



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: December 12, 2024

The attached materials include:

- Steering Committee Actions
- Letters Sent/Received
- Announcements and Updates



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions
DATE: December 12, 2024

At its meeting on Friday, December 6, the TPB Steering Committee adopted a resolution to update the functional classification of highway systems in the District of Columbia, and two resolutions approving amendments to the FY 2023-2026 Transportation Improvement Program (TIP) that are exempt from the air quality conformity requirement. The committee was also provided with notice of technical corrections made to Figure 4 of the FY 2025 Unified Planning Work Program (UPWP), and approved the December TPB agenda.

The Steering Committee adopted resolution **TPB SR22-2025** at the request of the District Department of Transportation (DDOT). This action approved updates to the federal functional class for a list of 96 roadway segments in the District of Columbia. This list is attached to the approved resolution and all street segments are grouped by the District's 8 wards.

Next, the committee adopted the two resolutions listed below amending the FY 2023-2026 TIP at the request of the Maryland Department of Transportation (MDOT) and Virginia Department of Rail & Public Transportation (VDRPT). Both amendments are exempt from the air quality conformity requirement and are described in further detail in the bullets below and in the attached materials.

- **TPB SR23-2025**, requested by MDOT, approved updates to programmed funds in FY 2023 through FY 2029 and updates to total project costs by adjusting funding planned beyond the horizon year of the current TIP of record. This included:
 - MD 6 La Plata Safety & Accessibility Improvements (T11615) - reduced the total cost by \$7,000,000 to \$6,499,000
 - MD 225, Hawthorne Rd. Bridge Replacement (T6689) - reduced the TIP programmed amount by \$571,000 to \$3,171,000 but increased the total cost by \$1,169,000 to \$5,620,000
 - I-95/I-495/MD 4 Bridges Replacement (T6651) - increased the TIP programmed amount by \$9,255,000 to \$26,666,000 and increased the total cost by \$20,358,000 to \$64,559,000
 - National Electric Vehicle Initiative (NEVI) Program (T13601) - reducing the TIP programmed amount by \$166,000 to \$13,718,000 but increased the total cost by \$1,783,000 to \$27,699,000
 - MD 97 at Montgomery Hills Hwy. Reconstruct(T5420) - increased the TIP programmed amount by \$8,098,000 to \$30,120,000 but reduced the total cost by \$4,341,000 to \$52,739,000
- **TPB SR24-2025**, requested by PRTC & NVTC was approved to add \$4.3 million in Section 5307 and local matching funds Program and local matching funds to cover planning and 30% of the preliminary design of the Twinbrook Pedestrian and Bicycle Bridge project.

The Steering Committee was notified that technical corrections have been made to Figure 4 “Transportation Planning Studies Within the National Capital Region” in the FY 2025 UPWP. The following projects have been added to Figure 4: MDOT added a planning study called “Building an Equitable Transit-Oriented Purple Line Corridor.” Funding to cover this study was included in the TIP amendment approved by TPB Resolution SR23-2025, as described above.

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:

- December 6, 2024 TPB Steering Committee Attendance (Members and alternates only)
- Adopted resolution SR22-2025 approving updates to the functional classification of 95 roadway segments in the District of Columbia
- Adopted resolution SR23-2025 approving amendments to the TIP as requested by MDOT
- Adopted resolution SR24-2025 approving amendments to the TIP, as requested by VDRPT
- Additional information on the MDOT “Building an Equitable Transit-Oriented Purple Line Corridor” planning study.

TPB Steering Committee Attendance – December 6, 2024
(only voting members and alternates listed)

TPB Chair/DC Rep.: Christina Henderson
TPB Vice Chair/MD Rep.: Neil Harris
Previous TPB Chair: Reuben Collins
DDOT: Mark Rawlings
MDOT: Kari Snyder
VDOT: Regina Moore
Technical Committee Chair: Amy Garbarini

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

**RESOLUTION TO UPDATE THE HIGHWAY SYSTEMS FUNCTIONAL CLASSIFICATION FOR
THE DISTRICT OF COLUMBIA**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, the Bureau of the Census March 17, 2022 Notice issued decennial 2020 urbanized area information, and each State is federally directed (FHWA 23 CFR 450.312, 470.105 and 109, and guidance) to use the information and undertake a thorough update, as appropriate, of urban/urbanized area boundaries and/or highway system functional classifications in cooperation with Metropolitan Planning Organizations and/or localities; and

WHEREAS, functional classifications of highway systems affect transportation planning in that the categories (local, minor collector, major collector, minor arterial, principle arterial, principle arterial freeway, or principle arterial interstate) are used with highway design standards, highway construction funds or maintenance payments, access management standards, traffic calming eligibility, statistical reporting, and certain outdoor advertising controls; and

WHEREAS, periodic reviews and, as appropriate, updates of urban/urbanized area boundaries and/or functional classifications of highway systems generally are warranted in concert with U.S. Census updates for urbanized areas; and

WHEREAS, the District Department of Transportation has proposed updates to the functional classification of highways that reflect the 2020 Census information for the District of Columbia, and

WHEREAS, in 2021, TPB staff provided an analysis of the existing functional classification of roadways in the District of Columbia, and in December 2024, again provided a detailed review and concurrence the attached updates.

NOW, THEREFORE, BE IT RESOLVED that the National Capital Region Transportation Planning Board approves the proposed updates to the district of Columbia highway system functional classifications presented in the attached materials.

Adopted by the TPB Steering Committee at its meeting on Friday, December 6, 2024.

Final approval following review by the full TPB at its meeting on Wednesday, December 18, 2024.

DETAILED CONCURRENCE OF RECOMMENDED FEDERAL FUNCTIONAL CLASSIFICATION CHANGES DECEMBER 6, 2024

ROUTEID	ROUTENAME	Current FC	ChangedFC	FromStreet	ToStreet	Reason For Update (e.g. vehicle lanes reduced, parking lanes added, roadway widened, FC correction, etc.)	COG/TPB Recommendation (Sept 30, 2021)**	DDOT Concurrence	Final Recommendation
11000102	1ST ST NW	Collector	Local	G ST NW	H ST NW	Current major collector 1st Street NW between G Street and H Street is used for Government Printing Office (GPO) business only and does not provide connection to the collector system. It should be removed from the functional system.	Yes	Yes	Yes
11000402	4TH ST NW	Collector	Minor Collector	L ST NW	M ST	Current major collector 4th Street NW is one-way southbound from M Street to L Street and is part of HPMS Section 1004017A which extends from D Street to M Street with both bi-directional and one-way portions. It is recommended that this section be split at the locations where it changes directionality. To maintain connectivity, changing the classification of the M Street to L Street portion of 4th Street	Yes	Yes	Yes
11000402	4TH ST NW	Collector	Minor Collector	ASPEN ST NW	CEDAR ST NW	The short distances and low AADTs of these sections and the fact that Aspen Street NW is a parallel major collector, indicate that they should be classified as minor collectors.	Yes	Yes	Yes
11000802	8TH ST NW	Collector	Minor Collector	D ST NW	I ST NW	These two one-way sections of 8th Street NW carry traffic for a short distance. While they provide connectivity to other collectors in the area, the short distance served indicates a minor collector designation.	Yes	Yes	Yes
11001002	10TH ST NW	Collector	Local	R ST NW	T ST NW/VERMONT AVE NW	This portion of 10th Street NW is one-way and carries less than 500 vehicles per day. Traffic volumes on this section have been very low for several years. This is a one-way street that only provides connectivity from major collector Vermont Avenue to minor arterial R Street	Yes	Yes	Yes
11001702	17TH ST NW	Minor Arterial	Minor Collector	NEW HAMPSHIRE AVE NW/SWANN ST NW	FLORIDA AVE NW	This portion of 17th Street NW is one-way from Florida Avenue to New Hampshire Avenue. South of New Hampshire Avenue, 17th Street NW is two-way and carries more traffic, there the minor arterial designation is more appropriate.	Yes	Yes	Yes
11001702	17TH ST NW	Collector	Local	DECATUR ST NW	BLAGDEN AVE NW	Short portion of 17th Street NW with low volume	Yes	Yes	Yes
11001702	17TH ST NW	Collector	Minor Collector	BLAGDEN AVE NW	COLORADO AVE NW/Driveway-58012292	The volume on this section of 17th Street NW is higher, but it is a very short section. To maintain continuity of the collector system, it is recommended that 17th Street NW between Blagden Avenue and Colorado Avenue be reclassified as minor collector.	Yes	Yes	Yes
11002502	25TH ST NW	Local	Minor Collector	VIRGINIA AVE NW	NEW HAMPSHIRE AVE NW	The portion of 25th Street NW between Virginia Avenue and New Hampshire Avenue provides connectivity northbound from minor arterial Virginia Avenue to New Hampshire Avenue.	Yes	Yes	Yes
11002702	27TH ST NW	Local	Major Collector	VIRGINIA AVE NW/VIRGINIA AVE NW	K ST NW/WHITEHURST FWY NW/Ramp-36000182	Changing the classification of these short sections will preserve connectivity of the system and will better reflect the usage of these facilities.	Yes	Yes	Yes
11003702	37TH ST NW	Local	Minor Collector	PROSPECT ST NW/SAINT MARYS PL NW	HEALY CIR NW/O ST NW	37th Street be reclassified as minor collectors to maintain continuity of the system	Yes	Yes	Yes
11004102	41ST ST NW	Local	Minor Collector	BENTON ST NW	CALVERT ST NW	To reflect the access and continuity that they provide to the Glover Park neighborhood	Yes	Yes	Yes
11004302	43RD ST NW	Collector	Minor Collector	JENIFER ST NW	MILITARY RD NW	43rd Street NW are very short collector sections which are connected to each other and to minor arterials Western Avenue and Military Road. The AADT supports the collector classification, but the fact they penetrate neighborhoods and run for only a short distance suggests that these should be minor collectors	Yes	Yes	Yes
11009492	ALBEMARLE ST NW	Collector	Minor Collector	42ND ST NW	46TH ST NW	The character of the facility changes at major collector 42nd Street NW, with the western portion having a lower AADT	Yes	Yes	Yes
11014272	BEACH DR NW	Minor Arterial	Local	BROAD BRANCH RD NW	DEAD END	Beach Drive NW closes to vehicular traffic, the classification should be changed to local	Yes	Yes	Yes
11015472	BENTON ST NW	Local	Minor Collector	TUNLAW RD NW	41ST ST NW	To reflect the access and continuity that they provide to the Glover Park neighborhood	Yes	Yes	Yes
11017482	BRANDYWINE ST NW	Collector	Minor Collector	BROAD BRANCH RD NW	LINNEAN AVE NW	This section of Brandywine Street NW provides access from major collector Linnean Avenue to principal arterial Nebraska Avenue and would provide connectivity.	Yes	Yes	Yes
11017482	BRANDYWINE ST NW	Local	Minor Collector	LINNEAN AVE NW	NEBRASKA AVE NW	This section of Brandywine Street NW provides access from major collector Linnean Avenue to principal arterial Nebraska Avenue and would provide connectivity.	Yes	Yes	Yes
11019632	BUTTERNUT ST NW	Collector	Minor Collector	BLAIR RD NW	GEORGIA AVE NW/MAIN DR NW	The short distances and low AADTs of these sections and the fact that Aspen Street NW is a parallel major collector, indicate that they should be classified as minor collectors.	Yes	Yes	Yes
11020022	CALVERT ST NW	Collector	Minor Collector	TUNLAW RD NW	41ST ST NW	To reflect the access and continuity that they provide to the Glover Park neighborhood	Yes	Yes	Yes
11024632	COLUMBIA RD NW	Collector	Local	PARK PL NW	Alley-47089012/Alley-47089052	Columbia Road NW between Park Place and Warder Street is a one block, one-way section of Columbia Road that only provides access from southbound minor arterial Park Place to northbound major collector Warder Street.	Yes	Yes	Yes
11028212	DECATUR ST NW	Collector	Local	14TH ST NW/Driveway-58016652	17TH ST NW	Decatur Street NW has a low traffic volume and speed humps.	Yes	Yes	Yes
11031852	EAST BEACH DR NW	Collector	Minor Collector	KALMIA RD NW	NORTH PORTAL DR NW	East Beach Drive NW provide connectivity over a short distance between principal arterial 16th Street and collector Kalmia Drive. East Beach Drive also have lower traffic levels	Yes	Yes	Yes
11034382	F ST NW	Collector	Minor Collector	NORTH CAPITOL ST BN	1ST ST NW	The short distance and low traffic volume indicate that this is functioning as a minor collector.	Yes	Yes	Yes
11042442	H ST NW	Collector	Local	NEW HAMPSHIRE AVE NW/Ramp-36000252	25TH ST NW	The portion of H Street NW west of New Hampshire Avenue does not connect to any non-local facilities	Yes	Yes	Yes
11047772	I ST NW	Local	Major Collector	Ramp-36000562	27TH ST NW	Changing the classification of these short sections will preserve connectivity of the system and will better reflect the usage of these facilities.	Yes	Yes	Yes
11048552	IOWA AVE NW	Collector	Local	ARKANSAS AVE NW	DELAFIELD PL NW	Iowa Avenue NW between Arkansas Avenue and Decatur Street is one-way with truck restrictions and a low traffic volume	Yes	Yes	Yes
11049982	JENIFER ST NW	Collector	Minor Collector	43RD ST NW	WESTERN AVE NW	43rd Street NW are very short collector sections which are connected to each other and to minor arterials Western Avenue and Military Road. The AADT supports the collector classification, but the fact they penetrate neighborhoods and run for only a short distance suggests that these should be minor collectors	Yes	Yes	Yes
11050642	MORROW DR NW	Major Collector	Local	16TH ST NW/KENNEDY ST NW	JOYCE RD NW	If Beach Drive closes to traffic, DDOT should consider reclassifying Morrow Drive NW as local and keeping the local	Yes	Yes	Yes
11051022	KALMIA RD NW	Collector	Minor Collector	GEORGIA AVE NW	16TH STREET NW	Kalmia Drive NW provides connectivity over a longer distance between West Beach Drive and Eastern Avenue	Yes	Yes	Yes
11052972	KLINGLE RD NW	Collector	Local	PORTER ST NW/Ramp-36002172	WOODLEY RD NW	Klinge Road NW that are open to vehicular traffic do not provide connections to other collectors or arterials.	Yes	Yes	Yes
11053492	L ST NW	Local	Major Collector	PENNSYLVANIA AVE NW	DEAD END	Changing the classification of these short sections will preserve connectivity of the system and will better reflect the usage of these facilities.	Yes	Yes	Yes
11055962	LINNEAN AVE NW	Collector	Minor Collector	ALBEMARLE ST NW	32ND ST NW/BROAD BRANCH RD NW/NEVADA AVE NW	The distance served by this section of Linnean Avenue NW and the connection to other major collectors suggests that it operates as a collector, but the low AADT indicates that the minor collector designation may be more appropriate.	Yes	Yes	Yes
11056422	LOCUST RD NW	Collector	Local	13TH ST NW	16TH ST NW	Locust Road NW serves a residential area and does not connect to any collectors or arterials to the east and an AADT of 300 is very low.	Yes	Yes	Yes
11057852	M ST NW	Collector	Local	NEW YORK AVE NW	4TH ST NW	M Street NW is one-way westbound between New York Avenue and 4th Street and has a low traffic volume	Yes	Yes	Yes
11057852	M ST NW	Collector	Minor Collector	4TH ST NW	5TH ST NW	M Street NW is one-way eastbound from 4th Street to 5th Street, this section has a much higher volume	Yes	Yes	Yes
11057912	MACARTHUR BLVD NW	Principal Arterial	Minor Arterial	FOXHALL RD NW	DEAD END	This is a long-distance route, but the traffic volumes suggest that its usage is not as high and the main function of the road appears to fit that of a minor arterial	Yes	Yes	Yes
11065842	O ST NW	Local	Minor Collector	35TH ST NW	37TH ST NW/HEALY CIR NW	O Street be reclassified as minor collectors to maintain continuity of the system	Yes	Yes	Yes
11071562	PORTAL DR NW	Collector	Minor Collector	16TH ST NW	EAST BEACH DR NW	Portal Drive NW provide connectivity over a short distance between principal arterial 16th Street and collector Kalmia Drive. Portal Drive also have lower traffic levels	Yes	Yes	Yes
11072862	Q ST NW	Minor Arterial	Major Collector	FLORIDA AVE NW/Ramp-36003672	RHODE ISLAND AVE NW	Q Street NW between Florida Avenue and Rhode Island Avenue is a one-way street that provides connectivity between arterials over a short distance, it carries a small amount of traffic for a minor arterial.	Yes	Yes	Yes
11072862	Q ST NW	Collector	Local	44TH ST NW/Alley-47050472	FOXHALL RD NW	Q Street NW to the east of Foxhall Road penetrates a residential area and is not connected to any other collectors or arterials.	Yes	Yes	Yes
11072862	Q ST NW	Collector	Local	MACARTHUR BLVD NW	CLARK PL NW/POTOMAC AVE NW	Q Street NW to the west of MacArthur Boulevard also penetrates a residential area and is not connected to any other collectors or arterials.	Yes	Yes	Yes
11075272	RENO RD NW	Collector	Local	ORDWAY ST NW	34TH ST NW	This short section of Reno Road NW serves only the one-way traffic from local street Ordway Street to minor arterial 34th Street/Reno Road.	Yes	Yes	Yes
11089442	VERMONT AVE NW	Collector	Local	LOGAN CIR NW	12TH ST NW	This section of Vermont Avenue NW between 12th Street and Logan Circle carry one-way traffic in opposite directions. There can be no through traffic.	Yes	Yes	Yes
11090152	W ST NW	Local	Minor Collector	FOXHALL RD NW	MACARTHUR BLVD NW	This section of W Street NW provides connectivity between arterials MacArthur Boulevard and Foxhall Road.	Yes	Yes	Yes
11092102	WEBSTER ST NW	Collector	Local	ROCK CREEK CHURCH RD NW/Driveway-58012572	NEW HAMPSHIRE AVE NW	Webster Street from Rock Creek Church Road to 2nd Street carries a small amount of two-way traffic and 2nd Street to New Hampshire Avenue carries a very small amount of one-way traffic. There is no connectivity.	Yes	Yes	Yes
12000202	2ND ST NE	Local	Major Collector	K ST NE	L ST NE	Provides connectivity between collectors, there is no significant difference in the character of 2nd Street NE between K Street and L Street.	Yes	Yes	Yes

DETAILED CONCURRENCE OF RECOMMENDED FEDERAL FUNCTIONAL CLASSIFICATION CHANGES DECEMBER 6, 2024

12000302	3RD ST NE	Collector	Minor Collector	HARRY THOMAS WAY NE/R ST NE	T ST NE	Relatively low volumes.	Yes	Yes	Yes
12000402	4TH ST NE	Local	Major Collector	FLORIDA AVE NE	NEW YORK AVE NE	Functions as a collector in the Union Market area and increased volumes.	Yes	Yes	Yes
12000902	9TH ST NE	Collector	Local	GIRARD ST NE/Driveway-58012092	MONROE ST NE	The volume along this section is very low, there is no connection to collectors the south, and there are truck weight and axle restrictions.	Yes	Yes	Yes
12001302	13TH ST NE	Minor Arterial	Major Collector	MICHIGAN AVE NE	RHODE ISLAND AVE NE	Lower volumes.	Yes	Yes	Yes
12003332	33RD PL NE	Local	Major Collector	SOUTH DAKOTA AVE NE/Driveway-58010312	FORT LINCOLN DR NE/MARKET ST NE	Provides connectivity from Fort Lincoln Drive to South Dakota Avenue, non-local routes.	Yes	Yes	Yes
12005002	50TH ST NE	Collector	Local	EAST CAPITOL ST BN	FITCH PL NE	Carries a very small amount of traffic and does not connect to a non-local route to the north.	Yes	Yes	Yes
12006302	63RD ST NE	Minor Arterial	Principal Arterial	SOUTHERN AVE NE	EASTERN AVE NE	Provides connectivity between principal arterials Martin Luther King Jr. Hwy (MD 704) in Prince George's County and East Capitol St/Central Avenue (MD 214).	Yes	Yes	Yes
12009882	ALLISON ST NE	Collector	Local	ALLISON ST NW/CLERMONT DR NE/HAWAII AVE NE	FORT TOTTEN DR NE	Provides connectivity for a short distance one-way from Hawaii Avenue/Clermont Drive to Fort Totten Drive. The usage is low at 1,537 vehicles.	Yes	Yes	Yes
12014042	BATES ROAD NE	Collector	Local	JOHN MCCORMACK RD NE	FORT TOTTEN DR NE	Bates Road NE has been gated and is a private road.	Yes	Yes	Yes
12017612	BRENTWOOD RD NE	Collector	Minor Collector	T ST NE/Driveway-58010222	9TH ST NE/V ST NE	Brentwood Road NE and provides one-way connectivity to the Brentwood Postal Facility. The AADT is fairly high so the collector designation is appropriate	Yes	Yes	Yes
12031982	EASTERN AVE NE	Minor Arterial	Minor Collector	SOUTHERN AVE NE	63RD ST NE	Relatively low volumes.	Yes	Yes	Yes
12043582	HARRY THOMAS WAY NE	Local	Minor Collector	ECKINGTON PL NE	3RD ST NE/R ST NE	Provides connectivity to other classified roads and is a primary truck/bus route.	Yes	Yes	Yes
12060252	MEADE ST NE	Local	Minor Collector	MINNESOTA AVE NE	51ST ST NE/DOEWOOD LN NE/EASTERN AVE NE/MANN ST NE	Provide collector access to the Deanwood neighborhood from the east and would provide a connection to the functional system.	Yes	Yes	Yes
12061622	MONTELLO AVE NE	Collector	Minor Collector	12TH ST NE/FLORIDA AVE NE/Ramp-36001002	MOUNT OLIVET RD NE	A one-way low volume facility for a major collector.	Yes	Yes	Yes
12074162	R ST NE	Collector	Minor Collector	2ND ST NE	3RD ST NE/HARRY THOMAS WAY NE	Relatively low volumes.	Yes	Yes	Yes
12081512	SOUTHERN AVE NE	Minor Arterial	Principal Arterial	SOUTHERN AVE SE/EAST CAPITOL ST BN	63RD ST NE	Provides connectivity to proposed 63rd Street principal arterial change.	Yes	Yes	Yes
12081512	SOUTHERN AVE NE	Minor Arterial	Minor Collector	63RD ST NE	EASTERN AVE NE	Relatively low volumes.	Yes	Yes	Yes
12084562	T ST NE	Collector	Local	4TH ST NE	5TH ST NE	Designated as a major collector but it does not connect to any non-local streets to the east.	Yes	Yes	Yes
12084562	T ST NE	Local	Minor Collector	BRENTWOOD RD NE/Driveway-58010222	9TH ST NE	T Street NE, also one-way from Brentwood Parkway to 9th Street, should be designated a collector.	Yes	Yes	Yes
12086642	TRINIDAD AVE NE	Collector	Minor Collector	FLORIDA AVE NE	MOUNT OLIVET RD NE	A one-way low volume facility for a major collector.	Yes	Yes	Yes
12089112	VARNUM ST NE	Local	Minor Collector	MICHIGAN AVE NE	EASTERN AVE NE	Provides connectivity between arterials Eastern Avenue (East) and Michigan Avenue.	Yes	Yes	Yes
13000102	1ST ST SE	Minor Arterial	Major Collector	M ST SE	POTOMAC AVE SE	Too short and the volume is too low to be considered an arterial.	Yes	Yes	Yes
13000602	6TH ST SE	Collector	Minor Collector	ATLANTIC ST SE	4TH ST SE	Has low volume and does not provide much additional connectivity.	Yes	Yes	Yes
13001202	12TH ST SE	Local	Minor Collector	PENNSYLVANIA AVE SE	K ST SE/POTOMAC AVE SE	Would connect Potomac Avenue SE to the functional system.	Yes	Yes	Yes
13001302	13TH ST SE	Collector	Minor Collector	MARION BARRY AVE SE	W ST SE	Carries a small amount of traffic a short distance.	Yes	Yes	Yes
13001302	13TH ST SE	Collector	Local	W ST SE	PLEASANT ST SE/Alley-47063382	Carries a small amount of traffic a short distance.	Yes	Yes	Yes
13001602	16TH ST SE	Local	Minor Collector	MARION BARRY AVE SE	W ST SE	Maintain connectivity the collector system.	Yes	Yes	Yes
13046732	HOWARD RD SE	Major Collector	Minor Collector	SUITLAND PKWY SE	FIRTH STERLING AVE SE	Volumes reduced from reconfiguration of street network.	Yes	Yes	Yes
13053492	L ST SE	Collector	Local	10TH ST SE/POTOMAC AVE SE	11TH ST SE	Does not function as a collector.	Yes	Yes	Yes
13063502	NAYLOR RD SE	Collector	Local	22ND ST SE/MINNESOTA AVE SE	25TH ST SE/Driveway-58016932	Carries a small amount of traffic a short distance and then becomes one-way.	Yes	Yes	Yes
13064282	NEW JERSEY AVE SE	Collector	Local	C ST SE	D ST SE	Closed to the public.	Yes	Yes	Yes
13071892	POTOMAC AVE SE	Collector	Local	8TH ST SE	10TH ST SE/L ST SE	Does not function as a collector.	Yes	Yes	Yes
13083462	SUITLAND RD SE	Collector	Minor Arterial	36TH ST SE/ALABAMA AVE SE	SOUTHERN AVE SE	Provides connectivity to minor arterials MD-218 in Prince George's County and Alabama Avenue SE.	Yes	Yes	Yes
13090152	W ST SE	Local	Major Collector	14TH ST SE	16TH ST SE	Supports a Metrobus Route and connectivity to 16th St.	Yes	Yes	Yes
14000202	2ND ST SW	Collector	Local	R ST SW	V ST SW	Carries very low traffic volume.	Yes	Yes	Yes
14000402	4TH ST SW	Minor Arterial	Major Collector	M ST SW	P ST SW/ANACOSTIA RIVER TRAIL SW	Too short and the volume is too low to be considered an arterial.	Yes	Yes	Yes
14001202	12TH ST SW	Local	Major Collector	INDEPENDENCE AVE SW/Ramp-36004232	MAINE AVE SW	Provides connectivity between collectors and arterials.	Yes	Yes	Yes
14012972	BANNEKER CIR SW	Local	Major Collector	L'ENFANT PROMENADE SW	L'ENFANT PROMENADE SW	Provides connectivity to collectors	Yes	Yes	Yes
14020282	CANAL ST SW	Collector	Local	N ST SW	2ND ST SW/P ST SW	Does not connect to functional system to the north	Yes	Yes	Yes
14026912	D ST SW	Local	Minor Collector	2ND ST SW/Ramp-36001872	4TH ST SW	Connects to interstate ramps	Yes	Yes	Yes
14026912	D ST SW	Collector	Local	VIRGINIA AVE SW	6TH ST SW	Does not connect to collector to the east	Yes	Yes	Yes
14028662	DELAWARE AVE SW	Collector	Local	M ST SW	CANAL ST SW	It carries very little traffic and is slated for pedestrian-first	Yes	Yes	Yes
14059452	MARTIN LUTHER KING JR AVE SW	Collector	Local	BLUE PLAINS DR SW	IRVINGTON ST SW	Does not connect to a collector to the south of Blue Plains Dr.	Yes	Yes	Yes
14068382	P ST SW	Minor Arterial	Major Collector	SOUTH CAPITOL ST BN	4TH ST SW/ANACOSTIA RIVER TRAIL SW	Too short and the volume is too low to be considered an arterial	Yes	Yes	Yes
14074162	R ST SW	Local	Major Collector	POTOMAC AVE SW	2ND ST SW	Would connect collectors.	Yes	Yes	Yes
14079442	SHEPHERD PKWY SW	Collector	Local	BLUE PLAINS DR SW	DEAD END	Does not connect to a collector to the south of Blue Plains Dr.	Yes	Yes	Yes
14088462	V ST SW	Collector	Local	1ST ST SW	2ND ST SW	Carries very low traffic volume.	Yes	Yes	Yes
14089892	VIRGINIA AVE SW	Local	Minor Collector	2ND ST SW/Ramp-36000312	4TH ST SW	Connects to interstate ramps	Yes	Yes	Yes
15081252	SOUTH CAPITOL ST BN	Collector	Local	C ST SE/C ST SW	D ST SE/D ST SW	Closed to the public.	Yes	Yes	Yes
11010922A	ARIZONA AVE NW	Collector	Local	POTOMAC AVE NW	ARIZONA AVE NW/CAROLINA PL NW	Only connects to local streets to the west.	Yes	Yes	Yes
11068832A	PARK PL NW	Collector	Local	PARK PL NW	ROCK CREEK CHURCH RD NW	One-way street only providing access from major collector Rock Creek Church Road to southbound minor arterial Park Place	Yes	Yes	Yes

Government of the District of Columbia

Department of Transportation



Office of the Director

DECISION POINT MEMORANDUM

TO: Sharon Kershbaum, Director
Matthew Marou, Chief of Staff

THROUGH: John Thomas, Chief of Performance

FROM: Edward Carpenter, Civil Engineer, Strategic Asset Planning

DATE: September 4, 2024

SUBJECT: Approval of Recommended Functional Classification Changes.

Purpose:

This memo is intended to update the Director on the approval of the recommended changes resulting from the Functional Classification review carried out by the Metropolitan Washington Council of Governments (MWCOC).

Recommendation:

The list of locations recommended for change are in the attached Excel spreadsheet. With the Director's approval, the revised functional classification map will be presented for consideration and adoption by the National Capital Regional Transportation Planning Board.

Background / Context:

Federal regulations give the Federal Highway Administration (FHWA) the authority to require the District to classify all streets and highways within its boundaries into a hierarchical system of distinct groupings according to the character of service these roadways are intended to provide. These classifications are used in determining the eligibility of certain transportation projects within the District for Federal-Aid Highway program funding.

Federal law further states that: *"The State transportation agency shall have the primary responsibility for developing and updating a statewide highway functional classification in rural and urban areas to determine functional usage of the existing roads and streets. . . The State shall cooperate with responsible local officials, or appropriate Federal agency in the case of areas under Federal jurisdiction, in developing and updating the functional classification."* [CFR §470.105(b)].

Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Basic to this process is the recognition that individual roads and streets do not serve travel independently in any major way. Rather, most travel involves movement through a network of roads. It becomes necessary then to determine how this travel can be channelized within the network in a logical and efficient manner. Functional classification defines the nature

of this channelization process by defining the part that any road or street should play in serving the flow of trips through a highway network.

Additionally, in urban areas with a population of 50,000 or more inhabitants, federal statute 23 CFR, Section 134 requires that the region's Metropolitan Planning Organization (MPO) coordinate the development and maintenance of the functional classification system of roadways within its official planning boundary. Even though COG did the hard work, DDOT staff made the final decision. The document outlining COG's recommended changes was circulated to key DDOT staff for their comments and agreement. Any comments or concerns from DDOT staff were then relayed to COG for their responses. COG's responses were subsequently sent back to the respective individuals. It was agreed that COG's responses were satisfactory, and the final list of locations was finalized.

Director's Response:

- Approved SK
- Approved w/Modifications* _____
- Not Approved _____
- Schedule Meeting _____
- Send to Deputy Mayor _____
- Other* _____

Chief of Staff Feedback

Director Feedback



MEMORANDUM

TO: Edward Carpenter, DDOT
FROM: Martha Kile, COG/TPB
THROUGH: Nicole McCall, COG/TPB, Mark Rawlings, DDOT
SUBJECT: District of Columbia Functional Classification Review
DATE: September 30, 2021

The purpose of this memorandum is to give an overview of the District of Columbia (DC, District) Functional Classification Review process and to provide an analysis of the existing functional classification of roadways in the District. The results of the initial city-wide review with emphasis on route spacing, connectivity, and system continuity can be found in Appendix I and the detailed ward-by-ward review of all roadways can be found in Appendix II.

INTRODUCTION

The District Department of Transportation (DDOT) has requested National Capital Region Transportation Planning Board (TPB) staff's assistance in conducting a Functional Classification Review of the District's roadway system.

The standard procedures for conducting functional classification reviews apply to all state DOTs in the U.S.; therefore, some of these procedures that apply to more suburban and rural areas will not be directly relevant to the more compact, 100 percent urban District of Columbia. In addition, there are some unique characteristics of the District's roadway system that should be considered when reviewing functional classification. Some of these include: vehicle restrictions (near governmental facilities) and event/evacuation routes.

DATA GATHERING

Much of the data gathering for this project was simplified by the publication of the DDOT Roadway Data Hub in November 2020. This online database is the definitive source for many of the roadway attributes used in this analysis, including: existing functional classification, Highway Performance Monitoring System (HPMS) Section ID, annual average daily traffic (AADT), bicycle lanes, National Highway System (NHS), existence of raised median, number of travel lanes, and section length. Additional spatial databases were acquired including truck restrictions and evacuation routes. Transportation Analysis Zones (TAZ) with demographic forecasts were used to identify traffic generators. Functional classification and AADT of connecting roadways in Maryland and Virginia were accessed through ArcGIS Online and mapped with the DC Data. Current functional classification of roadways in other cities including Baltimore, Boston, and Minneapolis was reviewed to check for consistency among comparable urban areas. The DDOT-Howard University Traffic Data Center was used to identify traffic counts at locations where HPMS counts do not exist. A spreadsheet developed by DDOT staff was used to identify roadway sections of particular concern during the ward-by-ward review. The sources for each of these databases are listed in Appendix VI.

GEOGRAPHIC INFORMATION SYSTEMS (GIS) AND MAPPING

Since 2003, there have been significant advances in GIS. The 2013 Federal Highway Administration (FHWA) Functional Classification Guidelines recommend extensive use of GIS for functional classification designation. It is now possible to combine multiple databases using GIS software to consider multiple factors in functional classification review. The availability and quality of spatially referenced transportation data has increased dramatically since the District of Columbia functional classification analysis was last completed in 2003. In addition, the existence of Google Maps allows for the use of StreetView to see the context without the need for a field visit.

TRAVEL CHARACTERISTICS OF ROADWAY FUNCTIONAL CLASSIFICATIONS

The information in this section was adapted from the 2013 FHWA Functional Classification Guidelines. Each classification of roadway is described below with respect to specific District of Columbia uses.

Principal Arterials serve a large percentage of travel between activity centers and travel to and from neighboring jurisdictions, they carry a large percentage of urban travel on a small percentage of roadway mileage. Principal Arterials interconnect throughout the system. The spacing of Arterials in urban areas is closely related to the trip-end density characteristics of activity centers in urban areas. However, in densely populated urban areas such as the District of Columbia, spacing of all route types is smaller and generally more consistent. Principal Arterials are divided into three categories, Interstates, Other Freeways and Expressways, and Other Principal Arterials.

Interstates are officially designated by the federal government. There are less than twelve miles of Interstate roadways in the District of Columbia. Like Interstates, Freeways and Expressways have directional travel lanes which are separated by a physical barrier, and their access and egress points are generally limited to on and off ramps. Interstates and Freeways and Expressways maximize mobility over access. In contrast, Other Principal Arterials provide mobility through an urban area but also provide access to the adjoining land uses. There are typically multiple Arterial routes serving a particular urban area, radiating out from the urban center to serve the surrounding region. In the District of Columbia, the spacing between Principal Arterials in the downtown core is small and expands as population and employment density levels decrease.

Minor Arterials augment and offer connectivity to the higher Arterial system in urban areas such as the District of Columbia. Minor Arterials serve trips of moderate length and distribute traffic to smaller areas than Principal Arterials, they do not penetrate identifiable neighborhoods. In most cases, Minor Arterials will be located between Principal Arterials and are not typically spaced at intervals longer than one mile.

Collectors “collect” traffic from local roads and channel traffic to arterial roadways. Collectors serve both land access and traffic circulation in residential neighborhoods. Collectors are subdivided into Major and Minor Collectors. This stratification is new for urban areas. When the collector designation was split into major and minor collectors, all of the current collectors in the District were automatically assigned the major collector designation. The difference between major and minor collectors is subtle. Both penetrate residential neighborhoods, but major collectors tend to cover a greater distance than minor collectors. Major collectors are more likely to include controlled intersections than minor collectors. FHWA does not indicate traffic volume ranges for major versus minor collectors, but it is assumed that major collectors generally carry more traffic than minor collectors.

As part of this functional classification review, the functional classification maps of Boston MA, Baltimore MD, and Minneapolis MN were reviewed to see how those cities have implemented the new collector stratification. The FHWA has guidelines for mileage and VMT by functional classification for urban states, but the District of Columbia as a city, is likely to have a functional system more similar to other cities than to urban states. This functional classification review seeks to identify both major and minor collectors. Currently defined major collectors that cover a short distance or have a low AADT but provide connections to the functional system are recommended to be reclassified as minor collector. Current local streets that provide connections to the functional system but with unknown traffic volumes are recommended to be classified as a minor collector. This review does not result the larger percentage of minor collector mileage than major collector mileage that is expected of states, but it is consistent with what was observed in the other cities reviewed.

Locally classified roads account for the largest percentage of all roadways in terms of mileage. Local roads carry no through traffic movements. For many years, Local roads in the District have been assigned a default AADT of 2,000. Because many actual traffic volumes observed on Collectors are below the 2,000 vehicle threshold, it is recommended that this default be reevaluated by DDOT staff.



National Capital Region
Transportation Planning Board

The following table was adapted from the 2013 FHWA Functional Classification Guidelines and was used to assess the functional classification designations of roadways in the District of Columbia.

Travel Characteristic	Interstates	PA – Other Freeways & Expressways	Other Principal Arterials	Minor Arterials	Major Collectors	Minor Collectors	Locals
Distance Served	Longest	Long	Long	Medium	Medium	Shorter	Shortest
Distance between Routes	Longest	Long	Long	Medium	Medium	Shorter	Shortest
Usage (AADT)	35,000 - 129,000	13,000 - 55,000	7,000 - 27,000	3,000 - 14,000	1,100 - 6,300		80 - 700
Number of Travel Lanes	Most	Many	Many	Medium	Medium	Fewer	Few
Access	Fully Controlled	Partially/Fully Controlled	Partially/Uncontrolled	Uncontrolled	Uncontrolled		Uncontrolled
Speed Limit	High	High	Moderate	Moderate	Medium	Lower	Low
Significance	Regional	Regional	Regional	Mixed	Local		Local
Connectivity	Connect to other Arterials	Connect to other Arterials	Connect to other Arterials	Connect to other Arterials	Provide connectivity to arterials, collectors, and locals		Connects to arterials, collectors, and locals
Medians	Medians	Medians	Medians/No Medians	Medians/No Medians	No Medians		No Medians
Divided/Undivided	Divided	Undivided/Divided	Undivided/Divided	Undivided	Undivided		Undivided



SYSTEM CONTINUITY

The roadway system is an interconnected network of facilities channeling traffic in both directions from Arterials to Collectors, then to Locals and back again. A roadway of a higher classification should not connect to a single roadway of a lower classification. Arterials should only connect to other Arterials. Collectors connect to Arterials or other Collectors. Arterials and Collectors should connect on both ends to non-local roads. Functional classification designations should not change abruptly at state boundaries without a corresponding change in traffic behavior. Local Roads can connect to any type of roadway. In some locations in the District, several roads come together at single intersection, but collectors do not appear to connect to other collectors or arterials. These locations are noted even if no functional classification change is recommended.

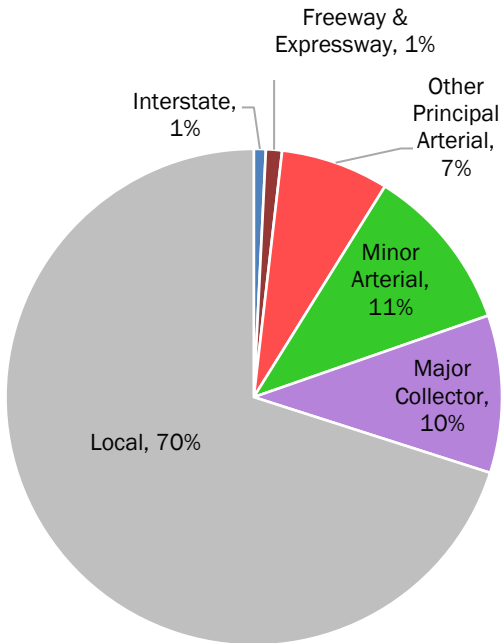
USAGE AND VEHICLE MILES TRAVELED

In urban areas, Arterials typically account for more than half of the daily vehicle miles of travel (VMT) but only a total of about 20 percent of road mileage. Local roadways normally make up the vast majority of road miles in urban areas, but usually account for less than 25 percent of VMT. Collectors are in the middle, with Major and Minor Collectors each accounting for seven to thirteen percent of mileage and VMT. The table and charts below compare the recommended mileage, VMT, and AADT levels with those in the District with the current functional classification and with the functional classification if all recommendations in this document are accepted. The District's levels are close to or within the recommended ranges, with the exception of Minor Collectors. The District currently does not have any Minor Collectors identified. The VMT levels for Major Collectors are within the recommended ranges but are low for all Collectors. The ward-by-ward review identified some roadways that should be considered for reclassification as minor collectors. While the recommended changes do not approach the 7 to 13 percent of minor collectors for states recommended by FHWA, the shares are consistent with collectors identified in other urban areas.

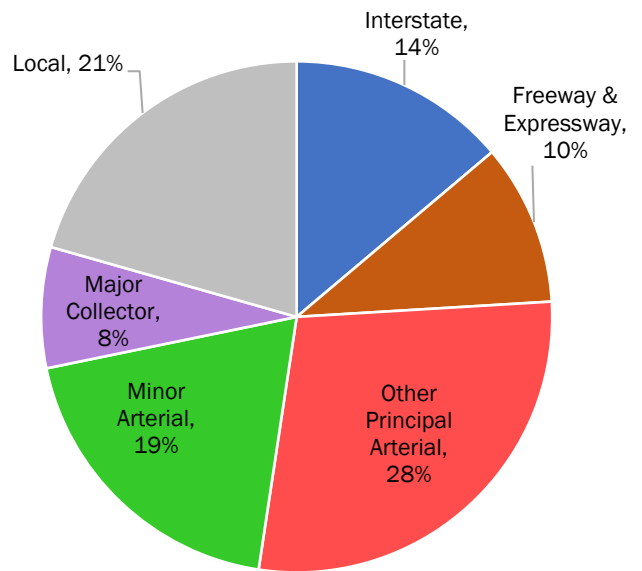
	FHWA Recommended Mileage	DC Mileage		FHWA Recommended VMT	DC VMT		Average 2019 DC AADT	
		Current	With Changes		Current	With Changes	Current	With Changes
Interstate	1%-2%	1%	1%	17%-30%	14%	14%	130,219	130,219
Freeway & Expressway	0%-2%	1%	1%	3%-18%	10%	10%	66,441	66,441
Other Principal Arterial	4%-5%	7%	7%	17%-29%	28%	28%	26,113	26,408
Minor Arterial	7%-12%	11%	11%	15%-22%	19%	20%	12,097	12,207
Major Collector	7%-13%	10%	10%	7%-13%	8%	7%	4,986	5,288
Minor Collector	7%-13%	0%	1%	7%-13%	0%	1%	---	2,345
Local	67%-76%	70%	69%	6%-24%	21%	20%	2,000	1,990

Current Functional Classification

2019 Mileage

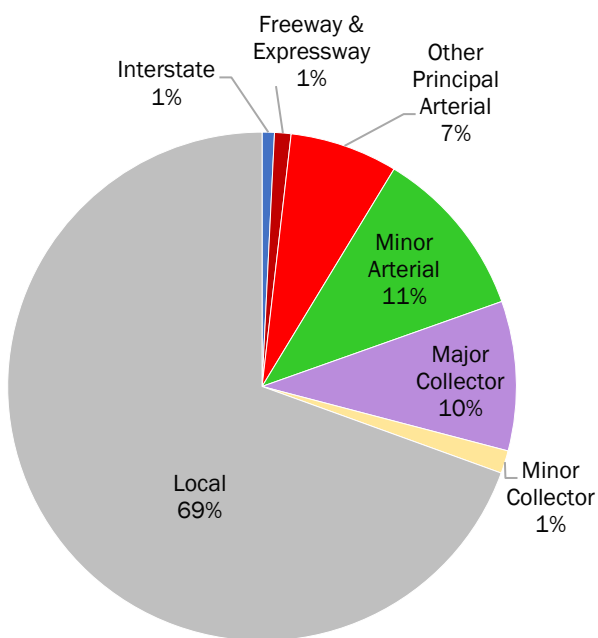


2019 VMT

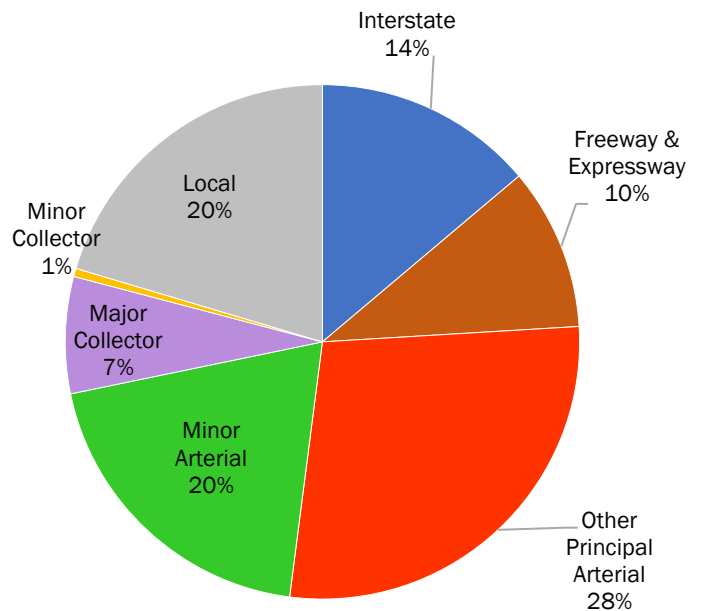


Functional Classification with Recommended Changes

2019 Mileage



2019 VMT



RECOMMENDATIONS

The review of existing functional classification was done in two phases. The first phase included the overall city-wide review with emphasis on route spacing, connectivity, and system continuity. The detailed results of Phase 1 can be found in Appendix I. The second phase was a detailed ward-by-ward review of all roadways. This included specific areas of concern that were identified by DDOT staff. A list of these specific concerns can be found in Appendix III. The recommendations from the Phase 2 ward-by-ward review can be found in Appendix II. Detailed discussions for each recommendation are accompanied by maps with blue arrows indicating the roadway segments of concern. When a functional classification change is recommended for consideration, there are two maps shown, one showing the current functional classification, and one showing the functional classification if the change is made. Each area reviewed will have three possible recommendations, 1) Change the functional classification (a roadway clearly is functioning as a different class than assigned), 2) Consider changing the functional classification (the evidence for a change is less compelling or conflicting, there may be arguments for change and for maintaining the current classification), 3) Make no change (no compelling evidence to support a change).

NEXT STEPS

DDOT staff have previously reviewed a draft of this memorandum, comments on the draft can be found in Appendix V. This document is now finalized and DDOT staff should carefully review each of the recommendations contained within. FHWA guidelines state that functional classification reviews should assess the current operating status of roadways rather than the future plans for roadway segments. Every effort was made to follow the FHWA guidelines to determine the current functionality for each roadway segment reviewed. DDOT staff are the experts on the specific roadways of the District of Columbia and thus will have extensive knowledge of each unique roadway segment so are well suited to make informed decisions. Appendix IV contains some preliminary comments that were received from DDOT staff after Phase 1 - the initial city-wide review. These can be used, together with the comments in Appendix V, as a jumping-off point for DDOT staff to use to begin discussions of these recommendations. A task force should be convened to collaboratively decide on what action to take on each recommendation. It is during this process that DDOT staff should examine safety and Complete Streets considerations when reviewing the current and recommended functional classification of roadways. It is estimated that this review and decision-making process will last for several months and may include collaboration with outside agencies such as Maryland DOT and the US National Park Service. Once agreement is reached among DDOT staff, the recommended changes should be delivered to the TPB and then to the FHWA for approval.

Table of Roadway Sections Reviewed and Recommendations

Roadway Name	Current Functional Classification	Recommended Action	Location Number
City-Wide Index Map			Index
Suitland Rd NE	Major Collector	Reclassify as Minor Arterial	I.1
63rd Street NE	Minor Arterial	Reclassify as Principal Arterial	I.2
63rd Street SE	Minor Arterial	Reclassify as Principal Arterial	I.2
Southern Ave	Minor Arterial	Reclassify as Principal Arterial	I.2
Blair Rd NW	Major Collector	Consider reclassifying as Minor Arterial	I.3
River Rd NW	Minor Arterial	Keep Minor Arterial Classification	I.4

Roadway Name	Current Functional Classification	Recommended Action	Location Number
Massachusetts Avenue NW	Principal Arterial	Keep Principal Arterial Classification	I.5
MacArthur Blvd NW	Principal Arterial	Consider reclassifying as Minor Arterial	I.6
Ward 1 Index Map			Ward 1
10th Street NW	Major Collector	Reclassify as Local	W1.1
Columbia Road NW	Major Collector	Reclassify as Local	W1.2
Park Place NW	Major Collector	Reclassify as Local	W1.3
Rock Creek Church Road	Major Collector	Keep Major Collector Classification	W1.3
Mount Pleasant St NW	Major Collector	Consider reclassifying as Minor Arterial	W1.4
Columbia Road NW	Minor Arterial	Keep Minor Arterial Classification	W1.5
17th Street NW	Minor Arterial	Reclassify as Minor Collector	W1.6
Ward 2 Index Map			Ward 2
Vermont Avenue NW	Major Collector	Reclassify as Local	W2.1
Waterside Dr NW	Major Collector	Keep Major Collector Classification	W2.2
P Street NW	Major Collector	Consider reclassifying as Minor Arterial	W2.3
8th Street NW	Major Collector	Reclassify as Minor Collector	W2.4
Buckeye Drive, Ohio Drive, E Basin Drive	Local	Consider reclassifying as Minor or Major Collector	W2.5
L Street NW, 27th Street NW, I Street NW	Local	Reclassify as Major Collector	W2.6
Prospect Street NW	Major Collector	Keep Major Collector Classification	W2.7
37th Street NW O Street NW	Local	Reclassify as Minor Collector	W2.7
H Street NW	Major Collector	Reclassify as Local	W2.8
25th Street NW	Local	Reclassify as Minor Collector	W2.8
Ward 3 Index Map			Ward 3
Jenifer Street NW 43rd Street NW	Major Collector	Reclassify as Minor Collector	W3.1
Linnean Avenue NW	Major Collector	Reclassify as Minor Collector	W3.2
Albemarle Street NW	Major Collector	Reclassify as Minor Collector	W3.3
Brandywine Street NW	Major Collector	Reclassify as Minor Collector	W3.4
Brandywine Street NW	Local	Reclassify as Minor Collector	W3.4
Porter Street NW	Major Collector	Reclassify as Local	W3.5
Reno Road NW	Major Collector	Reclassify as Local	W3.6
Kling Road NW	Major Collector	Reclassify as Local	W3.7
Calvert Street NW	Minor Arterial	Keep Minor Arterial Classification	W3.8
Calvert Street NW	Major Collector	Reclassify as Minor Collector	W3.8
41st Street NW Benton Street NW	Local	Reclassify as Minor Collector	W3.8
Q Street NW	Major Collector	Reclassify as Local	W3.9
Arizona Avenue NW	Major Collector	Reclassify as Local	W3.10
W Street NW	Local	Reclassify as Minor Collector	W3.11

Ward 4 Index Map			Ward 4
Locust Road NW	Major Collector	Reclassify as Local	W4.1
Kalmia Road NW	Major Collector	Keep Major Collector Classification	W4.2
Portal Drive NW East Beach Drive NW	Major Collector	Reclassify as Minor Collector	W4.2
Butternut Street NW 4th Street NW	Major Collector	Reclassify as Minor Collector	W4.3
Geranium Street NW	Local	Consider reclassifying as Minor Collector	W4.4
Gallatin Street NW	Local	Consider reclassifying as Minor Collector	W4.5
Decatur Street NW 17th Street NW	Major Collector	Reclassify as Local	W4.6
17th Street NW	Major Collector	Reclassify as Minor Collector	W4.6
Iowa Avenue NW	Major Collector	Reclassify as Local	W4.7
Iowa Avenue NW	Major Collector	Keep Major Collector Classification	W4.7
Sheridan Street NW	Local	Consider reclassifying as Minor Collector	W4.8
Webster Street NW	Major Collector	Reclassify as Local	W4.9
Beach Drive NW	Minor Arterial	Keep Minor Arterial Classification unless road is closed to traffic	W4.10
Morrow Drive NW	Major Collector	Keep Major Collector Classification unless road is closed to traffic	W4.10
Joyce Road NW	Local	Reclassify as Major Collector unless road is closed to traffic	W4.10
Ward 5 Index Map			Ward 5
John McCormack Road NE	Major Collector	Keep Major Collector Classification	W5.1
Bates Road	Major Collector	Determine status of Bates Road and either keep Major Collector Classification or reclassify as Local	W5.1
Puerto Rico Avenue NE	Major Collector	Keep Major Collector Classification	W5.2
Buchanan Street NE	Major Collector	Reclassify as Minor Collector	W5.2
Galloway Street NE	Local	Consider reclassifying as Minor Collector	W5.3
Allison Street NE	Major Collector	Reclassify as Local	W5.4
Varnum Street NE	Local	Reclassify as Minor Collector	W5.5
9th Street NE	Major Collector	Reclassify as Local	W5.6
Montana Avenue NE	Major Collector	Consider reclassifying as Minor Arterial	W5.7
Fort Lincoln Drive NE	Major Collector	Keep Major Collector Classification	W5.8
33rd Place NE	Local	Reclassify as Major Collector	W5.8
Harry Thomas Way NE	Local	Reclassify as Minor Collector	W5.9
3rd Street NE R Street NE	Major Collector	Reclassify as Minor Collector	W5.9
T Street NE	Major Collector	Reclassify as Local	W5.9
Brentwood Road	Major Collector	Reclassify as Minor Collector	W5.10
T Street NE	Local	Reclassify as Minor Collector	W5.10
Montello Avenue NE Trinidad Avenue NE	Major Collector	Reclassify as Minor Collector	W5.11

Maryland Avenue NE	Major Collector	Keep Major Collector Classification	W5.12
M Street NE	Local	Reclassify as Minor Collector	W5.12
Ward 6 Index Map			Ward 6
Q Street NW	Minor Arterial	Reclassify as Major Collector	W6.1
M Street NW	Major Collector	Reclassify as Local	W6.2
M Street NW 4th Street NW	Major Collector	Reclassify as Minor Collector	W6.2
2nd Street NE	Local	Reclassify as Major Collector	W6.3
L Street NE	Major Collector	Keep Major Collector Classification	W6.3
1st Street NW	Major Collector	Reclassify as Local	W6.4
F Street NW	Major Collector	Reclassify as Minor Collector	W6.5
C Street NW	Major Collector	Keep Major Collector Classification	W6.6
South Capitol Street New Jersey Avenue SE	Major Collector	Reclassify as Local	W6.7
D Street SW	Major Collector	Reclassify as Local	W6.8
D Street SW Virginia Avenue SW	Local	Reclassify as Minor Collector	W6.8
12th Street SW	Local	Reclassify as Major Collector	W6.9
Banneker Circle SW	Local	Reclassify as Major Collector	W6.10
L'Enfant Promenade SW	Major Collector	Keep Major Collector Classification	W6.10
Canal Street SW Delaware Avenue SW	Major Collector	Reclassify as Local	W6.11
V Street SW 2nd Street SW	Major Collector	Reclassify as Local	W6.12
R Street SW	Local	Reclassify as Major Collector	W6.12
P Street SW 4th Street SW 1st Street SE	Minor Arterial	Reclassify as Major Collector	W6.13
17th Street NE 17th Street SE	Minor Arterial	Consider reclassifying as Major Collector	W6.14
C Street NE	Minor Arterial	Keep Minor Arterial Classification	W6.15
11th Street SE	Minor Arterial	Keep Minor Arterial Classification	W6.16
Potomac Avenue SEL Street SE,	Major Collector	Reclassify as Local	W6.17
Potomac Avenue SE	Major Collector	Keep Major Collector Classification	W6.18
12 th Street SE	Local	Reclassify as Minor Collector	W6.18
Ward 7 Index Map			Ward 7
Meade Street NE	Local	Reclassify as Minor Collector	W7.1
Minnesota Avenue NE	Major Collector	Keep Major Collector Classification	W7.1
50th Street NE	Major Collector	Reclassify as Local	W7.2
Anacostia Avenue NE East Capitol Street NE Kenilworth Avenue NE 36th Street NE	Local	Reclassify as Minor Collector	W7.3
51st Street SE	Major Collector	Reclassify as Minor Collector	W7.4
Eastern Avenue and Southern Avenue	Minor Arterial	Reclassify as Minor Collector	W7.5

Ward 8 Index Map			Ward 8
Naylor Road SE	Major Collector	Reclassify as Local	W8.1
S Street SE	Local	Consider reclassifying as Minor Collector	W8.1
W Street SE	Local	Reclassify as Major Collector	W8.2
16 Street SE	Local	Reclassify as Minor Collector	W8.2
13th Street SE	Major Collector	Reclassify as Local, Minor Collector	W8.2
Howard Road SE	Major Collector	Consider reclassifying as Minor Collector	W8.3
Sumner Road SE	Local	Consider reclassifying as Minor Collector	W8.4
Stanton Road SE	Major Collector	Consider reclassifying as Minor Collector	W8.4
Morris Road SE Erie Street SE Fort Place SE Bruce Place SE Ainger Place SE	Local	Consider reclassifying as Minor Collector	W8.5
Bruce Place SE	Local	Consider reclassifying as Minor Collector	W8.6
6th Street SE	Major Collector	Reclassify as Minor Collector	W8.7
Martin Luther King Jr. Avenue SW	Major Collector	Reclassify as Local	W8.8
Shepherd Parkway SW	Major Collector	Reclassify as Local	W8.9

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

RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-51.2 WHICH ADDS FUNDING FOR PLANNING FOR A NEW MULTIMODAL TRANSPORTATION STATION IN NEW CARROLLTON, INCREASES FUNDING FOR TWO MARYLAND TRANSIT ADMINISTRATION (MTA) STUDIES, AND INCREASES FUNDING FOR TWO STATE HIGHWAY ADMINISTRATION (SHA) PROGRAMS, AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on June 15, 2022, the TPB adopted the FY 2023-2026 TIP; and

WHEREAS, MDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-51.2, which adds a net total of approximately \$95 million to the three MTA records and the two SHA project or program records listed at the end of this resolution, and as described in the attached materials; and

WHEREAS, the attached materials include:

ATTACHMENT A) Amendment Overview report which shows how the amended project and program records will appear in the TIP following approval, along with a complete documentation of every change made for this newest approved version of the record.

ATTACHMENT B) Letter from MDOT dated November 25, 2024, requesting the amendment, and

WHEREAS, the proposed amendments have been entered into the TPB's Project InfoTrak database under TIP Action 23-51.2 creating the 51st amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, these projects and programs are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-51.1 which adds approximately \$95 million to the five project and program records listed below and as described in the attached materials.

- New Carrollton Multimodal Transportation Station (T13654) – New project record. Add \$47 million for planning.
- Transit Oriented Development (TOD) Purple Line Corridor Studies (T11624) – Add \$1.65 million to the and update the record to include the FY 2024 TOD Study titled “Building an Equitable Transit-Oriented Purple Line Corridor.”
- Southern Maryland Rapid Transit (SMRT) Project (T11620) – add \$15 million for preliminary engineering of the transit study.
- Commuter Connections Program (T6635) – add approximately \$10 million
- Add \$4.6 million to implement the Maryland Equitable Charging Infrastructure Partnership (MECIP) (T13613)

Adopted by the TPB Steering Committee at its meeting on Friday, December 6, 2024.

Final approval following review by the full TPB at its meeting on Wednesday, December 18, 2024.

ATTACHMENT A
AMENDMENT OVERVIEW REPORT FOR TIP ACTION 23-51.2
FORMAL AMENDMENT TO THE FY 2023-2026
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

T11620 - Southern Maryland Rapid Transit (SMRT)

Lead Agency	Project Type	County
Maryland Department of Transportation - Maryland Transit Administration	Transit - Capital	Charles, Prince Georges
From	Agency Project ID	Municipality
-	-	-
To	Completion Date	Total Cost
-	2028	\$24,999,000

Project Description

The Southern Maryland Rapid Transit (SMRT) Project is a high-capacity, fixed-route rapid transit service operating in a dedicated, grade-separated, 18.7-mile transitway in the Maryland Route 5/U.S. Route 301 corridor from the Branch Avenue Metrorail Station in Prince George's County to Waldorf and White Plains in Charles County. The Maryland Department of Transportation, in collaboration with Charles and Prince George's Counties, will complete the National Environmental Policy Act process, and secure a Record of Decision for the SMRT project.

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Preliminary Engineering	DC/STATE	-	-	\$254,000	\$2,561,000	\$2,500,000	\$9,684,000	\$14,999,000
Preliminary Engineering	TIIF	-	-	-	\$10,000,000	-	-	\$10,000,000
Total Preliminary Engineering		-	-	\$254,000	\$12,561,000	\$2,500,000	\$9,684,000	\$24,999,000
Total Future Costs		-	-	-	-	-	\$9,684,000	\$9,684,000
Total Programmed		-	-	\$254,000	\$12,561,000	\$2,500,000	\$9,684,000	\$24,999,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Cost change(s) - Schedule Change(s)
PROJECT CHANGES	<p>Plan Revision Name changed from "23-09.2" to "23-51.2 (MD)"</p> <p>Project Type changed from "Transit - Safety" to "Transit - Capital"</p> <p>Complete Streets changed from "None" to "Not Applicable"</p> <p>Current Implementation Status changed from "None" to "Environmental Document/Pre-Design Phase (PAED)"</p> <p>Estimated Completion Date changed from "2025" to "2028"</p>
FUNDING CHANGES	<p>DC/STATE</p> <ul style="list-style-type: none"> - Decrease funds in FY 2025 in CON from \$2,275,000 to \$0 + Increase funds in FY 2024 in PE from \$0 to \$254,000 - Decrease funds in FY 2023 in CON from \$100,000 to \$0 + Increase funds in FY 2025 in PE from \$0 to \$2,561,000 - Decrease funds in FY 2024 in CON from \$2,625,000 to \$0 + Increase funds in FY 2026 in PE from \$0 to \$2,500,000 + Increase funds in FY 2036 in PE from \$0 to \$9,684,000 <p>TIIF</p> <ul style="list-style-type: none"> - Decrease funds in FY 2023 in CON from \$100,000 to \$0 - Decrease funds in FY 2025 in CON from \$2,275,000 to \$0 + Increase funds in FY 2025 in PE from \$0 to \$10,000,000 - Decrease funds in FY 2024 in CON from \$2,625,000 to \$0
FEDERAL PROJECT COST	Stays the same \$0



**TOTAL PROJECT
COST**

Increased from \$10,000,000 to \$24,999,000 (149.99%)

T11624 - Transit Oriented Development (TOD) Purple Line Corridor Studies

Lead Agency	Project Type	County
Maryland Department of Transportation - Maryland Transit Administration	Rail/Fixed Guideways - Streetcar/Light Rail	Montgomery, Prince Georges
From	Agency Project ID	Municipality
Bethesda	-	-
To	Completion Date	Total Cost
New Carrollton	2027	\$3,537,546

Project Description

The University of Maryland National Center for Smart Growth, Maryland National Capital Park and Planning Commission (Montgomery County) and the Maryland Transit Administration was recently awarded two Purple Line TOD planning grants. "Building an Equitable Transit-Oriented Purple Line Corridor" study was awarded in FY 22 and will develop strategies for low-density commercial properties to preserve affordable small business spaces, develop an affordable housing pipeline, and enhance multimodal access. The FY24 TOD study, "Preparing for the Purple Line: An Anti-Displacement Plan", will support new, community-engaged planning for equitable growth through TOD, with tailored strategies to address displacement pressures facing existing residents and small businesses. The plan will develop anti-displacement actions and strategies focused especially on preservation of housing and culture. These actions and strategies will be supported by an analysis of anti-displacement policies and a plan for local implementation. Matching funds are being provided by the University of Maryland's National Center for Smart Growth, Montgomery County, and the Maryland National Capital Park and Planning Commission (Montgomery County).

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Planning	LOCAL	-	-	-	\$389,546	-	-	\$389,546
Planning	S. 20005(B)	-	-	-	\$3,148,000	-	-	\$3,148,000
Total Planning		-	-	-	\$3,537,546	-	-	\$3,537,546
Total Programmed		-	-	-	\$3,537,546	-	-	\$3,537,546

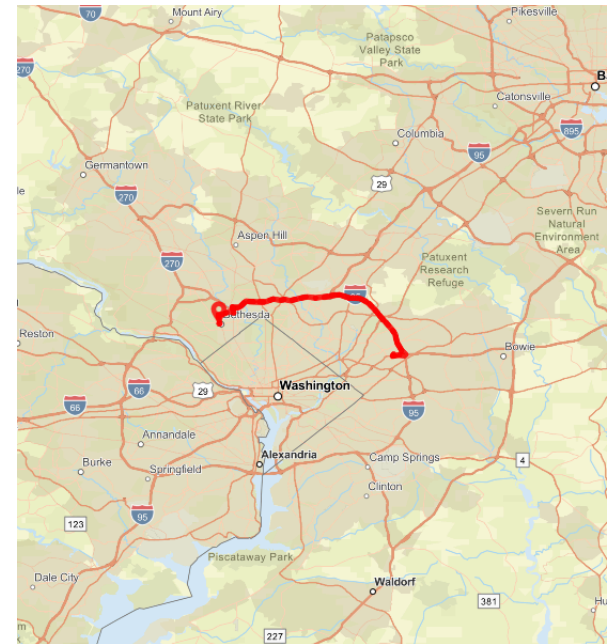
**CURRENT
CHANGE
REASON**

Schedule / Funding / Scope- Update Cost change(s) - Programming
Update - Scope Change(s)

**PROJECT
CHANGES**

Title changed from "Transit Oriented Development (TOD) Purple Line Corridor" to "Transit Oriented Development (TOD) Purple Line Corridor Studies"

Description changed from "Building an equitable transit-oriented purple line corridor will further planning and coordination to catalyze affordable housing, preserve affordable small business lease space in mixed-use development, and increase bicycle and pedestrian access to the line. The project will develop strategies for low-density commercial properties to preserve affordable small business spaces, develop an affordable housing pipeline, and enhance multimodal access. The effort builds on a previous FTA TOD planning pilot grant, utilizing extensive analysis to pinpoint opportunities and challenges, and involves the Purple Line Corridor Coalition (PLCC), a public-private-community collaborative. Equity, community engagement, placemaking and economic development are central to the process. Matching funds are being provided by the University of Maryland's National Center for Smart Growth, Montgomery County, and the Maryland National Capital Park and Planning Commission (Montgomery County)." to "The University of Maryland National Center for Smart Growth, Maryland National Capital Park and Planning Commission (Montgomery County) and the Maryland Transit Administration was recently awarded two Purple Line TOD planning grants. "Building an Equitable Transit-Oriented Purple Line Corridor" study was awarded in FY 22 and will develop strategies for low-density commercial properties to preserve affordable small business spaces, develop an affordable housing pipeline, and enhance multimodal access. The FY24 TOD study, "Preparing for the Purple Line: An Anti-Displacement Plan", will support new, community-engaged planning for equitable growth through TOD, with tailored strategies to address displacement pressures facing existing residents and small businesses. The plan will develop anti-displacement actions and strategies focused especially on preservation of housing and culture. These actions and strategies will be supported by an analysis of anti-displacement policies



and a plan for local implementation. Matching funds are being provided by the University of Maryland's National Center for Smart Growth, Montgomery County, and the Maryland National Capital Park and Planning Commission (Montgomery County)."

Plan Revision Name changed from "23-15.2" to "23-51.2 (MD)"

TPB Project Title changed from "None" to " "

Secondary Agency changed from "Maryland Department of Transportation - Maryland Transit Administration" to "Maryland-National Capital Park and Planning Commission"

Primary Contact changed from "None" to "Kim Ross"

Email changed from "None" to "kross@umd.edu"

Public Project Website changed from "None" to "<https://www.umdsmartgrowth.org/programs/plcc/>"

Complete Streets changed from "None" to "Not Applicable"

Estimated Completion Date changed from "2025" to "2027"

Bicycle/Pedestrian Accommodations changed from "None" to "Not Applicable"

Phone (10-Digit) changed from "None" to "202-531-9333"

TIP Grouping Record changed from "None" to "No"

FUNDING CHANGES

S. 20005(B)

- Decrease funds in FY 2023 in PE from \$227,977 to \$0
- Decrease funds in FY 2024 in PE from \$739,492 to \$0
- + Increase funds in FY 2025 in PLANNING from \$0 to \$3,148,000
- Decrease funds in FY 2025 in PE from \$529,624 to \$0

LOCAL

- Decrease funds in FY 2023 in PE from \$59,320 to \$0
- Decrease funds in FY 2024 in PE from \$192,417 to \$0

+ Increase funds in FY 2025 in PLANNING from \$0 to \$389,546

- Decrease funds in FY 2025 in PE from \$137,809 to \$0

**FEDERAL
PROJECT
COST**

Increased from \$1,497,093 to \$3,148,000 (110.27%)

**TOTAL
PROJECT
COST**

Increased from \$1,886,639 to \$3,537,546 (87.51%)

T13654 - New Carrollton Multi-modal Transportation Station

Lead Agency	Project Type	County
Maryland Department of Transportation - Maryland Transit Administration	Rail/Fixed Guideways - Capital/Expansion	Prince Georges
From	Agency Project ID	Municipality
-	-	-
To	Completion Date	Total Cost
-	-	\$47,000,000

Project Description

The project will fund construction of multi-modal transit station improvements for the New Carrollton Station. The project includes an upgraded train hall for the existing MARC, Metrorail, and Amtrak service, incorporating connections to Metrobus, TheBus, and Greyhound bus services and the future Maryland Purple Line light rail. It will also make new sidewalks, bike lanes, lighting, signalization, and traffic calming improvements on Garden City Drive to access the station and improve the train hall plaza space to be more welcoming to users.

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Planning	BUILD	-	-	-	\$20,500,000	-	-	\$20,500,000
Planning	LOCAL	-	-	-	\$26,500,000	-	-	\$26,500,000
Total Planning		-	-	-	\$47,000,000	-	-	\$47,000,000
Total Programmed		-	-	-	\$47,000,000	-	-	\$47,000,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$20,500,000
TOTAL PROJECT COST	Stays the same \$47,000,000



T13613 - Maryland Equitable Charging Infrastructure Partnership (MECIP)

Lead Agency	Project Type	County
Maryland Department of Transportation - State Highway Administration	Other - Alt Fuel Infrastructure	Charles, Frederick, Montgomery, Prince Georges
From	Agency Project ID	Municipality
-	-	-
To	Completion Date	Total Cost
-	2031	\$13,824,273

Project Description

will install 87 sites in communities across the State of Maryland. This project will provide density to the existing Alternative Fuel Corridors and giving rural, urban LMI and Justice40 areas access to EV Charging technology.

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Other	CFI	-	-	-	\$11,059,418	-	-	\$11,059,418
Other	LOCAL	-	-	-	\$2,764,855	-	-	\$2,764,855
Total Other		-	-	-	\$13,824,273	-	-	\$13,824,273
Total Programmed		-	-	-	\$13,824,273	-	-	\$13,824,273

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Cost change(s)
PROJECT CHANGES	<p>Description changed from "will install 58 sites in communities across the State of Maryland. This project will provide density to the existing Alternative Fuel Corridors and giving rural, urban LMI and Justice40 areas access to EV Charging technology." to "will install 87 sites in communities across the State of Maryland. This project will provide density to the existing Alternative Fuel Corridors and giving rural, urban LMI and Justice40 areas access to EV Charging technology."</p> <p>Plan Revision Name changed from "23-41.2" to "23-51.2 (MD)"</p> <p>TIP Grouping Record changed from "None" to "Yes"</p>
FUNDING CHANGES	<p>SP</p> <p>- Decrease funds in FY 2025 in OTHER from \$7,060,421 to \$0</p> <p>CFI</p> <p>+ Increase funds in FY 2025 in OTHER from \$0 to \$11,059,418</p> <p>LOCAL</p> <p>- Decrease funds in FY 2025 in OTHER from \$2,138,868 to \$0</p> <p>+ Increase funds in FY 2025 in OTHER from \$0 to \$2,764,855</p>
FEDERAL PROJECT COST	Increased from \$7,060,421 to \$11,059,418 (56.64%)
TOTAL PROJECT COST	Increased from \$9,199,289 to \$13,824,273 (50.28%)

T3566 - Commuter Connections Program

Lead Agency	Project Type	County
Maryland Department of Transportation - State Highway Administration	TERMs	Charles, Frederick, Montgomery, Prince Georges
From	Agency Project ID	Municipality
-	AWCC	-
To	Completion Date	Total Cost
-	0	\$34,291,862

Project Description

The Commuter Connections Program works to reduce the number of vehicle miles traveled, vehicle trips, and emissions. This program provides funding to TPB's Commuter Connections program for the following projects: Commuter Operations Center, Guaranteed Ride Home, marketing, monitoring and evaluation, employer outreach, and the telecommute project.

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Other	CMAQ	-	-	-	\$3,584,432	\$4,089,742	\$13,537,556	\$21,211,730
Other	DC/STATE	-	\$3,540,000	\$3,849,000	\$1,284,308	\$1,022,435	\$3,384,389	\$13,080,132
Total Other		-	\$3,540,000	\$3,849,000	\$4,868,740	\$5,112,177	\$16,921,945	\$34,291,862
Total Future Costs		-	-	-	-	-	\$16,921,945	\$16,921,945
Total Programmed		-	\$3,540,000	\$3,849,000	\$4,868,740	\$5,112,177	\$16,921,945	\$34,291,862

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Cost change(s) - Programming Update
PROJECT CHANGES	Plan Revision Name changed from "23-00" to "23-51.2 (MD)" Estimated Completion Date changed from "None" to "0"
FUNDING CHANGES	<p>CMAQ</p> <ul style="list-style-type: none"> + Increase funds in FY 2025 in OTHER from \$0 to \$3,584,432 + Increase funds in FY 2026 in OTHER from \$0 to \$4,089,742 + Increase funds in FY 2027 in OTHER from \$0 to \$4,294,229 + Increase funds in FY 2028 in OTHER from \$0 to \$4,508,940 + Increase funds in FY 2029 in OTHER from \$0 to \$4,734,387 <p>DC/STATE</p> <ul style="list-style-type: none"> - Decrease funds in FY 2023 in OTHER from \$3,540,000 to \$0 - Decrease funds in FY 2024 in OTHER from \$3,849,000 to \$0 + Increase funds in FY 2025 in OTHER from \$0 to \$1,284,308 + Increase funds in FY 2026 in OTHER from \$0 to \$1,022,435 + Increase funds in FY 2027 in OTHER from \$0 to \$1,073,557 + Increase funds in FY 2028 in OTHER from \$0 to \$1,127,235 + Increase funds in FY 2029 in OTHER from \$0 to \$1,183,597 + Increase funds in FY 2023 in OTHER from \$0 to \$3,540,000 + Increase funds in FY 2024 in OTHER from \$0 to \$3,849,000
FEDERAL PROJECT COST	Increased from \$0 to \$21,211,730 (0%)
TOTAL PROJECT COST	Increased from \$7,389,000 to \$34,291,862 (364.09%)

T12005 - Veirs Mill Bus Rapid Transit

Lead Agency	Project Type	County
Montgomery County	Bus/BRT - Capital/Expansion	Montgomery
From	Agency Project ID	Municipality
Wheaton Metrorail Station	-	-
To	Completion Date	Total Cost
Montgomery College Rockville	2030	\$169,035,000

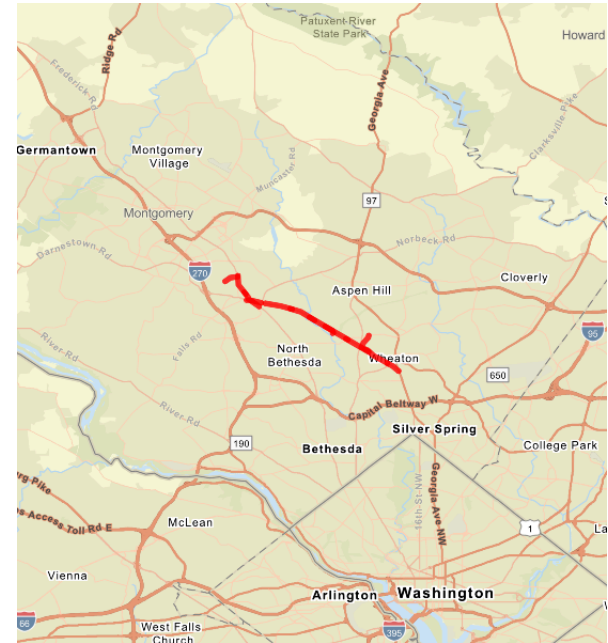
Project Description

This project will design and construct a new Bus Rapid Transit (BRT) line on Veirs Mill Road (MD 586) between the Wheaton Metro Station and Montgomery College in Rockville. Planning conducted by the Maryland Department of Transportation State Highway Administration (MDOT SHA) resulted in a Recommended Alternative in late 2017. The recommended alternative includes queue jumps for use by BRT and other buses at congested intersections along the corridor, new BRT stations with level boarding and off-board payment, Transit Signal Priority, purchase of new, zero-emission BRT buses, and other associated pedestrian and bicycle improvements along the corridor. The study retains curbside dedicated lanes as the long-term BRT alternative for Veirs Mill Road. In addition, MCDOT intends to accelerate the Veirs Mill and Randolph Road BiPPA project to provide expanded pedestrian and bicycle facilities along the corridor. The addition of a shared use path along the north side of Veirs Mill Road, completing sidewalk gaps along the south side, and improving pedestrian crossings along Veirs Mill Road will improve access to Flash stations. The project will transform mobility options with the implementation of a seven-mile, premium, branded, limited-stop BRT service along Veirs Mill Road. This new service will improve transit travel time and increase opportunity for a broad range of users, including a significant number of minority and low-income riders living along a highly congested corridor. The project will improve passenger transit mobility by connecting riders to high density housing and employment centers. The incorporation of bicycle and pedestrian access and safety improvements will facilitate improved access to stations and improve overall corridor safety.

Plans & Studies:
MCDOT Countywide Bus Rapid Transit Study, Final Report (July 2011); County Executive's Transit Task Force (May 2012); Countywide Transit Corridors Functional Master Plan (November 2013); Maryland Department of Transportation/Maryland State Highway Administration MD 586/Veirs Mill Road Draft Corridor Planning Study (September 2016); Veirs Mill Corridor Master Plan (April 2019).

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Preliminary Engineering	DC/STATE	-	\$650,000	\$6,170,000	\$3,950,000	-	-	\$10,770,000
Preliminary Engineering	LOCAL	\$500,000	\$3,763,000	\$1,266,000	\$922,000	-	\$5,171,000	\$11,622,000
Preliminary Engineering	S. 5309	-	-	-	\$8,134,600	\$2,832,400	-	\$10,967,000
Total Preliminary Engineering		\$500,000	\$4,413,000	\$7,436,000	\$13,006,600	\$2,832,400	\$5,171,000	\$33,359,000
Right of Way	DC/STATE	-	-	-	\$3,000,000	-	-	\$3,000,000
Right of Way	LOCAL	-	-	\$645,000	-	-	\$3,716,000	\$4,361,000
Right of Way	S. 5309	-	-	-	-	\$5,944,000	-	\$5,944,000
Total Right of Way		-	-	\$645,000	\$3,000,000	\$5,944,000	\$3,716,000	\$13,305,000
Construction	DC/STATE	-	-	-	\$1,739,000	-	\$2,284,364	\$4,023,364
Construction	LOCAL	-	-	-	-	\$937,000	-	\$937,000
Construction	S. 5309	-	-	-	-	\$103,272,636	-	\$103,272,636
Total Construction		-	-	-	\$1,739,000	\$104,209,636	\$2,284,364	\$108,233,000
Utility	DC/STATE	-	-	-	\$2,000,000	-	-	\$2,000,000
Utility	S. 5309	-	-	-	-	\$12,138,000	-	\$12,138,000
Total Utility		-	-	-	\$2,000,000	\$12,138,000	-	\$14,138,000
Total Prior Costs		\$500,000	-	-	-	-	-	\$500,000
Total Future Costs		-	-	-	-	-	\$11,171,364	\$11,171,364
Total Programmed		\$500,000	\$4,413,000	\$8,081,000	\$19,745,600	\$125,124,036	\$11,171,364	\$169,035,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Cost change(s) - Programming Update
PROJECT CHANGES	<p>Plan Revision Name changed from "26-00" to "23-51.2 (MD)"</p> <p>Primary Contact changed from "Gary Erenrich" to "Chris Van Alstyne"</p> <p>Email changed from "gary.erenrich@montgomerycountymd.gov" to "chris.vanalstyne@montgomerycountymd.gov"</p> <p>CMP changed from "None" to "CMP Documentation is not required."</p> <p>Does this project increase capacity on a limited access highway or other principal arterial? changed from "None" to "No"</p> <p>Phone (10-Digit) changed from "(301)221-8104" to "240.777.7163"</p>
FUNDING CHANGES	<p>LOCAL</p> <ul style="list-style-type: none"> - Decrease funds in FY 2022 in PE from \$2,705,000 to \$500,000 + Increase funds in FY 2023 in PE from \$2,000,000 to \$3,763,000 + Increase funds in FY 2024 in PE from \$0 to \$1,266,000 - Decrease funds in FY 2024 in ROW from \$674,000 to \$645,000 + Increase funds in FY 2025 in PE from \$0 to \$922,000 - Decrease funds in FY 2025 in ROW from \$922,000 to \$0 + Increase funds in FY 2026 in CON from \$0 to \$937,000 - Decrease funds in FY 2027 in PE from \$8,385,000 to \$5,171,000



+ Increase funds in FY 2027 in ROW from \$1,033,000 to \$3,716,000

- Decrease funds in FY 2027 in UT from \$6,978,000 to \$0

DC/STATE

- Decrease funds in FY 2026 in PE from \$8,385,000 to \$0

- Decrease funds in FY 2026 in ROW from \$3,944,000 to \$0

- Decrease funds in FY 2026 in CON from \$12,036,000 to \$0

- Decrease funds in FY 2023 in PE from \$1,500,000 to \$650,000

+ Increase funds in FY 2024 in PE from \$3,348,000 to \$6,170,000

- Decrease funds in FY 2025 in PE from \$4,240,000 to \$3,950,000

- Decrease funds in FY 2025 in ROW from \$6,761,000 to \$3,000,000

+ Increase funds in FY 2025 in CON from \$252,000 to \$1,739,000

+ Increase funds in FY 2025 in UT from \$0 to \$2,000,000

+ Increase funds in FY 2027 in CON from \$0 to \$2,284,364

- Decrease funds in FY 2027 in OTHER from \$8,250,000 to \$0

S. 5309

+ Increase funds in FY 2025 in PE from \$0 to \$8,134,600

- Decrease funds in FY 2027 in CON from \$34,156,000 to \$0

- Decrease funds in FY 2027 in OTHER from \$39,473,000 to \$0

+ Increase funds in FY 2026 in PE from \$0 to \$2,832,400

+ Increase funds in FY 2026 in ROW from \$0 to \$5,944,000

+ Increase funds in FY 2026 in CON from \$22,316,000 to \$103,272,636

	+ Increase funds in FY 2026 in UT from \$0 to \$12,138,000
FEDERAL PROJECT COST	Increased from \$95,945,000 to \$132,321,636 (37.91%)
TOTAL PROJECT COST	Increased from \$167,358,000 to \$169,035,000 (1.00%)
CONFORMITY INFORMATION CHANGES	<p>485</p> <p>Conformity Route has changed from None to MD 586</p> <p>Conformity Implementation Status has changed from None to Active</p>

November 25, 2024

The Honorable Christina Henderson
Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, NE, Suite 300
Washington DC 20002

Dear Chair Henderson:

The Maryland Department of Transportation (MDOT) requests the following amendment to the Maryland portion of the National Capital Region Transportation Planning Board's (TPB) Fiscal Year (FY) 2023-2026 Transportation Improvement Program (TIP) for four existing and one new project on behalf of the State Highway Administration (SHA), the the Maryland Clean Energy Center (MCEC), and the Maryland Transit Administration (MTA) as described below and in the attached memo.

This action updates SHA's programmed program expenditures schedule in FY 2023-2026 and beyond including changes to the federal funding sources. The Commuter Connections Work Program was updated at the September 2024 Steering Committee to add a program element of carpool and vanpool incentives surrounding the Frederick Scott Key Bridge. The TIP is being amended to convert existing state funds for Commuter Connections to 80/20 CMAQ state funds.

Additionally, the MCEC won a second round of Charging and Fueling Infrastructure (CFI) grant; the Southern Maryland Rapid Transit (SMRT) project's community project funding and state match are being reflected in the TIP; and Prince George's County was awarded a Rebuilding America Infrastructure and Sustainability and Equity (RAISE) grant for the MTA New Carrollton Multi-Modal Transportation Station project.

Lastly, MTA is amending a current project in the TIP to reflect funds awarded in 2024 for a Federal Transit Administration (FTA) Transit Oriented Development (TOD) planning study grant. MDOT is also seeking a technical correction to the FY 2025 Unified Planning Work Program (UPWP) to add the "Preparing for the Purple Line: An Anti-Displacement Plan" to Figure 4 "Transportation Planning Studies within the National Capital Region, 2025," and under the current "TOD Planning for the Purple Line Project." The Agencies, Schedule and Products in the table for both should be "UMD/MDOT MTA," "2025," and "Study/Plan."

These projects are either already included in or do not affect the Air Quality Conformity Determination of the 2022 Update to Visualize 2045.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
3566	Commuter Connections Program	\$9,981	Adds new CMAQ and state funds.
13613	Maryland Equitable Charging Infrastructure Partnership (MECIP)	\$4,705	Adds new CFI and local match funds.
11620	Southern Maryland Rapid Transit	\$5,315	Adds new Community Project and state funds and converts phase from construction to planning.
13654	New Carrollton Multi-modal Transportation Station	\$47,000	Adds new project and construction funds.
11624	Purple Line TOD Planning Studies	\$1,651	Adds new TOD planning funds.

MDOT requests that this amendment be approved at the upcoming TPB Steering Committee meeting. We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact me at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@mdot.maryland.gov. I will be happy to assist you.

Sincerely,



Kari Snyder
Regional Planner
Office of Planning, Programming, and Project Delivery (OPPPD)

Attachment

cc: Mr. Dan Janousek, Regional Planner, OPPPD, MDOT
Mr. Shawn Kiernan, Regional Planner, OPPPD, MDOT

TPB TIP FY 2023-2026

MDOT TIP ID: T3566

SUMMARY TABLE

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Commuter Connections Program	B	Exempt	N/a	\$ -	\$ 7,389	\$ 7,389
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MDOT SHA	TPB	N/a	\$ 2,306	\$ 7,675	\$ 9,981
Description	The Commuter Connections Program works to reduce the number of vehicle miles traveled, vehicle trips, and emissions. This program provides funding to TPB's Commuter Connections program for the following projects: Commuter Operations Center, Guaranteed Ride Home, marketing, monitoring and evaluation, employer outreach, and the telecommute project.					
Justification	This change adds new CMAQ and state funds to the Commuter Connections Program.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding	FY 2023		FY 2024		FY 2025		FY 2026		Total
		Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	
<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 <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other	Current (000s)	Total		Total		Total		Total		Total
		\$ -	\$ 3,540	\$ -	\$ 3,849	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 3,540	\$ 3,540	\$ 3,849	\$ 3,849	\$ -	\$ -	\$ -	\$ -	\$ 7,389
	Proposed (000s)	Total		Total		Total		Total		Total
		\$ -	\$ -	\$ -	\$ -	\$ 1,284	\$ 1,022	\$ 4,869	\$ 5,112	\$ 17,370
	\$ -	\$ -	\$ -	\$ -	\$ 1,284	\$ 1,022	\$ 3,585	\$ 4,090	\$ 2,306	
	\$ 3,540	\$ 3,540	\$ 3,849	\$ 3,849	\$ 3,585	\$ 4,090	\$ 4,869	\$ 5,112	\$ 15,064	
Change (000s)	Total		Total		Total		Total		Total	
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,869	\$ 5,112	\$ 9,981	
	\$ -	\$ -	\$ -	\$ -	\$ 1,284	\$ 1,022	\$ 3,585	\$ 4,090	\$ 2,306	
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,585	\$ 4,090	\$ 7,675	



PHASE DETAIL

Current		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CMAQ	OTH	\$ -	\$ 3,540	\$ -	\$ 3,849	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,389	\$ 7,389
State	OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ 3,540	\$ -	\$ 3,849	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,389	\$ 7,389
Proposed		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CMAQ	OTH	\$ -	\$ 3,540	\$ -	\$ 3,849	\$ 1,284	\$ -	\$ 1,022	\$ -	\$ 2,306	\$ 7,389	\$ 9,695
State	OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,585	\$ -	\$ 4,090	\$ -	\$ 7,675	\$ 7,675
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ 3,540	\$ -	\$ 3,849	\$ 1,284	\$ 3,585	\$ 1,022	\$ 4,090	\$ 2,306	\$ 15,064	\$ 17,370
Change		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CMAQ	OTH	\$ -	\$ -	\$ -	\$ -	\$ 1,284	\$ -	\$ 1,022	\$ -	\$ 2,306	\$ -	\$ 2,306
State	OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,585	\$ -	\$ 4,090	\$ -	\$ 7,675	\$ 7,675
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 1,284	\$ 3,585	\$ 1,022	\$ 4,090	\$ 2,306	\$ 7,675	\$ 9,981

TOTAL PROJECT COST

Prior Cost (≤ FY 2023)		STIP Cost (FY 2023-2026)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 2,306	Federal	\$ 13,538	Federal	\$ 15,844
State/Local	\$ -	State/Local	\$ 15,064	State/Local	\$ 3,384	State/Local	\$ 18,448
Total	\$ -	Total	\$ 17,370	Total	\$ -	Total	\$ 34,292



Amy Gillespie
Grants Administration and Compliance Officer
Maryland Clean Energy Center
5000 College Ave - Suite 31010
College Park, MD 20740

November 21, 2024

Kari Snyder
Regional Planner
Office of Planning and Capital Programming
Maryland Department of Transportation
7201 Corporate Center Drive, Hanover, MD 21076

Dear Ms. Snyder:

Please accept this letter as an official request to the Maryland Department of Transportation to present an amendment to the FY 2023-2026 National Capital Region Transportation Planning Board (TPB) Transportation Improvement Program (TIP) on behalf of the Maryland Clean Energy Center (MCEC). MCEC also requests that this project be presented as an amendment to the FY 2022-2025 Statewide Transportation Improvement Program (STIP).

MCEC was awarded a grant from the U.S. Department of Transportation, Federal Highway Administration's (FHWA) Charging and Fueling Infrastructure Discretionary Grant Opportunity (CFI Round 1B) for AFC sites. The project is entitled Maryland Equitable Charging Infrastructure Partnership (MECIP) and will install 29 charging stations along Alternative Fuel Corridor sites across the State of Maryland.

This project will provide density to the existing Alternative Fuel Corridors and gives rural, urban, and Justice40 areas access to EV Charging technology.

In Round 1A, \$7,060,421 was approved to complete 40 sites in the National Capital Region. This Round 1B award will construct 14 more sites along AFC Corridors in the National Capital Region and invest an additional \$13,824,273 to complete this project.

Additional information about this program is available at
<https://www.mdcleanenergy.org/15m-federal-grant-awarded-to-maryland-public-private-partnership-to-support-ev-charging-network/>

Thank you for your consideration.

Sincerely,

Amy Gillespie
Grants Administration and Compliance Officer
Maryland Clean Energy Center

TO: DIRECTOR MICHELLE MARTIN
OFFICE OF PLANNING, PROGRAMMING, AND PROJECT DELIVERY
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: OPCP REGIONAL PLANNER KARI SNYDER
OPCP REGIONAL PLANNER DAN JANOUSEK

FROM: DIRECTOR ERIC BECKETT *Eric Beckett*
OFFICE OF CAPITAL PROGRAMMING AND ASSET MANAGEMENT
MARYLAND TRANSIT ADMINISTRATION (MTA)

DATE: NOVEMBER 22, 2024

SUBJECT: REQUEST FOR AN ADMENDMENT TO THE FISCAL YEAR 2023-2026
TRANSPORTATION PLANNING BOARD (TPB) TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)

PURPOSE OF MEMORANDUM

To request OPCP request TPB to approve the following TIP amendment and, upon TPB approval, notify the Federal Transit Administration (FTA) of the amendment to the TPB FY 2023-FY2026 TIP. This amendment will add a \$5,000,000 in community project funding and an additional \$9,999,000 in state match (of which \$315,000 is within the FY 23-26 TIP timeframe and the balance beyond FY 26). This amendment will also change the phase from CO to PP to better reflect where the project is currently in the development process and consolidate the federal funds to FY 25, the year of obligation.

SUMMARY

The MTA requests that the TPB amend the FY 2023-2026 TPB TIP to reflect the following action.

TIP	PROJECT	FUNDING TYPE	NEW FUNDING
T11620	Southern Maryland Rapid Transit	Community Project Funding (TIIF)	\$5,000,000
		State	\$9,999,000

ANALYSIS

The Maryland Transit Administration was awarded Community Project funding of \$5,000,000 in FFY 2022 and \$5,000,000 in FFY 2024 to advance project planning activities including NEPA on the Southern Maryland Rapid Transit project in Charles and Prince George's counties. This amendment will add a \$5,000,000 in community project funding and an additional \$9,999,000 in state match (of which \$315,000 is within the FY 23-26 TIP timeframe and the balance beyond FY 26). This amendment will also change the phase from CO to PP to better reflect where the project is currently in the development process and consolidate the federal funds to FY 25, the year of obligation.

The attached Statewide Transportation Improvement Program (STIP) report documents MDOT's requested amendment with respect to funding for the project above. The requested action will not impact scheduling or funding availability for other projects in the current STIP, which continues to be fiscally constrained.

Please amend the FY2023-2026 TPB TIP and the FY 2022-2025 STIP to reflect the funding information provided in the attachments. If you have any questions, please do not hesitate to contact Mr. Stephen Miller, Chief of Strategic Planning, Statewide Project Development, at smiller6@mta.maryland.gov.

ATTACHMENTS

- FY 2023-2026 TPB TIP Project Report
- FY 2022-2025 Maryland STIP Project Report

cc: Mr. Erika Falk, Assistant Manager, Office of Capital Programming and Asset Management, MTA
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA
Mr. Shawn Kiernan, Strategic and Regional Planner, Office of Planning, Programming, and Project Delivery, TSO
Mr. Stephen Miller, Chief of Strategic Planning, Statewide Project Development, MTA
Mr. Darrell Smith, Director, Statewide Project Development, MTA

TPB TIP FY 2023-2026

MDOT TIP ID: T11620

SUMMARY TABLE

Project: Southern Maryland Rapid Transit (SMRT)	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
	B	Nonattainment	PCE anticipated (tbd)	Federal	State/Local	Total
				\$ 5,000	\$ 5,000	\$ 10,000
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MDOT MTA	TPB		Federal	State/Local	Total
				\$ 5,000	\$ 315	\$ 5,315
Description	The Southern Maryland Rapid Transit (SMRT) Project is a high-capacity, fixed-route rapid transit service operating in a dedicated, grade-separated, 18.7-mile transitway in the Maryland Route 5/U.S. Route 301 corridor from the Branch Avenue Metrorail Station in Prince George's County to Waldorf and White Plains in Charles County. The Maryland Department of Transportation, in collaboration with Charles and Prince George's Counties, will complete the National Environmental Policy Act process, and secure a Record of Decision for the SMRT project.					
Justification	The SMRT project will provide safe, accessible, and equitable high-capacity rapid transit service along both the peak and off-peak hours in the SMRT Project corridor, enhance mobility, and relieve severe traffic congestion and gridlock in the MD 5/US 301 highway corridor.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total
<input type="checkbox"/> A) Adds new individual projects to the current STIP	Current (000s)	Total	\$ 200	\$ 5,250	\$ 4,550	\$ -	\$ 10,000
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change		Federal	\$ 100	\$ 2,625	\$ 2,275	\$ -	\$ 5,000
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	Proposed (000s)	State/Local	\$ 100	\$ 2,625	\$ 2,275	\$ -	\$ 5,000
<input type="checkbox"/> D) Other		Total	\$ -	\$ 254	\$ 12,561	\$ 2,500	\$ 15,315
		Federal	\$ -	\$ -	\$ 10,000	\$ -	\$ 10,000
		State/Local	\$ -	\$ 254	\$ 2,561	\$ 2,500	\$ 5,315
		Total	\$ (200)	\$ (4,996)	\$ 8,011	\$ 2,500	\$ 5,315
		Federal	\$ (100)	\$ (2,625)	\$ 7,725	\$ -	\$ 5,000
		State/Local	\$ (100)	\$ (2,371)	\$ 286	\$ 2,500	\$ 315



PHASE DETAIL

Current		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	T/IF	\$ 100	\$ 100	\$ 2,625	\$ 2,625	\$ 2,275	\$ 2,275	\$ -	\$ -	\$ 5,000	\$ 5,000	\$ 10,000
PP	T/IF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 100	\$ 100	\$ 2,625	\$ 2,625	\$ 2,275	\$ 2,275	\$ -	\$ -	\$ 5,000	\$ 5,000	\$ 10,000

Proposed		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	T/IF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	T/IF	\$ -	\$ -	\$ -	\$ 254	\$ 10,000	\$ 2,561	\$ -	\$ 2,500	\$ 10,000	\$ 5,315	\$ 15,315
Total		\$ -	\$ -	\$ -	\$ 254	\$ 10,000	\$ 2,561	\$ -	\$ 2,500	\$ 10,000	\$ 5,315	\$ 15,315

Change		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	T/IF	\$ (100)	\$ (100)	\$ (2,625)	\$ (2,625)	\$ (2,275)	\$ (2,275)	\$ -	\$ -	\$ (5,000)	\$ (5,000)	\$ (10,000)
PP	T/IF	\$ -	\$ -	\$ -	\$ 254	\$ 10,000	\$ 2,561	\$ -	\$ 2,500	\$ 10,000	\$ 5,315	\$ 15,315
Total		\$ (100)	\$ (100)	\$ (2,625)	\$ (2,371)	\$ 7,725	\$ 286	\$ -	\$ 2,500	\$ 5,000	\$ 315	\$ 5,315

TOTAL PROJECT COST

Prior Cost (≤ FY 2023)		STIP Cost (FY 2023-2026)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 10,000	Federal	\$ -	Federal	\$ 10,000
State/Local	\$ -	State/Local	\$ 5,315	State/Local	\$ 9,684	State/Local	\$ 14,999
Total	\$ -	Total	\$ 15,315	Total	\$ -	Total	\$ 24,999

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT TIP ID: T11620

SUMMARY TABLE

Project: Southern Maryland Rapid Transit (SMRT)	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
	B	Exempt	TBD	Federal	State/Local	Total
				\$ 5,000	\$ 5,000	\$ 10,000
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MTA	TPB	TBD	Federal	State/Local	Total
				\$ 5,000	\$ (2,185)	\$ 2,815

Description: The Southern Maryland Rapid Transit (SMRT) Project is a high-capacity, fixed-route rapid transit service operating in a dedicated, grade-separated, 18.7-mile transitway in the Maryland Route 5/U.S. Route 301 corridor from the Branch Avenue Metrorail Station in Prince George's County to Waldorf and White Plains in Charles County. The Maryland Department of Transportation, in collaboration with Charles and Prince George's Counties, will complete the National Environmental Policy Act process, and secure a Record of Decision for the SMRT project.

Justification: The SMRT project will provide safe, accessible, and equitable high-capacity rapid transit service along both the peak and off-peak hours in the SMRT Project corridor, enhance mobility, and relieve severe traffic congestion and gridlock in the MD 5/US 301 highway corridor.

INDIVIDUAL REQUEST FORM

<p>STIP/TIP Amendment Criteria</p> <p><input type="checkbox"/> A) Adds new individual projects to the current STIP</p> <p><input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change</p> <p><input type="checkbox"/> C) Removes or deletes individual listed project from the STIP</p> <p><input type="checkbox"/> D) Other</p> <div style="text-align: center; font-weight: bold; font-size: 1.2em;"> MARYLAND DEPARTMENT OF TRANSPORTATION </div>									
	Current (000s)	Total	\$ -	\$ 200	\$ 5,250	\$ 4,550	\$ 10,000		
		Federal	\$ -	\$ 100	\$ 2,625	\$ 2,275	\$ 5,000		
		State/Local	\$ -	\$ 100	\$ 2,625	\$ 2,275	\$ 5,000		
	Proposed (000s)	Total	\$ -	\$ -	\$ 254	\$ 12,561	\$ 12,815		
		Federal	\$ -	\$ -	\$ -	\$ 10,000	\$ 10,000		
	State/Local	\$ -	\$ -	\$ 254	\$ 2,561	\$ 2,815			
Change (000s)	Total	\$ -	\$ (200)	\$ (4,996)	\$ 8,011	\$ 2,815			
	Federal	\$ -	\$ (100)	\$ (2,625)	\$ 7,725	\$ 5,000			
	State/Local	\$ -	\$ (100)	\$ (2,371)	\$ 286	\$ (2,185)			

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
CO	T/IF	\$ -	\$ -	\$ 100	\$ 100	\$ 2,625	\$ 2,625	\$ 2,275	\$ 2,275	\$ 5,000	\$ 5,000	\$ 10,000
PP	T/IF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 100	\$ 100	\$ 2,625	\$ 2,625	\$ 2,275	\$ 2,275	\$ 5,000	\$ 5,000	\$ 10,000

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
CO	T/IF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	T/IF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 254	\$ 10,000	\$ 2,561	\$ 10,000	\$ 2,815	\$ 12,815
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 254	\$ 10,000	\$ 2,561	\$ 10,000	\$ 2,815	\$ 12,815

Change		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
CO	T/IF	\$ -	\$ -	\$ (100)	\$ (100)	\$ (2,625)	\$ (2,625)	\$ (2,275)	\$ (2,275)	\$ (5,000)	\$ (5,000)	\$ (10,000)
PP	T/IF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 254	\$ 10,000	\$ 2,561	\$ 10,000	\$ 2,815	\$ 12,815
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ (100)	\$ (100)	\$ (2,625)	\$ (2,371)	\$ 7,725	\$ 286	\$ 5,000	\$ (2,185)	\$ 2,815

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 10,000	Federal	\$ -	Federal	\$ 10,000
State/Local	\$ -	State/Local	\$ 2,815	State/Local	\$ 12,184	State/Local	\$ 14,999
Total	\$ -	Total	\$ 12,815	Total	\$ 12,184	Total	\$ 24,999

TO: DIRECTOR MICHELLE MARTIN
OFFICE OF PLANNING, PROGRAMMING, AND PROJECT DELIVERY
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: OPCP REGIONAL PLANNER KARI SNYDER
OPCP REGIONAL PLANNER DAN JANOUSEK

FROM: DIRECTOR ERIC BECKETT *Eric Beckett*
OFFICE OF CAPITAL PROGRAMMING AND ASSET MANAGEMENT
MARYLAND TRANSIT ADMINISTRATION (MTA)

DATE: NOVEMBER 22, 2024

SUBJECT: REQUEST FOR AN ADMENDMENT TO THE FISCAL YEAR 2023-2026
TRANSPORTATION PLANNING BOARD (TPB) TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)

PURPOSE OF MEMORANDUM

To request OPCP request TPB to approve the following TIP amendment and, upon TPB approval, notify the Federal Transit Administration (FTA) of the amendment to the TPB FY 2023-FY2026 TIP. This amendment will add \$20,500,000 in Rebuilding America Infrastructure and Sustainability and Equity (RAISE) funds and an additional \$26,500,000 in local match.

SUMMARY

The MTA requests that the TPB amend the FY 2023-2026 TPB TIP to reflect the following action.

TIP	PROJECT	FUNDING TYPE	NEW FUNDING
T13654	New Carrollton Multi-modal Transportation Station	RAISE	\$20,500,000
		Local	\$26,500,000

ANALYSIS

Prince George's County was awarded a RAISE grant in FY 22 for the New Carrollton Multi-Modal Transportation Station project. This project will fund construction of multi-modal transit station improvements for the New Carrollton Station. The project includes an upgraded train hall for the existing MARC, Metrorail, and Amtrak service, incorporating connections to Metrobus, TheBus, and Greyhound bus services and the future Maryland Purple Line light rail. It will also make new sidewalks, bike lanes, lighting, signalization, and traffic calming improvements on Garden City Drive to access the station and improve the train hall plaza space to be more welcoming to users. This amendment will add \$20,500,000 in Rebuilding America Infrastructure and Sustainability and Equity (RAISE) funds and an additional \$26,500,000 in local match. FY 25 is anticipated year of obligation.

The attached Statewide Transportation Improvement Program (STIP) report documents MDOT's requested amendment with respect to funding for the project above. The requested action will not impact scheduling or funding availability for other projects in the current STIP, which continues to be fiscally constrained.

Please amend the FY2023-2026 TPB TIP and the FY 2022-2025 STIP to reflect the funding information provided in the attachments. If you have any questions, please do not hesitate to contact Mr. Stephen Miller, Chief of Strategic Planning, Statewide Project Development, at smiller6@mta.maryland.gov.

ATTACHMENTS

- FY 2023-2026 TPB TIP Project Report
- FY 2022-2025 Maryland STIP Project Report

cc: Mr. Erika Falk, Assistant Manager, Office of Capital Programming and Asset Management, MTA
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA
Mr. Shawn Kiernan, Strategic and Regional Planner, Office of Planning, Programming, and Project Delivery, TSO
Mr. Stephen Miller, Chief of Strategic Planning, Statewide Project Development, MTA
Mr. Darrell Smith, Director, Statewide Project Development, MTA


TPB TIP FY 2023-2026

MDOT TIP ID: T13654

SUMMARY TABLE

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
New Carrollton Multi-modal Transportation Station	A	Exempt	TBD	\$ -	\$ -	\$ -
	Administration			Net Funding Change (000s)		
	Area/MPO	CTP Page	Federal	State/Local	Total	
	MDOT MTA	TPB		\$ 20,500	\$ 26,500	\$ 47,000
Description	The project will fund construction of multi-modal transit station improvements for the New Carrollton Station. The project includes an upgraded train hall for the existing MARC, Metrorail, and Amtrak service, incorporating connections to Metrobus, TheBus, and Greyhound bus services and the future Maryland Purple Line light rail. It will also make new sidewalks, bike lanes, lighting, signalization, and traffic calming improvements on Garden City Drive to access the station and improve the train hall plaza space to be more welcoming to users.					
Justification	The project will meaningfully improve quality of life by increasing accessibility for travelers, particularly those from disadvantaged communities around the New Carrollton station.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Current (000s)	Funding				Total
		FY 2024	FY 2025	FY 2026	FY 2027	
<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP	Total	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change		Federal	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> D) Other		Total	\$ -	\$ -	\$ 47,000	\$ 47,000
	Proposed (000s)	Federal	\$ -	\$ -	\$ 20,500	\$ 20,500
		State/Local	\$ -	\$ -	\$ 26,500	\$ 26,500
	Change (000s)	Total	\$ -	\$ -	\$ 47,000	\$ 47,000
		Federal	\$ -	\$ -	\$ 20,500	\$ 20,500
	State/Local	\$ -	\$ -	\$ 26,500	\$ 26,500	

PHASE DETAIL

Current		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	RAISE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	RAISE	\$ -	\$ -	\$ -	\$ -	\$ 20,500	\$ 26,500	\$ -	\$ -	\$ 20,500	\$ 26,500	\$ 47,000
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 20,500	\$ 26,500	\$ -	\$ -	\$ 20,500	\$ 26,500	\$ 47,000

Change		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	RAISE	\$ -	\$ -	\$ -	\$ -	\$ 20,500	\$ 26,500	\$ -	\$ -	\$ 20,500	\$ 26,500	\$ 47,000
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 20,500	\$ 26,500	\$ -	\$ -	\$ 20,500	\$ 26,500	\$ 47,000

TOTAL PROJECT COST

Prior Cost (≤ FY 2023)		STIP Cost (FY 2023-2026)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 20,500	Federal	\$ -	Federal	\$ 20,500
State/Local	\$ -	State/Local	\$ 26,500	State/Local	\$ -	State/Local	\$ 26,500
Total	\$ -	Total	\$ 47,000	Total	\$ -	Total	\$ 47,000

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT TIP ID: T13654

SUMMARY TABLE

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
New Carrollton Multi-modal Transportation Station	A	Exempt	TBD	\$ -	\$ -	\$ -
				Net Funding Change (000s)		
	Administration	Area/MPO	CTP Page	Federal	State/Local	Total
	MTA	TPB	TBD	\$ 20,500	\$ 26,500	\$ 47,000

Description: The project will fund construction of multi-modal transit station improvements for the New Carrollton Station. The project includes an upgraded train hall for the existing MARC, Metrorail, and Amtrak service, incorporating connections to Metrobus, TheBus, and Greyhound bus services and the future Maryland Purple Line light rail. It will also make new sidewalks, bike lanes, lighting, signalization, and traffic calming improvements on Garden City Drive to access the station and improve the train hall plaza space to be more welcoming to users.

Justification: The project will meaningfully improve quality of life by increasing accessibility for travelers, particularly those from disadvantaged communities around the New Carrollton station.

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Current (000s)		FY 2022	FY 2023	FY 2024	FY 2025	Total
	<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP	Total	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> D) Other	Total	\$ -	\$ -	\$ -	\$ 47,000	\$ 47,000	\$ 47,000
	Federal	\$ -	\$ -	\$ -	\$ 20,500	\$ 20,500	\$ 20,500
	State/Local	\$ -	\$ -	\$ -	\$ 26,500	\$ 26,500	\$ 26,500
	Total	\$ -	\$ -	\$ -	\$ 47,000	\$ 47,000	\$ 47,000
	Federal	\$ -	\$ -	\$ -	\$ 20,500	\$ 20,500	\$ 20,500
	State/Local	\$ -	\$ -	\$ -	\$ 26,500	\$ 26,500	\$ 26,500



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
CO	RAISE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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
CO	RAISE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,500	\$ 26,500	\$ 20,500	\$ 26,500	\$ 47,000
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,500	\$ 26,500	\$ 20,500	\$ 26,500	\$ 47,000

Change		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
CO	RAISE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,500	\$ 26,500	\$ 20,500	\$ 26,500	\$ 47,000
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,500	\$ 26,500	\$ 20,500	\$ 26,500	\$ 47,000

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 20,500	Federal	\$ -	Federal	\$ 20,500
State/Local	\$ -	State/Local	\$ 26,500	State/Local	\$ -	State/Local	\$ 26,500
Total	\$ -	Total	\$ 47,000	Total	\$ -	Total	\$ 47,000

TO: DIRECTOR MICHELLE MARTIN
OFFICE OF PLANNING, PROGRAMMING, AND PROJECT DELIVERY
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: OPCP REGIONAL PLANNER KARI SNYDER
OPCP REGIONAL PLANNER DAN JANOUSEK

FROM: DIRECTOR ERIC BECKETT *Eric Beckett*
OFFICE OF CAPITAL PROGRAMMING AND ASSET MANAGEMENT
MARYLAND TRANSIT ADMINISTRATION (MTA)

DATE: NOVEMBER 22, 2024

SUBJECT: REQUEST FOR AN ADMENDMENT TO THE FISCAL YEAR 2023-2026
TRANSPORTATION PLANNING BOARD (TPB) TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)

PURPOSE OF MEMORANDUM

To request OPCP request TPB to approve the following TIP amendment and, upon TPB approval, notify the Federal Transit Administration (FTA) of the amendment to the TPB FY 2023-FY2026 TIP. This amendment will add \$1,651,000 in Transit Oriented Development Funds. The existing TIP includes a FY22 and FY24 study. Both studies will also be concurrently added to the FY 25 Unified Planning Work Program (UPWP).

SUMMARY

The MTA requests that the TPB amend the FY 2023-2026 TPB TIP to reflect the following action.

TIP	PROJECT	FUNDING TYPE	NEW FUNDING
T11624	Purple Line TOD Planning Studies	TOD	\$1,651,000

ANALYSIS

The University of Maryland National Center for Smart Growth, Maryland National Capital Park and Planning Commission (Montgomery County) and the Maryland Transit Administration was recently awarded two Purple Line TOD planning grants. “Building an Equitable Transit-Oriented Purple Line Corridor” study was awarded in FY 22 and will develop strategies for low-density commercial properties to preserve affordable small business spaces, develop an affordable housing pipeline, and enhance multimodal access. The FY 24 TOD study, “Preparing for the Purple Line: An Anti-Displacement Plan”, will support new, community-engaged planning for equitable growth through TOD, with tailored strategies to address displacement pressures facing existing residents and small businesses. The plan will develop anti-displacement actions and strategies focused especially on preservation of housing and culture. These actions and strategies will be supported by an analysis of anti-displacement policies and a plan for local implementation. This amendment will add a \$1,651,000 in Transit Oriented Development Funds for the FY24 study.

The attached Statewide Transportation Improvement Program (STIP) report documents MDOT’s requested amendment with respect to funding for the project above. The requested action will not impact scheduling or funding availability for other projects in the current STIP, which continues to be fiscally constrained.

Please amend the FY2023-2026 TPB TIP and the FY 2022-2025 STIP to reflect the funding information provided in the attachments. If you have any questions, please do not hesitate to contact Mr. Stephen Miller, Chief of Strategic Planning, Statewide Project Development, at smiller6@mta.maryland.gov.

ATTACHMENTS

- FY 2023-2026 TPB TIP Project Report
- FY 2022-2025 Maryland STIP Project Report

cc: Mr. Erika Falk, Assistant Manager, Office of Capital Programming and Asset Management, MTA
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA
Mr. Shawn Kiernan, Strategic and Regional Planner, Office of Planning, Programming, and Project Delivery, TSO
Mr. Stephen Miller, Chief of Strategic Planning, Statewide Project Development, MTA
Mr. Darrell Smith, Director, Statewide Project Development, MTA

TPB TIP FY 2023-2026

MDOT TIP ID: T11624

SUMMARY TABLE

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Transit Oriented Development (TOD) Purple Line Corridor Studies	B	Exempt	N/a	\$ 1,497	\$ 390	\$ 1,887
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MDOT MTA	TPB	N/a	\$ 1,651	\$ -	\$ 1,651

Description: The University of Maryland National Center for Smart Growth, Maryland National Capital Park and Planning Commission (Montgomery County) and the Maryland Transit Administration was recently awarded two Purple Line TOD planning grants. Building an Equitable Transit-Oriented Purple Line Corridor Study was awarded in FY 22 and will develop strategies for low-density commercial properties to preserve affordable small business spaces, develop an affordable housing pipeline, and enhance multimodal access. The FY 24 TOD study, Preparing for the Purple Line: An Anti-Displacement Plan, will support new, community-engaged planning for equitable growth through TOD, with tailored strategies to address displacement pressures facing existing residents and small businesses. The plan will develop anti-displacement actions and strategies focused especially on preservation of housing and culture. These actions and strategies will be supported by an analysis of anti-displacement policies and a plan for local implementation.

Justification: Equitable TOD planning for the Purple Line corridor will preserve affordable housing, small businesses, anchors of community culture, access to green space and parks, and help to mitigate negative outcomes for environmental justice and historically disadvantaged populations.

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria			Funding	FY 2023	FY 2024	FY 2025	FY 2026	Total
<input type="checkbox"/>	A) Adds new individual projects to the current STIP	Current (000s)	Total	\$ 287	\$ 932	\$ 668	\$ -	\$ 1,887
<input checked="" type="checkbox"/>	B) Increase/decrease, scope change, advance, delay, or phase change	Federal		\$ 228	\$ 739	\$ 530	\$ -	\$ 1,497
<input type="checkbox"/>	C) Removes or deletes individual listed project from the STIP	State/Local		\$ 59	\$ 193	\$ 138	\$ -	\$ 390
<input type="checkbox"/>	D) Other	Proposed (000s)	Total	\$ -	\$ -	\$ 3,538	\$ -	\$ 3,538
		Federal		\$ -	\$ -	\$ 3,148	\$ -	\$ 3,148
		State/Local		\$ -	\$ -	\$ 390	\$ -	\$ 390
		Change (000s)	Total	\$ (287)	\$ (932)	\$ 2,870	\$ -	\$ 1,651
		Federal		\$ (228)	\$ (739)	\$ 2,618	\$ -	\$ 1,651
		State/Local		\$ (59)	\$ (193)	\$ 252	\$ -	\$ -



PHASE DETAIL

Current		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	TOD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	TOD	\$ 228	\$ 59	\$ 739	\$ 193	\$ 530	\$ 138	\$ -	\$ -	\$ 1,497	\$ 390	\$ 1,887
Total		\$ 228	\$ 59	\$ 739	\$ 193	\$ 530	\$ 138	\$ -	\$ -	\$ 1,497	\$ 390	\$ 1,887

Proposed		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	TOD	\$ -	\$ -	\$ -	\$ -	\$ 3,148	\$ 390	\$ -	\$ -	\$ 3,148	\$ 390	\$ 3,538
PE	TOD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 3,148	\$ 390	\$ -	\$ -	\$ 3,148	\$ 390	\$ 3,538

Change		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	TOD	\$ -	\$ -	\$ -	\$ -	\$ 3,148	\$ 390	\$ -	\$ -	\$ 3,148	\$ 390	\$ 3,538
PE	TOD	\$ (228)	\$ (59)	\$ (739)	\$ (193)	\$ (530)	\$ (138)	\$ -	\$ -	\$ (1,497)	\$ (390)	\$ (1,887)
Total		\$ (228)	\$ (59)	\$ (739)	\$ (193)	\$ 2,618	\$ 252	\$ -	\$ -	\$ 1,651	\$ -	\$ 1,651

TOTAL PROJECT COST							
Prior Cost (≤ FY 2023)		STIP Cost (FY 2023-2026)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 3,148	Federal	\$ -	Federal	\$ 3,148
State/Local	\$ -	State/Local	\$ 390	State/Local	\$ -	State/Local	\$ 390
Total	\$ -	Total	\$ 3,538	Total	\$ -	Total	\$ 3,538

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT TIP ID: T11624

SUMMARY TABLE

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Transit Oriented Development (TOD) Purple Line Corridor Studies	B	Exempt	N/a	\$ 1,497	\$ 390	\$ 1,887
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MTA	TPB	N/a	\$ 1,651	\$ -	\$ 1,651

Description: The University of Maryland National Center for Smart Growth, Maryland National Capital Park and Planning Commission (Montgomery County) and the Maryland Transit Administration was recently awarded two Purple Line TOD planning grants. Building an Equitable Transit-Oriented Purple Line Corridor Study was awarded in FY 22 and will develop strategies for low-density commercial properties to preserve affordable small business spaces, develop an affordable housing pipeline, and enhance multimodal access. The FY 24 TOD study, Preparing for the Purple Line: An Anti-Displacement Plan, will support new, community-engaged planning for equitable growth through TOD, with tailored strategies to address displacement pressures facing existing residents and small businesses. The plan will develop anti-displacement actions and strategies focused especially on preservation of housing and culture. These actions and strategies will be supported by an analysis of anti-displacement policies and a plan for local implementation.

Justification: Equitable TOD planning for the Purple Line corridor will preserve affordable housing, small businesses, anchors of community culture, access to green space and parks, and help to mitigate negative outcomes for environmental justice and historically disadvantaged populations.

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total	
<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 <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other	Current (000s)	Total	\$ -	\$ 287	\$ 932	\$ 668	\$ 1,887
	Federal	\$ -	\$ 228	\$ 739	\$ 530	\$ 1,497	
	State/Local	\$ -	\$ 59	\$ 193	\$ 138	\$ 390	
	Proposed (000s)	Total	\$ -	\$ -	\$ -	\$ 3,538	\$ 3,538
	Federal	\$ -	\$ -	\$ -	\$ 3,148	\$ 3,148	
	State/Local	\$ -	\$ -	\$ -	\$ 390	\$ 390	
	Change (000s)	Total	\$ -	\$ (287)	\$ (932)	\$ 2,870	\$ 1,651
	Federal	\$ -	\$ (228)	\$ (739)	\$ 2,618	\$ 1,651	
	State/Local	\$ -	\$ (59)	\$ (193)	\$ 252	\$ -	

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
PP	TOD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	TOD	\$ -	\$ -	\$ 228	\$ 59	\$ 739	\$ 193	\$ 530	\$ 138	\$ 1,497	\$ 390	\$ 1,887
Total		\$ -	\$ -	\$ 228	\$ 59	\$ 739	\$ 193	\$ 530	\$ 138	\$ 1,497	\$ 390	\$ 1,887
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
PP	TOD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,148	\$ 390	\$ 3,148	\$ 390	\$ 3,538
PE	TOD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,148	\$ 390	\$ 3,148	\$ 390	\$ 3,538
Change		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
PP	TOD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,148	\$ 390	\$ 3,148	\$ 390	\$ 3,538
PE	TOD	\$ -	\$ -	\$ (228)	\$ (59)	\$ (739)	\$ (193)	\$ (530)	\$ (138)	\$ (1,497)	\$ (390)	\$ (1,887)
Total		\$ -	\$ -	\$ (228)	\$ (59)	\$ (739)	\$ (193)	\$ 2,618	\$ 252	\$ 1,651	\$ -	\$ 1,651

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 3,148	Federal	\$ -	Federal	\$ 3,148
State/Local	\$ -	State/Local	\$ 390	State/Local	\$ -	State/Local	\$ 390
Total	\$ -	Total	\$ 3,538	Total	\$ -	Total	\$ 3,538

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

RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-51.3 WHICH ADDS FUNDING FOR VIRGINIA RAILWAY EXPRESS'S PROPERTY ACQUISITION FOR PLATFORM EASEMENTS AS REQUESTED BY THE VIRGINIA DEPARTMENT OF RAIL & PUBLIC TRANSPORTION (VDRPT) ON BEHALF OF THE POTOMAC & RAPPPAHANNOCK TRANSPORTATION COMMISSION (PRTC) AND THE NORTHERN VIRGINIA TRANSPORTATION COMMISSION (NVTC)

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on June 15, 2022, the TPB adopted the FY 2023-2026 TIP; and

WHEREAS, on behalf of PRTC and NVTC, VDRPT has requested an amendment under TIP Action 23-51.3 which adds \$4.3 million in §5307 and local matching funds for the VRE Property Acquisition for Platform Easements (T13652), as described in the attached materials; and

WHEREAS, the attached materials include:

- ATTACHMENT A) Programming Overview report showing how the amended project and program records will appear in the TIP following approval,
- ATTACHMENT B) Letter from VDRPT dated November 22, 2024, requesting the amendments, and

WHEREAS, the proposed amendments have been entered into the TPB's Project InfoTrak database under TIP Action 23-51.3 creating the 51st amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, this project is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-51.3 which adds \$4.3 million in §5307 and local matching funds for the VRE Property Acquisition for Platform Easements (T13652), as described in the attached materials.

Adopted by the TPB Steering Committee at its meeting on Friday, December 6, 2024.

Final approval following review by the full TPB at its meeting on Wednesday, December 18, 2024.

T13652 - VRE Property Acquisition for Platform Easements

Lead Agency VRE	Project Type Other	County Fairfax
From -	Agency Project ID -	Municipality City of Manassas, City of Manassas Park
To -	Completion Date 2025	Total Cost \$4,300,000

Project Description

VRE will acquire permanent easements for land underlying VRE Manassas Line station platforms and located in the railroad right-of-way from the Virginia Passenger Rail Authority (VPRA). Specifically this includes the VRE Backlick Rd., Rolling Rd., Burke Centre, Manassas Park, and Manassas stations.

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Right of Way	LOCAL	-	-	-	\$860,000	-	-	\$860,000
Right of Way	S. 5307	-	-	-	\$3,440,000	-	-	\$3,440,000
Total Right of Way		-	-	-	\$4,300,000	-	-	\$4,300,000
Total Programmed		-	-	-	\$4,300,000	-	-	\$4,300,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$3,440,000
TOTAL PROJECT COST	Stays the same \$4,300,000



November 22, 2024

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

Dear Chair Henderson:

The Potomac & Rappahannock Transportation Commission (PRTC) on behalf of the Virginia Railway Express (VRE), a commuter rail project jointly owned and operated by PRTC and the Northern Virginia Transportation Commission (NVTTC), requests to add VRE Property Acquisition for Platform Easements project to the FY 2023-2026 Transportation Improvement Program (TIP).

The VRE Property Acquisition for Platform Easements project is for acquisition of property utilized for VRE station platforms. The updated project cost is attached, and the proposed amendment is provided below:

VRE Property Acquisition for Platform Easements (TIP ID: T13652)

- Add \$ 3,440,000 (Section 5307) FFY25 for ROW Phase
- Add \$ 860,000 (Local Match) FFY25 for ROW Phase

The proposed amendment is requested to acquire new property interests related to VRE stations on its Manassas Line, specifically stations at Backlick Rd., Rolling Rd., Burke Centre, Manassas Park, and Manassas, resulting from the Virginia Passenger Rail Authority (VPRA) acquisition of the Manassas Line from Norfolk Southern Railway Company (NS) in August 2024. The VRE station platforms are located within the railroad right-of-way. Under NS ownership, VRE had leased the land on which the platforms are built from NS through an Operating Access Agreement and a Commuter Facilities Agreement and paid using non-federal funds. With the transfer of ownership of the railroad ROW, VRE will now acquire a permanent easement from VPRA for the station platforms.

PRTC requests approval of this project to the TIP by the Transportation Planning Board's Steering Committee at its meeting on December 6, 2024. PRTC and VRE representatives will be available to answer any questions about this amendment request.

In the meantime, if you have any questions or concerns, please feel free to contact Cynthia Porter-Johnson at 703-580-6147 (cporter-johnson@omniride.com) or Christine Hoeffner at 703-838-5442 (choeffner@vre.org).


Letter to Ms. Christina Henderson

November 22, 2024

Page 2 of 2

Thank you for your consideration of this matter.

Sincerely,

Signed by:

F9217C0F6103428...
Robert A. Schneider, PhD
Executive Director

cc: Maria Sinner, VDOT
Regina Moore, VDOT
Amy Garbarini, DRPT
Todd Horsley, DRPT
Mike Mucha, DRPT
Kanti Srikanth, MWCOG-TPB
Andrew Austin, MWCOG-TPB
Phillip Parella, PRTC
Bhupendra Kantha, PRTC
Cynthia Porter-Johnson, PRTC
Mark Schofield, VRE
Steve Maclsaac, VRE
Christine Hoeffner, VRE

**Additional information on the MDOT “Building an Equitable
Transit-Oriented Purple Line Corridor” planning study**

From: [Lyn Erickson](#)
To: [Kari Snyder](#); [Andrew Austin](#); [Leonardo Pineda](#); [Kanti Srikanth](#); [Sergio Ritacco](#)
Cc: [Geoff Anderson](#); [Dan Janousek](#); [Michelle Martin](#); [Shawn Kiernan](#); [Stacey King](#); [Lawrence Twele](#); [Amy Gillespie](#); [Eric Beckett](#); [Stephen Miller](#); [Kimberly M. Ross](#)
Subject: RE: MDOT TIP Amendment for December Steering Committee
Date: Wednesday, November 27, 2024 12:56:00 PM
Attachments: [MDOT TPB TIP Amendment December 2024.pdf](#)
[DRAFT - FY 2025 UPWP - Dec MDOT Technical Correction.pdf](#)

Dear Ms. Snyder,

This is to acknowledge the receipt of and the processing of MDOT’s request to make a technical correction to the National Capital Region Transportation Planning Board’s (TPB) FY 2025 Unified Planning Work Program (UPWP). As requested, the project “Preparing for the Purple Line: An Anti-Displacement Plan” has been added to Figure 4 “Transportation Planning Studies within the National Capital Region, 2025”. The updated Figure 4 is attached and the project name is highlighted.

This UPWP Technical Correction has been placed on the December 6, 2024 Steering Committee agenda to inform the members the UPWP language has been updated. This information will also be reported at the December 18, 2024 TPB meeting as part of the Director’s Report. Should you have any questions on the matter, please contact Lyn Erickson at 202-962-3319 or lerickson@mwco.org.

Sincerely,

Kanti Srikanth

Director – MWCOG, Department of Transportation Planning

Staff Director – Transportation Planning Board

202-962-3257 (Direct)

Sent on behalf of Kanti Srikanth by:

Lyn Erickson

Lyn Erickson, AICP

Metropolitan Washington Council of Governments
Plan Development and Coordination Program Director
777 North Capitol Street NE, Suite 300
Washington, DC 20002
Cell 703-587-7935
Work 202-962-3319

From: Kari Snyder <ksnyder3@mdot.maryland.gov>
Sent: Monday, November 25, 2024 1:04 PM
To: Andrew Austin <aaustin@mwco.org>; Leonardo Pineda <lpineda@mwco.org>; Lyn Erickson <lerickson@mwco.org>; Kanti Srikanth <ksrikanth@mwco.org>
Cc: Geoff Anderson <ganderson4@mdot.maryland.gov>; Dan Janousek <djanousek@mdot.state.md.us>; Michelle Martin <mmartin@mdot.maryland.gov>; Shawn Kiernan <skiernan@mdot.maryland.gov>; Stacey King <sking8@mdot.maryland.gov>; Lawrence Twele <ltwele@eastport-partners.com>; Amy Gillespie <agillespie@mdcleanenergy.org>; Eric Beckett <ebeckett@mdot.maryland.gov>; Stephen Miller <SMiller6@mdot.maryland.gov>; Kimberly M. Ross

<kross@umd.edu>

Subject: MDOT TIP Amendment for December Steering Committee

Good afternoon,

Attached is the MDOT TIP amendment for four existing and one new project in the FY 23-26 TIP for action at the December Steering Committee. If you have any questions, please let me know.

Thanks,

Kari



mdot.maryland.gov

Kari Snyder
Regional Planner
Office of Planning, Programming, and Project
Delivery

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UNIFIED PLANNING WORK PROGRAM

FY 2025

Unified Planning Work Program (UPWP) for Transportation Planning for the Washington Metropolitan Region for FY 2025

March 2024

As Modified December 18, 2024

Figure 1: Transportation Planning Studies within the National Capital Region, 2025

STUDY	PRIMARY AGENCIES	SCHEDULE	PRODUCTS
MARYLAND			
US 15/US 40 Frederick Freeway Study	SHA	2024	CE
US 301 South Corridor Transportation Study (I-595/US 50 to Potomac River)	SHA	On-hold	DEIS
US 301 Waldorf Study (MD 5 [north junction] to Smallwood Drive)	SHA	On-hold	DEIS
MD 4 Corridor Study (I-95/I-495 to MD 223)	SHA	On-hold	DEIS
MD 5 Transportation Study (I-95/I-495 to US 301)	SHA	On-hold	DEIS
MD 210 Transportation Corridor Study (i-5/I-495 to MD 228)	SHA	On-hold	DEIS
TOD Planning for the Purple Line Project	UMD/MDOT MTA	2025	Study/Plan
Preparing for the Purple Line: An Anti-Displacement Plan	UMD/MDOT MTA	2025	Study/Plan
Germantown MARC Station Transit Bus Access Improvements Planning & Design	MDOT MTA	2024	Concept Design
MARC Growth and Transformation Plan	MDOT MTA	2024	Plan
Point of Rocks Station Frederick Platform Study	MDOT MTA	2025	Study
Southern Maryland Rapid Transit PEL Study	MDOT MTA	2025	Study



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: December 12, 2024

The attached letter was sent/received since the last TPB meeting.



National Capital Region
Transportation Planning Board

December 12, 2024

The Honorable Pete Buttigieg
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: National Capital Region Transportation Planning Board (TPB) Commitment to Allies in Action

Dear Mr. Secretary:

The National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington region, appreciates the U.S. Department of Transportation's (USDOT's) efforts to promote action towards the elimination of roadway fatalities. On behalf of the TPB, I am writing to commit our participation in the USDOT's Allies in Action program, joining the program's many other participants who seek to change the existing reality on our nation's roadways.

The number of roadway fatalities in the District of Columbia, suburban Maryland, and Northern Virginia has been increasing for the last several years. In 2023, 394 lives were lost on our regional roadways due to traffic crashes, and pedestrians and bicyclists accounted for approximately 30 percent of these fatalities. These current roadway safety outcomes are unacceptable and must be urgently addressed.

For this reason, we pledge to continue our pursuit of the following actions. These initiatives supplement potential future TPB safety activities, as well as various programs and actions taken by our members at the local level:

- Research and produce best practices and guidelines for integrating the Safe System Approach into local safety and Vision Zero planning efforts.
- Provide a forum for the region's jurisdictions to share and learn about each other's roadway safety education, enforcement, and engineering initiatives.
- Continue to operate and fund the Regional Roadway Safety Program, a technical assistance program established by the TPB in 2020 to support the planning and engineering of safety-related projects across the region. To date, the program has funded 28 projects for \$1.78 million.
- In coordination with the Metropolitan Washington Council of Governments (COG), the administrative and financial agent for TPB, continue to sponsor and implement Street Smart, a safety education campaign aimed at reducing the number of pedestrian and bicyclist injuries and deaths in the metropolitan Washington region.
- Continue to integrate equity considerations in our safety planning and analysis work.
- Engage professionals across disciplines and areas of expertise, like public health and public safety, to promote a collaborative approach to roadway safety.

In conjunction with this letter, TPB staff will provide the above information associated with our commitment through the USDOT's Allies in Action online portal.

The Honorable Pete Buttigieg
December 12, 2024

Kanti Srikanth, TPB Executive Director, reachable at ksrikanth@mwkog.org or 202-962-3257, will serve as the board's primary contact to discuss and advance the matter further with your office.

Thank you for launching this initiative, and the board looks forward to working with the USDOT on this important matter.

Sincerely,



Christina Henderson
Chair
National Capital Region Transportation Planning Board (TPB)



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: December 12, 2024

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: TPB, Technical Committee and Steering Committee Dates for Calendar Year 2025
DATE: November 14, 2024

The Transportation Planning Board (TPB), TPB Technical Committee and TPB Steering Committee meeting dates for calendar year 2025 are found below. As permitted in the TPB Bylaws, up to 3 meetings can be scheduled in an all-virtual manner, and these meetings will be identified in January.

2025 TPB, TPB TECHNICAL COMMITTEE AND TPB STEERING COMMITTEE DATES			
	TPB Technical Committee	TPB Steering Committee	Transportation Planning Board
	1st Friday at 9 AM	1st Friday at 12:15 PM	3rd Wednesday at 12 Noon
January	10* One week later due to 2024 Dec holidays	10* One week later due to 2024 Dec holidays	22* One week later due to 2024 Dec holidays
February	7	7	19
March	7	7	19
April	4	4	16
May	2	2	21
June	6	6	18
July	2	2	16
August	No meetings	No meetings	No Meetings
September	5	5	17
October	3	3	15
November	7	7	19
December	5	5	17

* One week later due to 2024 December holidays



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
Andrew Meese, TPB Program Director
Janie Nham, TPB Planning Manager
SUBJECT: 2024 Roadway Safety Summit Recommendations Work Timeline
DATE: December 12, 2024

At its November 20, 2024, meeting, the TPB discussed and affirmed the potential actions the TPB could take to assist its member agencies with their efforts to improve roadway safety outcomes, as identified by the participants of the TPB's Regional Roadway Safety summit held on October 31, 2024. At the conclusion of the discussion staff director, Kanti Srikanth, noted that staff accepts these recommended actions as future work activities and would plan to implement these during the current and future fiscal year work programs. This memorandum outlines TPB staff's tentative schedule for beginning work on the recommendations. The timeline reflects staff's current thinking and may be adjusted due to the availability of resources, a change in a recommendation's prioritization, or other factors. In most cases, work would be performed by TPB staff with consultant assistance, unless otherwise noted.

TIMELINE

Staff anticipates initiating work on the following recommendations in early 2025.

- **Join USDOT Allies in Action:** A draft letter from the TPB to the US Transportation Secretary communicating the TPB's intent to join the campaign is currently under consideration by TPB officers.
- **Conduct inventory of R3-2021 strategies:** Staff anticipates this task would entail issuing a questionnaire or holding interviews with staff from member jurisdictions to ascertain the implementation status of the specific strategies noted in TPB's resolution. The effort will also attempt to understand barriers to implementing the strategies. Findings from the information gathering would be summarized in a technical memorandum or written report, and staff would subsequently seek ways to support the implementation of strategies by member jurisdictions.
- **Automated Traffic Enforcement data gathering – regional and national best practices:** Staff proposes developing a technical "white paper" about enforcement strategy outcomes to assist member jurisdictions' develop or enhance their safety action plans and implementation efforts.
- **Assist COG with Enforcement Reciprocity:** COG has begun coordination with legislative stakeholders. TPB staff intends to assist COG's efforts by developing a policy "white paper" that reviews enforcement programs and policies, current reciprocity opportunities, and constraints, among other related topics.

- **Track funding opportunities:** In the short-term, staff proposes developing and distributing periodic summaries of grant opportunities. In the long-term, we envision developing a web-based portal which would serve as a centralized clearinghouse for information about funding opportunities.
- **Work with COG on regional advocacy strategy:** TPB staff would coordinate with COG on opportunities to partner with other safety-focused or enforcement organizations and advocacy groups on a regional advocacy strategy related to safety legislation and rulemaking. Coordination with the TPB to submit comments for safety-related federal safety rulemaking would continue.

Staff anticipates initiating work on the following recommendations in fiscal year 2026.

- **Explore opportunities for driver education and training:** Staff proposes conducting a study on existing driver training offerings and opportunities for enhanced education.
- **Gather information on Vision Zero best practices:** Staff proposes conducting a study to gather best practices, which could also include correlating proven strategies to the region's top contributing factors and providing technical and policy forums for members to coordinate Vision Zero efforts.
- **Initiate a regional model Vision Zero plan:** Under this task, staff envisions developing a model safety plan that articulates commonalities among regional Vision Zero plans to help members strengthen their individual plans and to possibly serve as a support document for pursuing grants.
- Staff additionally proposes conducting studies or hosting workshops to promote the following approaches discussed during the Summit:
 - Using a systemic approach or preventative measures to address roadway safety.
 - Enhancing coordination with non-transportation partners, such as those from public health, public safety, etc.
 - Exploring emerging technologies.



Application Period Opens on January 6 for TLC and Roadway Safety Programs

The application period will open soon for the TPB's two flagship technical assistance programs – the Transportation Land-Use Connections (TLC) Program and the Regional Roadway Safety Program (RRSP). As in the past, applicants will be able to fill out one joint application to apply for either or both programs.

The deadline for applications is March 7, 2025. The deadline for submitting abstracts for proposed projects, which is an optional step, is January 22, 2025.

For more information, and to submit an online application, go to:

- TLC: www.mwcog.org/tlc
- RRSP: www.mwcog.org/rrsp

Anticipated Solicitation Schedule for FY 2026

- Application period opens: January 6, 2025
- Abstracts due: January 22, 2025
- Applications due: March 7, 2025
- Panel recommendations: March-April, 2025
- TPB approves projects: April-May, 2025
- Consultant selection: June-July, 2025
- Contracting process: August 2025
- Project kick-off meetings: Fall 2025

Application Process

Any local jurisdiction in the National Capital Region that is a member of the Transportation Planning Board is eligible to apply for either or both programs. Projects are eligible to receive up to \$80,000 in assistance for planning projects and up to \$100,000 for design. Recipients will receive short-term consultant services. They will not receive direct financial assistance.

The FY 2026 application period is open between January 6 and March 7, 2025. Potential applicants may also submit an optional abstract by January 22, 2025. TPB staff will provide preliminary feedback on the abstracts approximately one week after their submittal.

For each program, a panel of industry experts and COG/TPB staff will review the application submissions and recommend projects to the TPB for funding. The panels' recommendations will represent a cross-section of jurisdictions throughout the region. The TPB is scheduled to approve the applications for the two programs in April and/or May.

FY 2026 projects will begin in fall 2025 and must be completed by June 30, 2026.

TLC Program

The Transportation Land Use Connections (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 up to \$80,000 in technical assistance for planning projects and up to \$100,000 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. The TPB is 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 (EEAs).

Regional Roadway Safety Program

The Regional Roadway Safety Program (RRSP) provides short-term consultant services to local jurisdictions for small planning and preliminary engineering projects that focus on roadway safety in the National Capital Region. Any local jurisdiction in the region that is a member of the TPB is eligible to apply. Non-profits and non-member jurisdictions may apply as secondary recipients to a TPB member jurisdiction. Recipients receive short-term consultant services and no direct financial assistance. Similar to the TLC Program, all projects are eligible to receive up to \$80,000 in technical assistance for planning and up to \$100,000 for design projects.

Proposed projects may provide a range of services to support roadway safety efforts, including.

- Support of local roadway safety plans
- Bicycle and pedestrian safety & access studies
- Roadway safety audits
- Crash data analysis

- Jurisdictional efforts to leverage the “Street Smart” program
- Identification of jurisdictional “high injury networks”
- Road diet design
- Lighting and signage improvements
- Intersection improvements
- Enhanced pedestrian infrastructure
- Safety guides or toolkits
- Safety guidelines and standards

The TPB encourages applications that address five TPB priorities: safety improvements for Equity Emphasis Areas (EEAs), improvements to road user behavior, identifying and designing safety countermeasures, understanding safety data, and cross-jurisdictional collaboration.

About the TPB

The TPB is the federally designated metropolitan planning organization for the metropolitan Washington region. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. The TPB is staffed by the Metropolitan Washington Council of Governments (COG).

Questions?

For more information:

- John Swanson (jswanson@mwkog.org)
- Janie Nham (jnham@mwkog.org)

Or visit our website at www.mwkog.org.



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Staff Retirements
DATE: December 12, 2024

The Metropolitan Washington Council of Governments (COG) and the National Capital Region Transportation Planning Board (TPB) enjoy a strong reputation in the Washington metropolitan area as forums that bring leaders together to develop solutions to the region's major challenges. These solutions are informed by the high-quality information and decision support services and the functional subject matter expertise of the COG and TPB staff. So, it is bittersweet that we now say “farewell” and “job well done” to the following staff members who, after a long and distinguished service to the region, will be retiring in January of 2025. Andrew Meese, Systems Performance Planning Program Director, and Jane Posey, Principal Transportation Engineer. Collectively, Andrew and Jane have contributed more than 67 years of service as COG staff members.

Andrew Meese retires in 2025 as the Systems Performance Planning Program Director in the Department of Transportation Planning. Andrew has been with COG since 1993, over 31 years total, and he has been a team leader/program director since 2007.

Andrew retires leading several transportation planning areas under TPB, including performance-based target development; congestion management; technology and operations; roadway safety; bicycles and pedestrians; public transportation; and freight. Andrew was first hired at COG specifically to establish the then-newly required Congestion Management System and established the overall Congestion Management Process (CMP) structure that continues, including data compilation and analysis plus information on congestion strategies pursued in the region. The USDOT commended TPB’s approach in their 2019 certification of the TPB’s planning process.



The attacks of September 11, 2001, inspired a key juncture in Andrew’s COG career, when he quickly joined the ad hoc team of COG and TPB staff establishing new programs to enhance regional emergency preparedness. Inspired by the New York metropolitan area’s TRANSCOM operations coordination entity, Andrew staffed a multi-year exploration with both elected and senior appointed officials, culminating in the establishment of the Metropolitan Area Transportation Operations Coordination (MATOC) Program in 2007, which today continues its critical role in regional transportation situational awareness.

In his manager and team leader roles, Andrew helped guide the expansion of TPB’s bicycle planning to become bicycle and pedestrian planning in 1997; to introduce Intelligent Transportation Systems (technology) planning in 1997; to initiate the Freight Planning program in 2007; and to initiate the Transportation Safety Planning program in 2014. Safety has become a top priority for the TPB, as evidenced by the successful October 31, 2024, TPB Regional Roadway Safety Summit planned and supported by Andrew, Janie Nham, other TPB and COG colleagues, and a consultant support team.

Jane Posey began her career at COG back in 1988, so she has been working at COG for 36 years. Jane is a transportation engineer and a manager, tasked with managing the air quality conformity process and conducting work to support the regional travel demand forecasting model.

Jane and several of her colleagues create the transportation networks used by the regional travel model in the air quality conformity process, and they document the conformity inputs in a table that is affectionately referred to as “Jane’s Conformity Table.” But that is only one part of her job; it is her strategic thinking and knowledge of the conformity process that are a tremendous asset to the agency. Senior DTP managers and the Director, as well as staff from our member agencies, often rely on Jane to provide quick and accurate advice in matters pertaining to air quality planning regulations and different paths that the region can take to conform with the National Ambient Air Quality Standards.



Our colleagues’ individual and collective achievements have made immeasurable contributions to the region. We are grateful for their friendship, teamwork, and professionalism over the course of their careers, and we wish them well in their well-earned retirement.

