendees were representatives from M-NCPPC, Town of Cheverly, Metropolitan Washington Council of Governments (MWCOC), and the Maryland Department of Transportation State Highway Administration (MDOT SHA). The purpose of the meeting was to get input from the operating agencies regarding concerns, alignment recommendations, and preferred trail elements.

Stakeholders agreed that environmental constraints within the study area may require proposed trails to utilize a trellis or boardwalk for some or all their length. Other aspects discussed included the provision of location and wayfinding identifiers at intersections and termini, in addition to adjacent areas, which could direct users to the proposed trail alignments and facilities. Lighting and safety and security were raised as concerns, which would be addressed in detail during subsequent design phases if implemented. Stakeholders agreed that compatibility with long-term plans and potential future land use changes is important for any proposed improvements.



5.2 Community Meeting

On April 11, 2019, a community meeting was held at the Cheverly Town Hall in Cheverly, Maryland. The purpose of the meeting was to obtain input and feedback from the community on the potential connection options developed and the analysis conducted as part of the study. The study background, goals, and design constraints were presented via presentation and maps. The meeting was attended by approximately 30 people.

The community members present were very involved and brought up many questions and concerns about the study. Some of the topics discussed included the building materials incorporated into the proposed trail designs, impacts to environmental features and efforts to avoid them, incorporating complete streets within the study area, incorporating bikeshare facilities into proposed improvements, and incorporating aesthetic components and historical information.

6.0 Next Steps

6.1 Implementation

Implementing the improvements proposed in this report were considered in the short-, mid-, and long-term. Short-term improvements would include those along the residential streets of North Englewood Drive, State Street, 62nd Avenue, and 64th Avenue where pavement markings indicating the shared use nature of the roadways could be implemented quickly and inexpensively. Mid-term implementations would include the preferred Metro station access trail alignment. Long-term implementations would include the master plan improvements proposed for Addison Road and Columbia Park Road. The proposed pedestrian bridge over US 50 would also be a candidate for construction within the long-term timeframe.

6.2 Funding Opportunities

The Bikeways Program is state grant support for a wide range of bicycle network development activities. The program supports projects that maximize bicycle access and fill missing links in the state's bicycle system, focusing on connecting bicycle-friendly trails and roads and enhancing last-mile connections to work, school, shopping and transit. The program has a sliding scale for cash match depending on location and type of work. This project would likely qualify for 80% funding for design and construction of the phased connections. The Maryland Bikeways applications are typically accepted May through June.



Bikeways Program may serve as the 20% cash match for the Transportation Alternatives Program (TAP) and should be leveraged together for maximum financial benefit. TAP is a reimbursable federal aid funding program for transportation related community projects designed to strengthen the intermodal transportation system. In addition to MDOT SHA, the Washington Council of Governments (MWCOCG) is responsible for determining the awardees for a portion of the funding each application round. The TAP applications are typically accepted April through May.

Congestion Mitigation and Air Quality (CMAQ) is a federal funding source available to the County for projects that contribute to the attainment or maintenance of the National Ambient Air Quality Standards by reducing emissions. This funding could be a source for this project for up to 80% of the construction cost.

Funding pursuit recommendations depend on the County's match funding availability, public and elected official support, and project management resources. When utilizing federal sources for design, procurement of Architectural/Engineering (A/E) services must follow federal requirements and should be factored into the project schedule. The TAP and Bikeways Program could be utilized for ongoing design services and, once a phase is ready for construction, CMAQ funds can be leveraged for construction.

The Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) Statewide Transit Innovation Grant is a competitive grant program with the goal of supporting local efforts to improve transit reliability, improving access and connections to activity centers, and improving transit mobility options. The program seeks to fund cost-effective public transportation projects that reduce delays for people and improve connectivity between regional and economic population centers. Projects may incorporate bus, rail, or other transit modes.

Governor Larry Hogan has committed \$2 million in state funds across fiscal years (FY) 2019 and 2020, with up to \$500,000 available for applicants in FY 2019 and \$1.5 million available for applicants in FY 2020. A local match will be required. MDOT MTA will administer the Statewide Transit Innovation Grant. Applicants may identify additional project partners including other Maryland county and local governments, metropolitan planning organizations, locally operated transit providers, and other non-governmental, for- and non-profit organizations. Statewide Transit Innovation Grant funding applications typically posted in May and due late June. It is unknown whether this will be available after FY2020.



The Maryland General Assembly enacted legislation that established the Maryland Jobs Access Reverse Commute Program. Fiscal Year 2020, Fiscal Year 2021 and Fiscal Year 2022 will be the first three years (of five years) of funding for this program. MDOT MTA administers the program.

The Maryland Jobs Access Reverse Commute (MD-JARC) grant program is modeled after the Federal Transit Administration (FTA) grant program, Jobs Access Reverse Commute (JARC). By using transportation services, this program is designed to connect targeted populations with employment areas that have experienced significant growth. The total funding is \$2 million over five years, with a maximum of \$400,000 per year is to be used for this program. Seventy percent (70%) is to be used in the urbanized areas, while thirty percent (30%) is for the rural areas.

The grant application must be endorsed by the appropriate Metropolitan Planning Organization (MPOs) or Regional Coordinating Body (RCB) where the proposed project will be implemented. An endorsement must be received prior to final submission to the MDOT MTA. Since eligible grant recipients include private non-profit organizations, local transit systems and employers, it is recommended to develop a partnership with WMATA to seek funding typically released in March and due in May.

District of Columbia Department of Transportation is working to finalize the Lincoln Connector Trail Feasibility Study, which is a more detailed study resulting from the District's Area Neighborhood Commission (ANC) 5C resolution. It developed the Feasibility Assessment of Anacostia Riverwalk "Gateway" Trail Segment Alignment/Connection. The Lincoln Connector Trail Feasibility Study identified three potential shared use path crossing options to connect DC to the Anacostia River Trail in Prince George's County, MD. Partnering with DDOT to fund the final design and construction of a crossing would be beneficial to both agencies in expediting construction of this valuable connection.