TPB Steering Committee Item 2A Draft TPB SR23-2025 December 6, 2024

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)

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

T11620 - Southern Maryland Rapid Transit (SMRT)

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

Project Desription

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)
	Plan Revision Name changed from "23-09.2" to "23-51.2 (MD)"
	Project Type changed from "Transit - Safety" to "Transit - Capital"
PROJECT CHANGES	Complete Streets changed from "None" to "Not Applicable"
CHANGES	Current Implementation Status changed from "None" to "Environmental Document/Pre-Design Phase (PAED)"
	Estimated Completion Date changed from "2025" to "2028"
	DC/STATE
	- 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
FUNDING CHANGES	+ 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
	TIIF
	- 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 Rail/Fixed Guideways - Streetcar/Light Montgomery, Prince Georges

- Maryland Transit Administration Rail

From Agency Project ID Municipality

Bethesda - -

To Completion Date Total Cost

New Carrollton 2027 \$3,537,546

Project Desription

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 antidisplacement actions and strategies focused especially on preservation of housing and culture. These actions and strategies will be supported by an analysis of antidisplacement policies and a plan for local implementation. Matching funds are being provided by the University of Marylands 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
PROJECT
CHANGES

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

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 Marylands 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 lowdensity 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 Marylands 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

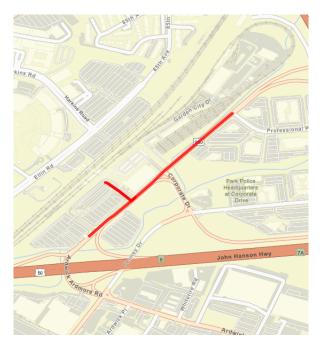
Lead Agency Maryland Department of Transportation - Maryland Transit Administration	Project Type Rail/Fixed Guideways - Capital/Expansion	County Prince Georges
From -	Agency Project ID	Municipality -
To -	Completion Date	Total Cost \$47,000,000

Project Desription

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

Project Desription

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	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." Plan Revision Name changed from "23-41.2" to "23-51.2 (MD)" TIP Grouping Record changed from "None" to "Yes"
FUNDING CHANGES	SP - Decrease funds in FY 2025 in OTHER from \$7,060,421 to \$0 CFI + Increase funds in FY 2025 in OTHER from \$0 to \$11,059,418 LOCAL - Decrease funds in FY 2025 in OTHER from \$2,138,868 to \$0 + Increase funds in FY 2025 in OTHER from \$0 to \$2,764,855
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 Maryland Department of Transportation - State Highway Administration	Project Type TERMs	County Charles, Frederick, Montgomery, Prince Georges
From -	Agency Project ID AWCC	Municipality -
To _	Completion Date	Total Cost \$34,291,862

Project Desription

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)"
FROJECT CHANGES	Estimated Completion Date changed from "None" to "0"
	CMAQ
	+ 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
	DC/STATE
	- Decrease funds in FY 2023 in OTHER from \$3,540,000 to \$0
FUNDING CHANGES	- 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

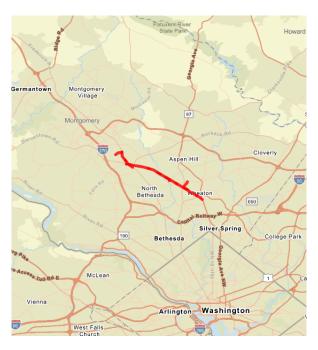
Montgomery College Rockville 2030 \$169,035,000

Project Desription

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, zeroemission 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
	Plan Revision Name changed from "26-00" to "23-51.2 (MD)"
	Primary Contact changed from "Gary Erenrich" to "Chris Van Alstyne"
	Email changed from "gary.erenrich@montgomerycountymd.gov" to "chris.vanalstyne@montgomerycountymd.gov"
PROJECT CHANGES	CMP changed from "None" to "CMP Documentation is not required."
	Does this project increase capacity on a limited access highway or other principal arterial? changed from "None" to "No"
	Phone (10-Digit) changed from "(301)221-8104" to "240.777.7163"
FUNDING CHANGES	LOCAL
	- 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	485 Conformity Route has changed from None to MD 586 Conformity Implementation Status has changed from None to Active



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

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 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	Comment
		Funding	
		(In 000s)	
3566	Commuter Connections Program	\$9,981	Adds new CMAQ and state funds.
13613	Maryland Equitable Charging	\$4,705	Adds new CFI and local match funds.
	Infrastructure Partnership (MECIP)		
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	\$47,000	Adds new project and construction
	Transportation Station		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

Kari M Smyder

Office of Planning, Programming, and Project Delivery (OPPPD)

Attachment

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

Mr. Shawn Kiernan, Regional Planner, OPPPD, MDOT

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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 Justice 40 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.

Grants Administration and Compliance Officer

Maryland Clean Energy Center



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

Holly Arnold

Administrator

TO: DIRECTOR MICHELLE MARTIN

OFFICE OF PLANNING, PROGRAMMING, AND PROJECT DELIVERY

MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: OPCP REGONIAL 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

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MARYLAND STATEWIDE TIP FY 2022-2025 MDOT TIP ID: T11620 SUMMARY TABLE Current Funding Level (000s) Conformity Status Project: Amendment Criteria **Environmental Status** Total Southern Maryland Rapid Transit (SMRT) В Exempt TBD 5,000 \$ 5,000 \$ 10,000 Net Funding Change (000s) Area/MPO CTP Page Administration Federal State/Local Total MTA TPB TBD 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. NDIVIDUAL REQUEST FOR FY 2022 FY 2023 FY 2024 FY 2025 unding STIP/TIP Amendment Criteria \$ 200 \$ 5,250 \$ 4,550 10,000 Currer Total A) Adds new individual projects to the current STIP (000s Federal \$ 100 \$ 2,625 2,275 5,000 B) Increase/decrease, scope change, advance, delay, or phase change 100 2.625 2.275 State/Local 5.000 C) Removes or deletes individual listed project from the STIP 254 \$ 12.561 Proposed Total \$ 12,815 D) Other (000s)Federal 10.000 10.000 254 2,561 2,815 Change Total (200) \$ (4,996) \$ 8,011 2,815 MARYLAND DEPARTMENT OF TRANSPORTATION (000s)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 State/Local Phase Funding State/Local Federal State/Local Federal State/Local Federal ederal State/Local Total Federal CO TIIF 100 \$ 100 2.625 \$ 5.000 10,000 \$ \$ 2.625 2 275 \$ 2.275 5.000 \$ TIIF PP \$ \$ \$ \$ \$ \$ -\$ \$ \$ \$ \$ 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 Funding State/Local Federal State/Local Federal State/Local Federal State/Local State/Local Phase Federal ederal Total TIIF \$ \$ CO \$ \$ \$ \$ TIIF 10.000 10.000 \$ \$ 254 \$ 2.561 \$ 2.815 \$ 12,815 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ 254 \$ Total \$ \$ \$ \$ \$ \$ 10,000 \$ 2,561 10,000 \$ 2,815 \$ 12,815 Change FY 2022 FY 2023 FY 2024 FY 2025 TOTAL Funding Federal State/Local Phase Federal State/Local Federal State/Local State/Local Federal State/Local Federal Total TIIF (100 (2.625 (2.275)(5.000 (5.000)CO (100)(2.625)\$ (2.275)(10.000)PΡ TIIF 10.000 10.000 254 \$ 2.561 2.815 12.815

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TOTAL PROJECT COS¹ Prior Cost (≤ FY 2021) (2,625)

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2,815 State/Local

(2,371)

Balance to Complete (≥ FY 2026)

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

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TO: DIRECTOR MICHELLE MARTIN

OFFICE OF PLANNING, PROGRAMMING, AND PROJECT DELIVERY

MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: OPCP REGONIAL 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	RAISE	\$20,500,000
	Transportation Station	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

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MARYLAND STATEWIDE TIP FY 2022-2025 MDOT TIP ID: T13654 SUMMARY TABLE Current Funding Level (000s) Amendment Criteria Conformity Status **Environmental Status** Project: Total New Carrollton Multi-modal Transportation Station Exempt TBD \$ Net Funding Change (000s) Area/MPO CTP Page Total Administration 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. FY 2022 FY 2023 FY 2024 FY 2025 unding Total STIP/TIP Amendment Criteria Curren Total \$ \$ \$ A) Adds new individual projects to the current STIP (000s)Federal \$ B) Increase/decrease, scope change, advance, delay, or phase change State/Local C) Removes or deletes individual listed project from the STIP Total \$ 47.000 47.000 Proposed \$ \$ П D) Other (000s) 20.500 20.500 Federal \$ \$ 26,500 26,500 State/Local \$ MARYLAND DEPARTMENT OF TRANSPORTATION Change Total \$ \$ \$ \$ 47,000 47,000 20,500 20,500 Federal -\$ 26,500 26,500 State/Local PHASE DETAIL Current FY 2022 FY 2023 FY 2024 FY 2025 Federal State/Local Federal State/Local Federal Federal State/Local State/Local hase Funding RAISE \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ Total \$ \$ \$ FY 2022 FY 2023 FY 2024 FY 2025 TOTAL Proposed State/Local State/Local State/Local Federal State/Local State/Local Total Phase Funding Federal Federal Federal Federal RAISE 26,500 47,000 CO \$ \$ 20,500 \$ 20,500 26,500 \$ \$ \$ \$ \$ Total \$ 20.500 \$ 26.500 20.500 \$ 26.500 \$ 47.000 - \$ \$ \$ \$ \$ FY 2022 FY 2023 FY 2024 FY 2025 TOTAL Change Phase Funding ederal State/Local Federal State/Local Federal State/Local Federal State/Local ederal State/Local Total RAISE 20,500 26,500 20,500 26,500 47,000 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 ederal \$ Federal \$ 20.500 Federal \$ Federal \$ 20.500 26,500 State/Local State/Local State/Local \$ \$ State/Local \$ 26,500 \$ 47,000 Total 47,000 Total Total \$ Total

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

Holly Arnold Administrator

TO: DIRECTOR MICHELLE MARTIN

OFFICE OF PLANNING, PROGRAMMING, AND PROJECT DELIVERY

MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: OPCP REGONIAL 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

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MARYLAND STATEWIDE TIP FY 2022-2025 MDOT TIP ID: T11624 SUMMARY TABLE Current Funding Level (000s) Amendment Criteria State/Local Project: Conformity Status Environmental Status Transit Oriented Development (TOD) Purple Line Corridor Studies 1,497 \$ 390 \$ 1,887 Exempt Νa Net Funding Change (000s) Area/MPO CTP Page State/Local Administration MTA TPB Νa 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 FY 2022 FY 2023 FY 2024 FY 2025 Total Funding STIP/TIP Amendment Criteria 668 1.887 Current Total \$ -\$ 287 \$ 932 \$ (000s) Federal 739 530 1,497 A) Adds new individual projects to the current STIP 228 B) Increase/decrease, scope change, advance, delay, or phase change State/Local 59 193 138 390 C) Removes or deletes individual listed project from the STIP Proposed Total \$ -\$ \$ 3,538 \$ 3,538 --D) Other (000s) Federal \$ \$ \$ \$ 3,148 3,148 State/Local 390 390 Change Total (287) \$ (932) \$ 2,870 \$ 1,651 \$ \$ MARYLAND DEPARTMENT OF TRANSPORTATION (000s) 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 \$ \$ \$ \$ \$ \$ \$ \$ PΕ TOD 228 \$ 59 \$ 739 \$ 193 \$ 530 \$ 138 1,497 \$ 390 \$ 1,887 \$ \$ \$ \$ \$ \$ Total \$ -\$ -\$ 228 \$ 59 \$ 739 \$ 193 \$ 530 \$ 138 \$ 1,497 \$ 390 \$ 1,887 FY 2024 FY 2025 FY 2022 FY 2023 TOTAL Propose Phase Funding Federal State/Local Federal State/Local Federal State/Local Federal State/Local State/Local Total PΡ 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 Federal State/Local Federal State/Local Federal State/Local State/Local Total Phase Funding Federal State/Local Federal TOD 3,148 \$ 390 3,148 390 3,538 \$ \$ TOD PE \$ (228) \$ (59) \$ (739) \$ (193) (530) \$ (138)(1,497)(390)(1,887)252 1,651 Total \$ \$ \$ (228) \$ (59) \$ (739) \$ (193) \$ 2,618 \$ \$ \$ 1,651 TOTAL PROJECT COST Prior Cost (≤ FY 2021) STIP Cost (FY 2022-2025) Balance to Complete (≥ FY 2026) **Total Project Cost** Federal 3.148 Federal Federal 3.148 Federal \$ \$ State/Local State/Local \$ 390 State/Local \$ State/Local 390 3,538 Total Total \$ -Total \$ \$ Total 3,538