

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
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

T11620 - Southern Maryland Rapid Transit (SMRT)

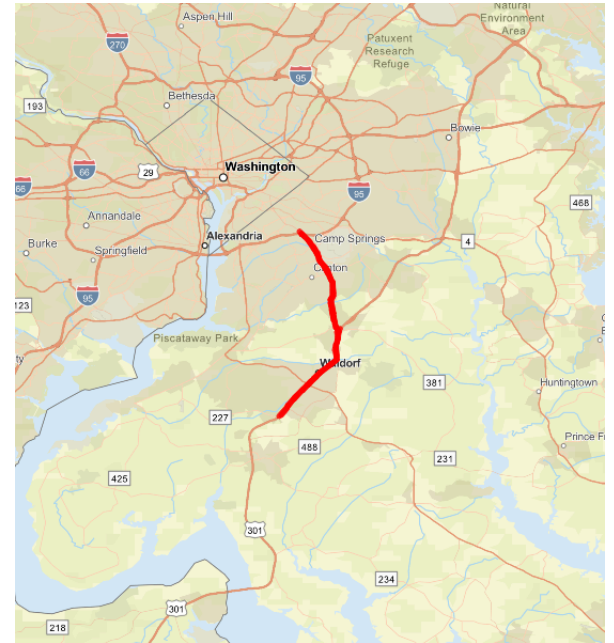
Lead Agency	Project Type	County
Maryland Department of Transportation - Maryland Transit Administration	Transit - Capital	Charles, Prince Georges
From	Agency Project ID	Municipality
-	-	-
To	Completion Date	Total Cost
-	2028	\$24,999,000

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

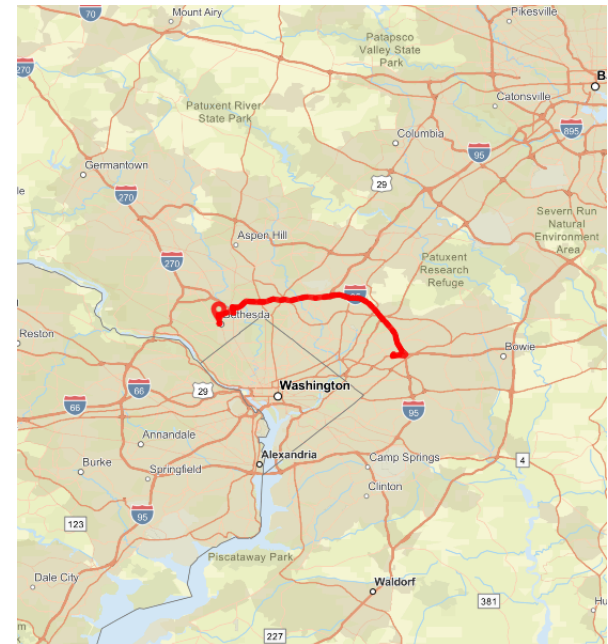
**CURRENT
CHANGE
REASON**

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

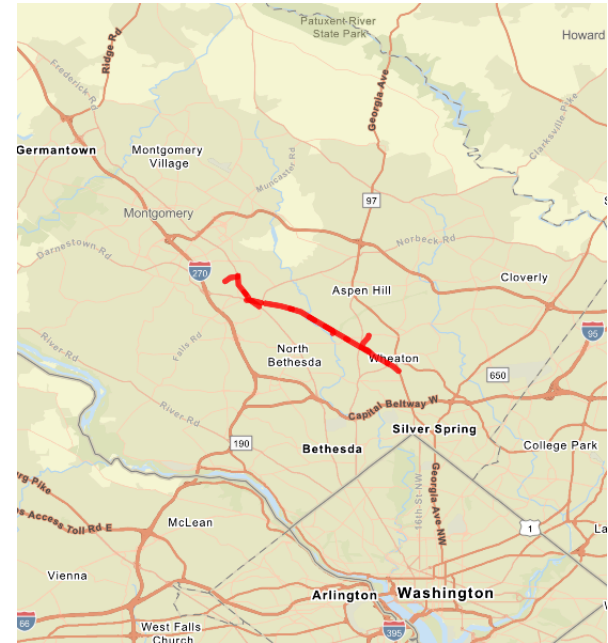
Project Description

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**

485

Conformity Route has changed from None to MD 586

Conformity Implementation Status has changed from None to Active

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

- A) Adds new individual projects to the current STIP
- B) Increase/decrease, scope change, advance, delay, or phase change
- C) Removes or deletes individual listed project from the STIP
- D) Other



Funding	FY 2023	FY 2024	FY 2025	FY 2026	Total	
						(000s)
Current	Total	\$ 3,540	\$ 3,849	\$ -	\$ -	\$ 7,389
	Federal	\$ -	\$ -	\$ -	\$ -	\$ -
	State/Local	\$ 3,540	\$ 3,849	\$ -	\$ -	\$ 7,389
Proposed	Total	\$ 3,540	\$ 3,849	\$ 4,869	\$ 5,112	\$ 17,370
	Federal	\$ -	\$ -	\$ 1,284	\$ 1,022	\$ 2,306
	State/Local	\$ 3,540	\$ 3,849	\$ 3,585	\$ 4,090	\$ 15,064
Change	Total	\$ -	\$ -	\$ 4,869	\$ 5,112	\$ 9,981
	Federal	\$ -	\$ -	\$ 1,284	\$ 1,022	\$ 2,306
	State/Local	\$ -	\$ -	\$ 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 <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	Total	\$ 200	\$ 5,250	\$ 4,550	\$ -	\$ 10,000
	(000s)	Federal	\$ 100	\$ 2,625	\$ 2,275	\$ -	\$ 5,000
		State/Local	\$ 100	\$ 2,625	\$ 2,275	\$ -	\$ 5,000
	Proposed	Total	\$ -	\$ 254	\$ 12,561	\$ 2,500	\$ 15,315
	(000s)	Federal	\$ -	\$ -	\$ 10,000	\$ -	\$ 10,000
		State/Local	\$ -	\$ 254	\$ 2,561	\$ 2,500	\$ 5,315
	Change	Total	\$ (200)	\$ (4,996)	\$ 8,011	\$ 2,500	\$ 5,315
	(000s)	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:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
	Southern Maryland Rapid Transit (SMRT)	B	Exempt	TBD	Federal	State/Local
				\$ 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

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	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	State/Local		\$ -	\$ 100	\$ 2,625	\$ 2,275	\$ 5,000
<input type="checkbox"/>	D) Other	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	Funding (000s)	FY 2024	FY 2025	FY 2026	FY 2027	Total
<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP	Current	\$ -	\$ -	\$ -	\$ -	\$ -
<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	Proposed	\$ -	\$ -	\$ 47,000	\$ -	\$ 47,000
	Federal	\$ -	\$ -	\$ 20,500	\$ -	\$ 20,500
	State/Local	\$ -	\$ -	\$ 26,500	\$ -	\$ 26,500
	Change	\$ -	\$ -	\$ 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)	Funding	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
	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 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