



NATIONAL CAPITAL REGION  
TRANSPORTATION PLANNING BOARD

Item #5

MEMORANDUM

February 12, 2015

**TO:** Transportation Planning Board

**FROM:** Kanti Srikanth *Kanti*  
Director, Department of Transportation Planning

**RE:** Letters Sent/Received Since the January 21<sup>st</sup> TPB Meeting

The attached letters were sent/received since the January 21<sup>st</sup> TPB meeting. The letters will be reviewed under Agenda #5 of the February 18<sup>th</sup> TPB agenda.

Attachments





# THE PRINCE GEORGE'S COUNTY GOVERNMENT

February 3, 2015

Hon. Lawrence J. Hogan, Jr  
Governor  
100 State Circle  
Annapolis, Maryland 21401

Hon. Thomas V. Mike Miller, Jr.  
Senate President  
State House, H-107  
100 State Circle  
Annapolis, Maryland 21401

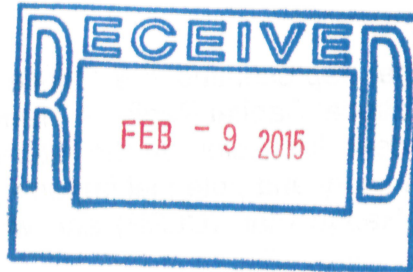
Hon. Michael E. Busch  
Speaker of the House  
State House, H-101  
100 State Circle  
Annapolis, Maryland 21401

Re: Transportation Planning Board Letter – Purple Line Project

Dear Governor Hogan, President Miller, and Speaker Busch:

It is my pleasure to write to bring to your attention additional information about the Purple Line project impacts on the regional transportation system. We are appreciative that the Fiscal Year 2016 State Budget as proposed includes funding for the potential continuation of the Purple Line project and look forward to its positive review by the Administration and General Assembly.

As you are aware, the Prince George's County Executive and County Council, recently sent a joint letter on the County's 2015 Legislative Agenda focuses primarily on safeguarding the County's budget priorities including protecting transportation projects like the Purple Line that help provide the infrastructure investments that we need to spur economic development and expand our commercial tax base.



**TODD M. TURNER**  
Council Member  
4<sup>th</sup> District

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**February 3, 2015**  
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As a member representing the Prince George's County Council and former Chairman of the National Capital Region's Transportation Planning Board (TPB), and in response to the recent discussion on the future of the Purple Line project, I requested an analysis of the history and potential impacts of the project on the federally approved Constrained Long Range Plan (CLRP) and within the regional transportation funding system.

Please find enclosed for your information a copy of the January 21, 2015 letter from Mr. Kanathur N. Srikanth, Director of the Department of Transportation Planning for the TPB, highlighting how the Purple Line project conforms with the regionally approved CLRP and policy framework plans. As indicated, any changes or revisions to the scope, timing and funding of the project would have to be submitted to the TPB for approval pursuant to Federal law.

I thank you for your attention to this information and look forward to the discussion on the future of this important transportation project to the State of Maryland.

Respectfully,



Hon. Todd M. Turner  
County Council Member – 4<sup>th</sup> District  
TPB Member

Enclosure

cc: Honorable Douglas J.J. Peters, Senator, District 23  
Honorable Jay Walker, Delegate, District 26  
Honorable Rushern L. Baker, Prince George's County Executive  
Honorable Isiah Leggett, Montgomery County Executive  
Prince George's & Montgomery County Council Members  
Federal Senate & House Delegation Members  
Pete Rahn, Acting Secretary, Maryland Department of Transportation  
Kanathur N. Srikanth, National Capital Region Transportation Planning Board

*"Service. Community. Progress."*





## NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

January 21, 2015

The Honorable Todd Turner  
Council Member  
Prince George's County – District 4  
14741 Governor Oden Bowie Drive  
County Council, 2nd Floor  
Upper Marlboro, MD 20772

Subject: Status and relation of the Purple Line Transit with the TPB's CLRP.

Dear Mr. Turner:

At the Transportation Planning Board's December 17, 2014 meeting you inquired about the status and relation of the Purple Line Transit project in Maryland with the TPB's federally approved Constrained Long Range Plan (CLRP). Upon staff's response, the Board advised staff to provide the information in writing to the Board and for interested audiences beyond. As advised the subject information is as follows.

The National Capital Region Transportation Planning Board (TPB) is the metropolitan planning organization for the Washington region and has the responsibility under the provisions of Moving Ahead for Progress in the 21st Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area. One of the federally mandated activities of the TPB is the development of a regional financially constrained plan to fund and implement transportation improvement projects over the next twenty plus years.

The current federally approved 2014 CLRP for the metropolitan Washington area includes the proposed construction of the Purple Line transit project between Bethesda and New Carrollton by 2020. The financial plan of the CLRP, just recently updated per federal requirement, indicates that the funding for the construction, operations and maintenance of the project is reasonably expected to be available. Finally the regional air quality conformity analyses for the 2014 CLRP, approved by the FHWA and FTA, assumes the Purple Line Transit project will be completed by 2020 and results in certain changes in the regional travel patterns and emissions of criteria pollutants.

The Purple Line Transit project was first added to the region's CLRP in 1994 and showed the construction of the facility between Bethesda and Silver Spring by 2015. An extension, between Silver Spring and New Carrollton, was added as a study in the 2003 CLRP. and then included for construction for the first time in 2009. In 2009 the facility's estimated completion date was 2018.

The proposed Purple Line is a 16-mile route with 21 stations, which would increase accessibility across Montgomery and Prince George's Counties. Travelling through five regional activity



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centers (Bethesda, Silver Spring, Langley Park, College Park, and New Carrollton), it would directly connect riders to Metrorail (Red, Green, and Orange lines), MARC, Amtrak, and regional and local bus services. The project cost in the current CLRP is \$2.37 billion, with funding anticipated from federal, state, and local sources. This extensive connectivity, especially between multiple regional activity centers, addresses the basic principles of the TPB Vision and the Regional Transportation Priorities Plan.

The TPB Vision Plan and the Regional Transportation Priorities Plan make up the regional policy framework designed to help guide transportation planning and decision-making in the Washington Region. The Vision, adopted in 1998, incorporates eight planning factors, specified in current federal regulations, to consider during the development of transportation plans and programs. The Regional Transportation Priorities Plan, adopted in 2014, focuses attention on a limited number of specific strategies with the greatest potential to advance regional goals rooted in the TPB Vision. Both plans prioritize the health and connectivity of the regional activity centers. The Purple Line Transit project is consistent with these priorities.

Should any of the above assumptions materially change, such as the scope, timing and funding, the change would have to be officially submitted to the TPB for its review and approval to revise the regional CLRP and the regional air quality conformity analyses.

I trust the above presents a succinct summary of the status and relation of the Purple Line Transit project in Maryland to the region's long range transportation plan. As always if I or my colleagues as staff to the TPB can answer any questions or provide additional information, feel free to contact me at 202-962-3257 or at [KSrikanth@mwkog.org](mailto:KSrikanth@mwkog.org).

Sincerely,

Kanathur N. Srikanth  
Director Department of Transportation Planning

cc: Members of the National Capital Region Transportation Planning Board