

January 10, 2024

Ms. Valeriya Remezova  
Division Administrator  
Attn: Ms. Jasmine Champion  
Federal Highway Administration  
Maryland Division  
George H. Fallon Federal Building  
31 Hopkins Plaza, Suite 1520  
Baltimore MD 21201

Ms. Terry Garcia Crews  
Regional Administrator  
Attn: Mr. Daniel Koenig  
Federal Transit Administration, Region III  
1835 Market Street, Suite 1910  
Philadelphia PA 19103-2968

Dear Ms. Remezova and Ms. Crews:

The Maryland Department of Transportation (MDOT) hereby requests to amend the Fiscal Year (FY) 2022-2025 Maryland Statewide Transportation Improvement Program (STIP) to reflect changes to one existing project and one new project in the FY 2023-2026 National Capital Region Transportation Planning Board (TPB) Transportation Improvement Program (TIP).

This action reflects the updated programmed expenditures from FY 2022 to FY 2025 for the Maryland Transit Administration (MTA) which has been assigned MDOT Control #22-59. These projects below are either already included in or do not affect the Air Quality Conformity Determination for Visualize 2045.

| <b>Project Name</b>                    | <b>STIP #</b> | <b>TIP #</b> | <b>Funding Source</b>                                | <b>FY22-FY25 Net Federal Change<br/>(in 000's)</b> |
|--|---------------|--------------|--|--|
| Purple Line                            | 2795          | 2795         | P3, 5307, 5309-FG, 5309-NS, CMAQ, STBG, TIFIA, State | \$769  |
| Southern Maryland Rapid Transit (SMRT) | 6431          | 6431         | TIIF, State  | \$5,000  |

Ms. Valeriya Remezova  
Ms. Terry Garcia Crews  
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The TPB approved the amendment to its TIP on January 6, 2023, and the approval and supporting documentation are attached. Should you have additional questions or concerns, please contact Ms. Kari Snyder at 410-865-1305, toll free 888-713-1414 or via e-mail at [ksnyder3@mdot.maryland.gov](mailto:ksnyder3@mdot.maryland.gov), of course, feel free to contact me directly.

Sincerely,

A handwritten signature in black ink that reads "Heather Murphy". The signature is written in a cursive, flowing style.

Heather Murphy  
Director  
Office of Planning and Capital Programming

Attachments

cc: Ms. Kari Snyder, Regional Planner, OPCP, MDOT

**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 23-09.2 WHICH  
ADDS FUNDING FOR TWO TRANSIT PROJECTS, TWO BRIDGE REPLACEMENT  
PROJECTS, A CONGESTION MANAGEMENT PROGRAM, AND ASSISTANCE FOR A STUDY  
OF EXPRESS/TOLL LANES ON THE WOODROW WILSON BRIDGE, 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 23-09.2 which adds a net total of approximately \$49.35 million to four existing project and program records and two new records), as described in the list at the end of this resolution and in the attached materials; and

**WHEREAS**, the attached materials include:

- ATTACHMENT A) Project Overview report showing how these programs and projects will appear in the TIP following approval,
- ATTACHMENT B) Amendment Summary report showing the changes in four-year program total, reason for the amendment, and a Change Summary providing line-item changes to every programmed amount by fund source, fiscal year, and project phase,
- ATTACHMENT C) Fund Change Detail report for the four existing records that show the Change Summary from the previous attachment in table format, and
- ATTACHMENT D) Letters from MDOT dated December 16, 2022, requesting the amendments; and

**WHEREAS**, these projects and programs have been updated in the TPB’s Project InfoTrak database under TIP Action 23-09.2, creating the 9<sup>th</sup> 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](http://www.mwcog.org/ProjectInfoTrak); and

**WHEREAS**, the Purple Line is included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP, and the Southern Maryland Rapid Transit study, bridge replacement projects, congestion management program and I-95/I-495 Southside Express Lanes Study assistance are all 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 the amendments 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 23-09.2 which adds a net total of approximately \$49.35 million to four existing and two new project records as described below and in the attached materials.

| <b>TIP ID</b> | <b>PROJECT/PROGRAM TITLE<br/>WITH ADDITIONAL NOTES</b>  | <b>ADDITIONAL/NEW<br/>FUNDING</b> |
|---------------|---|-----------------------------------|
| T2795         | Purple Line   | \$636,229                         |
|               | Sources used: P3, Sect. 5307, Sect. 5309-FG, STBG, State  |                                   |
| T11620        | Southern Maryland Rapid Transit   | \$10,000,000                      |
|               | New project to the TIP. Sources State, TIIF   |                                   |
| T6654         | MD 717 Western Branch Bridge Replacement  | \$6,488,000                       |
|               | Sources: State, STBG  |                                   |
| T6651         | I-95/I-495 MD 4 Bridges Replacement   | \$2,329,000                       |
|               | Sources: State, NHPP  |                                   |
| T2085         | Areawide Congestion Management  | \$28,729,000                      |
|               | Sources: State, NHPP, CMAQ  |                                   |
| T11618        | I95/I-495 Southside Express Lanes Study   | \$250,000                         |
|               | Sources: State, NHPP. MDOT is assisting VDOT with a study of extending Virginia’s Express/Toll Lanes across the Woodrow Wilson Bridge to MD 210. MDOT’s OP Lanes project planned for construction is not changed by this study. |                                   |

**Adopted by the TPB Steering Committee at its meeting on Friday, January 6, 2023.  
Final approval following review by the full board on Wednesday, January 18, 2023.**

# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT TIP ID: 2795

**SUMMARY TABLE**

|   |  |                   |                      |                              |             |              |
|---|--|-------------------|----------------------|------------------------------|-------------|--------------|
| <b>Project: Purple Line</b><br>Construction of a 16 mile transitway that would operate between Bethesda and Silver Spring in Montgomery County and extend into Prince Georges County to connect with the Metrorail system at College Park and New Carrollton. | Amendment Criteria   | Conformity Status | Environmental Status | Current Funding Level (000s) |             |              |
|   | B  |                   |                      | Federal                      | State/Local | Total        |
|   |  |                   |                      | \$ 1,228,390                 | \$ 28,561   | \$ 1,256,951 |
|   | Administration   | Area/MPO          | CTP Page             | Net Funding Change (000s)    |             |              |
|   | MDOT MTA   | TPB               | MTA--42              | Federal                      | State/Local | Total        |
|   |  |                   |                      | \$ 769                       | \$ (355)    | \$ 414       |
| Description   | Construction of a 16 mile transitway that would operate between Bethesda and Silver Spring in Montgomery County and extend into Prince Georges County to connect with the Metrorail system at College Park and New Carrollton. The Bethesda to Silver Spring portion would include a parallel hiker/biker trail. The project would include 21 stations. Ridership for 2040 is estimated at approximately 74,000 daily boardings. |                   |                      |                              |             |              |
| Justification   | The project would provide direct connections to both branches of the Metrorail Red Line, Green Line and Orange Line. The Purple Line would also link to all three MARC lines, AMTRAK and regional/local bus services.  |                   |                      |                              |             |              |

**INDIVIDUAL REQUEST FORM**

|  |                 |              |                     |                  |                 |               |                     |
|--|-----------------|--------------|---------------------|------------------|-----------------|---------------|---------------------|
| <b>STIP/TIP Amendment Criteria</b><br><input type="checkbox"/> A) Adds new individual projects to the current STIP<br><input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change<br><input type="checkbox"/> C) Removes or deletes individual listed project from the STIP<br><input type="checkbox"/> D) Other |                 |              |                     |                  |                 |               |                     |
|  | Current (000s)  | <b>Total</b> | <b>\$ 1,243,285</b> | <b>\$ 12,416</b> | <b>\$ 1,250</b> | <b>\$ -</b>   | <b>\$ 1,256,951</b> |
|  |                 | Federal      | \$ 1,216,382        | \$ 11,008        | \$ 1,000        | \$ -          | \$ 1,228,390        |
|  |                 | State/Local  | \$ 26,903           | \$ 1,408         | \$ 250          | \$ -          | \$ 28,561           |
|  | Proposed (000s) | <b>Total</b> | <b>\$ 1,243,285</b> | <b>\$ 6,138</b>  | <b>\$ 7,403</b> | <b>\$ 539</b> | <b>\$ 1,257,365</b> |
|  |                 | Federal      | \$ 1,216,382        | \$ 5,377         | \$ 6,861        | \$ 539        | \$ 1,229,159        |
|  | State/Local     | \$ 26,903    | \$ 761              | \$ 542           | \$ -            | \$ 28,206     |                     |
| Change (000s)  | <b>Total</b>    | <b>\$ -</b>  | <b>\$ (6,278)</b>   | <b>\$ 6,153</b>  | <b>\$ 539</b>   | <b>\$ 414</b> |                     |
|  | Federal         | \$ -         | \$ (5,631)          | \$ 5,861         | \$ 539          | \$ 769        |                     |
|  | State/Local     | \$ -         | \$ (647)            | \$ 292           | \$ -            | \$ (355)      |                     |



**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           | P3            | \$ 377,132          | \$ -             | \$ -             | \$ -            | \$ -            | \$ -          | \$ -        | \$ -        | \$ 377,132          | \$ -             | \$ 377,132          |
|              | Sect. 5307    | \$ 6,250            | \$ -             | \$ 5,631         | \$ -            | \$ -            | \$ -          | \$ -        | \$ -        | \$ 11,881           | \$ -             | \$ 11,881           |
|              | Sect. 5309-NS | \$ -                | \$ -             | \$ 5,377         | \$ -            | \$ -            | \$ -          | \$ -        | \$ -        | \$ 5,377            | \$ -             | \$ 5,377            |
|              | CMAQ          | \$ -                | \$ -             | \$ -             | \$ -            | \$ 1,000        | \$ -          | \$ -        | \$ -        | \$ 1,000            | \$ -             | \$ 1,000            |
|              | ARPA          | \$ -                | \$ -             | \$ -             | \$ -            | \$ -            | \$ -          | \$ -        | \$ -        | \$ -                | \$ -             | \$ -                |
|              | STBG          | \$ 145,000          | \$ -             | \$ -             | \$ -            | \$ -            | \$ -          | \$ -        | \$ -        | \$ 145,000          | \$ -             | \$ 145,000          |
|              | FFGA          | \$ 688,000          | \$ -             | \$ -             | \$ -            | \$ -            | \$ -          | \$ -        | \$ -        | \$ 688,000          | \$ -             | \$ 688,000          |
|              | State         | \$ -                | \$ 26,903        | \$ -             | \$ 1,408        | \$ -            | \$ 250        | \$ -        | \$ -        | \$ -                | \$ 28,561        | \$ 28,561           |
| <b>Total</b> |               | <b>\$ 1,216,382</b> | <b>\$ 26,903</b> | <b>\$ 11,008</b> | <b>\$ 1,408</b> | <b>\$ 1,000</b> | <b>\$ 250</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ 1,228,390</b> | <b>\$ 28,561</b> | <b>\$ 1,256,951</b> |

| 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           | P3            | \$ 377,132          | \$ -             | \$ -            | \$ 655        | \$ -            | \$ 542        | \$ -          | \$ -        | \$ 377,132          | \$ 1,197         | \$ 378,329          |
|              | Sect. 5307    | \$ 6,250            | \$ -             | \$ -            | \$ -          | \$ 5,631        | \$ -          | \$ 447        | \$ -        | \$ 12,328           | \$ -             | \$ 12,328           |
|              | Sect. 5309-NS | \$ -                | \$ -             | \$ 5,377        | \$ -          | \$ -            | \$ -          | \$ -          | \$ -        | \$ 5,377            | \$ -             | \$ 5,377            |
|              | CMAQ          | \$ -                | \$ -             | \$ -            | \$ -          | \$ 1,000        | \$ -          | \$ -          | \$ -        | \$ 1,000            | \$ -             | \$ 1,000            |
|              | ARPA          | \$ -                | \$ -             | \$ -            | \$ -          | \$ -            | \$ -          | \$ -          | \$ -        | \$ -                | \$ -             | \$ -                |
|              | STBG          | \$ 145,000          | \$ -             | \$ -            | \$ -          | \$ 110          | \$ -          | \$ -          | \$ -        | \$ 145,110          | \$ -             | \$ 145,110          |
|              | FFGA          | \$ 688,000          | \$ -             | \$ -            | \$ -          | \$ 120          | \$ -          | \$ 92         | \$ -        | \$ 688,212          | \$ -             | \$ 688,212          |
|              | State         | \$ -                | \$ 26,903        | \$ -            | \$ 106        | \$ -            | \$ -          | \$ -          | \$ -        | \$ -                | \$ 27,009        | \$ 27,009           |
| <b>Total</b> |               | <b>\$ 1,216,382</b> | <b>\$ 26,903</b> | <b>\$ 5,377</b> | <b>\$ 761</b> | <b>\$ 6,861</b> | <b>\$ 542</b> | <b>\$ 539</b> | <b>\$ -</b> | <b>\$ 1,229,159</b> | <b>\$ 28,206</b> | <b>\$ 1,257,365</b> |

| 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           | P3            | \$ -        | \$ -        | \$ -              | \$ 655          | \$ -            | \$ 542        | \$ -          | \$ -        | \$ -          | \$ 1,197        | \$ 1,197      |
|              | Sect. 5307    | \$ -        | \$ -        | \$ (5,631)        | \$ -            | \$ 5,631        | \$ -          | \$ 447        | \$ -        | \$ 447        | \$ -            | \$ 447        |
|              | Sect. 5309-NS | \$ -        | \$ -        | \$ -              | \$ -            | \$ -            | \$ -          | \$ -          | \$ -        | \$ -          | \$ -            | \$ -          |
|              | CMAQ          | \$ -        | \$ -        | \$ -              | \$ -            | \$ -            | \$ -          | \$ -          | \$ -        | \$ -          | \$ -            | \$ -          |
|              | ARPA          | \$ -        | \$ -        | \$ -              | \$ -            | \$ -            | \$ -          | \$ -          | \$ -        | \$ -          | \$ -            | \$ -          |
|              | STBG          | \$ -        | \$ -        | \$ -              | \$ -            | \$ 110          | \$ -          | \$ -          | \$ -        | \$ 110        | \$ -            | \$ 110        |
|              | FFGA          | \$ -        | \$ -        | \$ -              | \$ -            | \$ 120          | \$ -          | \$ 92         | \$ -        | \$ 212        | \$ -            | \$ 212        |
|              | State         | \$ -        | \$ -        | \$ -              | \$ (1,302)      | \$ -            | \$ (250)      | \$ -          | \$ -        | \$ -          | \$ (1,552)      | \$ (1,552)    |
| <b>Total</b> |               | <b>\$ -</b> | <b>\$ -</b> | <b>\$ (5,631)</b> | <b>\$ (647)</b> | <b>\$ 5,861</b> | <b>\$ 292</b> | <b>\$ 539</b> | <b>\$ -</b> | <b>\$ 769</b> | <b>\$ (355)</b> | <b>\$ 414</b> |

**TOTAL PROJECT COST**

| Prior Cost (≤ FY 2021) |                     | STIP Cost (FY 2022-2025) |                     | Balance to Complete (≥ FY 2026) |             | Total Project Cost |                     |
|------------------------|---------------------|--------------------------|---------------------|---------------------------------|-------------|--------------------|---------------------|
| Federal                | State/Local         | Federal                  | State/Local         | Federal                         | State/Local | Federal            | State/Local         |
| \$ -                   | \$ -                | \$ -                     | \$ -                | \$ 89                           | \$ 134      | \$ 89              | \$ 134              |
| \$ 1,113,200           | \$ 369,183          | \$ 1,229,159             | \$ 28,206           | \$ -                            | \$ -        | \$ 1,229,159       | \$ 397,523          |
| <b>Total</b>           | <b>\$ 1,482,383</b> | <b>Total</b>             | <b>\$ 1,257,365</b> | <b>Total</b>                    | <b>\$ -</b> | <b>Total</b>       | <b>\$ 2,739,971</b> |



|                       |                            |                          |   |                        |                                |
|-----------------------|----------------------------|--------------------------|---|------------------------|--------------------------------|
| <i>TIP ID</i>         | T2795                      | <i>Lead Agency</i>       | Maryland Department of Transportation - Maryland Transit Administration | <i>Project Type</i>    | Transit - Streetcar/Light Rail |
| <i>Project Name</i>   | Purple Line                | <i>County</i>            | Montgomery, Prince Georges  | <i>Total Cost</i>      | \$2,739,971,367                |
| <i>Project Limits</i> | Bethesda to New Carrollton | <i>Municipality</i>      |   | <i>Completion Date</i> | 2023                           |
|                       |                            | <i>Agency Project ID</i> |   |                        |                                |

*Description* Construction of a 16 mile transitway that would operate between Bethesda and Silver Spring in Montgomery County and extend into Prince Georges County to connect with the Metrorail system at College Park and New Carrollton. The Bethesda to Silver Spring portion would include a parallel hiker/biker trail. The project would provide direct connections to both branches of the Metrorail Red Line, Green Line and Orange Line. The Purple Line would also link to all three MARC lines, AMTRAK and regional/local bus services. The project would include 21 stations. Ridership for 2040 is estimated at approximately 74,000 daily boardings. A TIFIA loan of \$890 million was obligated in 2016 and utilized by the P3 concessionaire from 2016-2022.

| Phase Source            | Prior           | FY2023    | FY2024      | FY2025    | FY2026    | Future | 4 Year Total | Total           |
|-------------------------|-----------------|-----------|-------------|-----------|-----------|--------|--------------|-----------------|
| PE S. 5309-NS           | \$66,400,000    | -         | -           | -         | -         | -      | -            | \$66,400,000    |
| PE DC/STATE             | \$16,600,000    | -         | -           | -         | -         | -      | -            | \$16,600,000    |
| <i>Total PE</i>         | \$83,000,000    | -         | -           | -         | -         | -      | -            | \$83,000,000    |
| ROW S. 5309-NS          | \$88,000,000    | -         | -           | -         | -         | -      | -            | \$88,000,000    |
| ROW DC/STATE            | \$22,000,000    | -         | -           | -         | -         | -      | -            | \$22,000,000    |
| <i>Total ROW</i>        | \$110,000,000   | -         | -           | -         | -         | -      | -            | \$110,000,000   |
| CON CMAQ                | -               | -         | \$1,000,000 | -         | -         | -      | \$1,000,000  | \$1,000,000     |
| CON P3                  | \$133,860,000   | \$655,039 | \$541,711   | -         | -         | -      | \$1,196,750  | \$135,056,750   |
| CON S. 5307             | \$54,800,000    | -         | \$5,631,000 | \$446,564 | \$89,311  | -      | \$6,166,875  | \$60,966,875    |
| CON S. 5309-FG          | -               | -         | \$120,000   | -         | -         | -      | \$120,000    | \$120,000       |
| CON S. 5309-NS          | \$904,000,000   | -         | -           | -         | -         | -      | -            | \$904,000,000   |
| CON DC/STATE            | \$555,386,000   | \$106,163 | -           | -         | \$133,579 | -      | \$239,742    | \$555,625,742   |
| CON STBG                | -               | -         | \$110,000   | \$92,000  | -         | -      | \$202,000    | \$202,000       |
| CON TIFIA               | \$890,000,000   | -         | -           | -         | -         | -      | -            | \$890,000,000   |
| <i>Total CON</i>        | \$2,538,046,000 | \$761,202 | \$7,402,711 | \$538,564 | \$222,890 | -      | \$8,925,367  | \$2,546,971,367 |
| <i>Total Programmed</i> | \$2,731,046,000 | \$761,202 | \$7,402,711 | \$538,564 | \$222,890 | -      | \$8,925,367  | \$2,739,971,367 |

\*Map Has Not Been Marked

Version History

| <i>TIP Document</i>         | <i>MPO Approval</i> | <i>FHWA Approval</i> | <i>FTA Approval</i> |
|-----------------------------|---------------------|----------------------|---------------------|
| 23-00 Adoption 2023-2026    | 06/15/2022          | 08/25/2022           | 08/25/2022          |
| 23-09.2 Amendment 2023-2026 | 01/18/2023          | Pending              | Pending             |

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

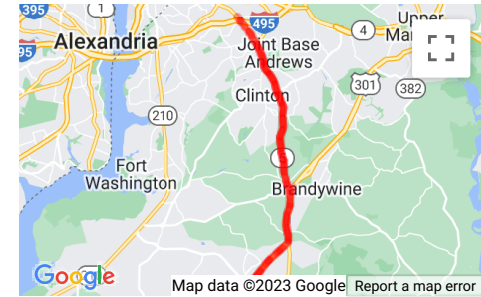
Total project cost increased from \$2,739,335,138 to \$2,739,971,367



|                       |   |                          |   |                        |                  |
|-----------------------|---|--------------------------|---|------------------------|------------------|
| <b>TIP ID</b>         | T11620  | <b>Lead Agency</b>       | Maryland Department of Transportation - Maryland Transit Administration | <b>Project Type</b>    | Transit - Safety |
| <b>Project Name</b>   | Southern Maryland Rapid Transit (SMRT)                      | <b>County</b>            | Charles, Prince Georges   | <b>Total Cost</b>      | \$10,000,000     |
| <b>Project Limits</b> | Branch Avenue Metrorail Station to Waldorf and White Plains | <b>Municipality</b>      |   | <b>Completion Date</b> | 2025             |
|                       |   | <b>Agency Project ID</b> |   |                        |                  |

**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 Source            | Prior | FY2023    | FY2024      | FY2025      | FY2026 | Future | 4 Year Total | Total        |
|-------------------------|-------|-----------|-------------|-------------|--------|--------|--------------|--------------|
| PE DC/STATE             | -     | \$100,000 | \$2,625,000 | \$2,275,000 | -      | -      | \$5,000,000  | \$5,000,000  |
| PE TIIF                 | -     | \$100,000 | \$2,625,000 | \$2,275,000 | -      | -      | \$5,000,000  | \$5,000,000  |
| <i>Total PE</i>         | -     | \$200,000 | \$5,250,000 | \$4,550,000 | -      | -      | \$10,000,000 | \$10,000,000 |
| <i>Total Programmed</i> | -     | \$200,000 | \$5,250,000 | \$4,550,000 | -      | -      | \$10,000,000 | \$10,000,000 |



**Version History**

| TIP Document                | MPO Approval | FHWA Approval | FTA Approval |
|-----------------------------|--------------|---------------|--------------|
| 23-09.2 Amendment 2023-2026 | 01/18/2023   | Pending       | Pending      |

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - New project

December 16, 2022

The Honorable Pamela Sebesky  
 Chairman  
 National Capital Region Transportation Planning Board  
 Metropolitan Washington Council of Governments  
 777 North Capitol Street, NE, Suite 300  
 Washington DC 20002

Dear Chairman Sebesky:

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 one existing project and an amendment to the FY 2023-2026 TPB TIP and the 2022 Update to Visualize 2045 for one new MDOT Maryland Transit Administration (MTA) project as described below and in the attached memo.

This action reflects MDOT MTA’s updated programmed expenditures and project schedule from FY 2023 to FY 2026 for the Purple Line and adds the new Southern Maryland Rapid Transit (SMRT) project as a planning study that received a Congressionally Directed Spending appropriation in 2022. The Purple Line is already included in the Air Quality Conformity Determination for the 2022 Update to Visualize 2045, and the SMRT project does not affect air quality as a planning study. The additional funding for both these projects will not affect the determination.

| TIP ID | Project                                | Amount of New Funding (In 000s) | Comment   |
|--------|--|---------------------------------|---|
| 2795   | Purple Line                            | \$2,014,018                     | Add new funds and reallocate previously designated funds for construction, right-of-way, and utilities. |
| 11620  | Southern Maryland Rapid Transit (SMRT) | \$10,000                        | Adds new project and funds for planning.  |

MDOT requests that this amendment be approved by the TPB Steering Committee at its January 6, 2023 meeting.



The Honorable Pamela Sebesky  
Page Two

The revised funding status will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The cost does not affect the portion of the federal funding which was programmed for transit, or any allocations of state aid in lieu of federal aid to local jurisdictions.

We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact Ms. Kari Snyder, MDOT Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1305, toll free 888-713-1414 or via e-mail at [ksnyder3@modt.maryland.gov](mailto:ksnyder3@modt.maryland.gov). Ms. Snyder will be happy to assist you. Of course, please feel free to contact me directly.

Sincerely,

A handwritten signature in blue ink that reads "Tyson Byrne". The signature is fluid and cursive, with the first name "Tyson" and last name "Byrne" clearly legible.

Tyson Byrne  
Regional Planning Manager  
Office of Planning and Capital Programming

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPCP, MDOT



Larry Hogan  
Governor  
Boyd K. Rutherford  
Lt. Governor  
Gregory Slater  
Secretary  
Holly Arnold  
Administrator

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**TO:** MS. HEATHER MURPHY, DIRECTOR  
MDOT OFFICE OF PLANNING AND CAPITAL PROGRAMMING

**ATTN:** MR. TYSON BYRNE, MANAGER  
MDOT OFFICE OF PLANNING AND CAPITAL PROGRAMMING

**FROM:** MS. ELIZABETH GORDON, DIRECTOR OF PLANNING AND PROGRAMMING  
MDOT MTA OFFICE OF PLANNING AND CAPITAL PROGRAMMING

**DATE:** November, 21, 2022

**SUBJECT:** Amendment to the FY 2023-2026 WASHCOG Purple Line TIP

MDOT MTA is requesting an Amendment to the FY 2023-2026 WASHCCOG Purple Line TIP.

MDOT MTA is increasing WASHCOG Purple Line federal funding by \$750.194M in FY 2023, \$777.342M in FY 2024, \$538.564M in FY 2025, and \$222.890M in FY 2026. State funding in FY 's 2023, 2024, and 2025 are negative amounts due to subtraction from existing programmed funding. The revision in funding is due to re-solicitation after a contractual dispute with the original design-build contractor, extending the completion period and increasing pricing. This source of funding will be used for construction of a 16 mile transitway that would operate between Bethesda and Silver Spring in Montgomery County and extend into Prince Georges County to connect with the Metrorail system at College Park and New Carrollton. The Bethesda to Silver Spring portion would include a parallel hiker/biker trail. The project would provide direct connections to both branches of the Metrorail Red Line, Green Line and Orange Line

The proposed action will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained.

After your review, please process the requested Amendment for inclusion in the FY 2023-2026 WASHCOG Purple Line TIP. If you have any questions, please do not hesitate to contact Ms. Erika Falk, MDOT MTA Office of Planning and Capital Programming, at 410-767-3895 or via email at [efalk@mdot.maryland.gov](mailto:efalk@mdot.maryland.gov).

cc: Mr. Dan Janousek, Regional Planner, Office of Planning & Capital Programming, MDOT Mr. Tyson Byrne, Regional Planning Manager, Office of Planning & Capital Programming, MDOT

**SUBURBAN MARYLAND  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

| Source | Fed/St/Loc | Previous | FY23 | FY24 | FY25 | FY26 | TOTALS |
|--------|------------|----------|------|------|------|------|--------|
|--------|------------|----------|------|------|------|------|--------|

**MDOT/MARYLAND TRANSIT ADMINISTRATION**

| <b>Purple Line</b>           |            |             |                    |   |          |   |                       |          |                    |                  |
|------------------------------|------------|-------------|--------------------|---|----------|---|-----------------------|----------|--------------------|------------------|
| TIP ID: 2795                 | Agency ID: | Title:      | <b>Purple Line</b> |   |          |   | <b>Complete: 2026</b> |          |                    | Total Cost:      |
| <b>Facility:</b> Purple Line | P3         | 0/0/0       | 377,132            | c | 655,039  | c | 541,711               | 446,564  | 89,311             | <b>1,732,625</b> |
| <b>From:</b> Bethesda        | Sect. 5307 | 80/20/0     | 6,250              | c | -        | c | 5,631                 | -        | -                  | <b>5,631</b>     |
| <b>To:</b> New Carrollton    | CMAQ       | 80/20/0     | -                  | c | -        | c | 1,000                 | -        | -                  | <b>1,000</b>     |
|                              | State      | 0/100/0     | 26,903             | c | (37,396) | c | (182,630)             | (54,946) | 133,579            | <b>(141,393)</b> |
|                              | ARPA       | 100/0/0     | -                  |   | 106,163  |   | -                     | -        | -                  | <b>106,163</b>   |
|                              | STP Flex   | 80/20/0     | 145,000            | c | -        | c | 110,000               | -        | -                  | <b>110,000</b>   |
|                              | FFGA       | 37.4/62.6/0 | 688,000            | c | -        | c | 120,000               | 92,000   | -                  | <b>212,000</b>   |
|                              |            |             |                    |   |          |   |                       |          | <b>Total Funds</b> | <b>2,026,026</b> |

**Description:**

Construction of a 16 mile transitway that would operate between Bethesda and Silver Spring in Montgomery County and extend into Prince Georges County to connect with the Metrorail system at College Park and New Carrollton. The Bethesda to Silver Spring portion would include a parallel hiker/biker trail. The project would provide direct connections to both branches of the Metrorail Red Line, Green Line and Orange Line. The Purple Line would also link to all three MARC lines, AMTRAK and regional/local bus services. The project would include 21 stations. Ridership for 2040 is estimated at approximately 74,000 daily boardings. In addition to the figures shown in the TIP, the Purple Line P3 concessionaire is seeking a federal TIFIA loan. A TIFIA loan of approximately \$890 million is expected to be obligated in 2016 and utilized by the P3 concessionaire from 2016-2022.



Larry Hogan  
Governor  
Boyd K. Rutherford  
Lt. Governor  
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Secretary  
Holly Arnold  
Administrator

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**TO:** MS. HEATHER MURPHY, DIRECTOR  
MDOT OFFICE OF PLANNING AND CAPITAL PROGRAMMING

**ATTN:** MR. TYSON BYRNE, MANAGER  
MDOT OFFICE OF PLANNING AND CAPITAL PROGRAMMING

**FROM:** MS. ELIZABETH GORDON, DIRECTOR OF PLANNING AND PROGRAMMING  
MDOT MTA OFFICE OF PLANNING AND CAPITAL PROGRAMMING

**DATE:** December, 13, 2022

**SUBJECT:** Amendment to the FY 2023-2026 WASHCOG TIP

MDOT MTA is requesting to Amend the FY 2023-2026 WASHCCOG TIP by adding a new project, (SMRT) Southern Maryland Rapid Transit.

MDOT MTA completed the SMRT Study and Alternatives Report in 2017. Following the enactment of House Bill 414, the project received an award of \$5M in federal funds through a Congressionally Directed Spending appropriation in 2022. The Department is currently coordinating with Charles and Prince George's Counties on a Memorandum of Agreement to provide a framework for State-local collaboration on the next phase of the project. 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 SMRT project will provide safe, accessible, and equitable high-capacity rapid transit service during 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/U.S. 301 highway corridor.

The proposed action will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained.

After your review, please process the requested Amendment for inclusion in the FY 2023-2026 WASHCOG TIP. If you have any questions, please do not hesitate to contact Ms. Erika Falk, MDOT MTA Office of Planning and Capital Programming, at 410-767-3895 or via email at [efalk@mdot.maryland.gov](mailto:efalk@mdot.maryland.gov).

cc: Mr. Dan Janousek, Regional Planner, Office of Planning & Capital Programming, MDOT Mr. Tyson Byrne, Regional Planning Manager, Office of Planning & Capital Programming, MDOT

12/13/2022

FY 2023-2026

**SUBURBAN MARYLAND  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

| Source | Fed/St/Loc | Previous | FY23 | FY24 | FY25 | FY26 | TOTALS |
|--------|------------|----------|------|------|------|------|--------|
|--------|------------|----------|------|------|------|------|--------|

**MDOT/MARYLAND TRANSIT ADMINISTRATION**

| <b>Southern Maryland Rapid Transit (SMRT)</b> |            |         |      |        |          |          |                  |                 |
|---|------------|---------|------|--------|----------|----------|------------------|-----------------|
| TIP ID: T11620                                | Agency ID: | Title:  |      |        |          |          | <b>Total:</b>    |                 |
| <b>Facility:</b>                              | Federal    | 50/50/0 | \$ - | \$ 100 | \$ 2,625 | \$ 2,275 | \$ -             | <b>\$ 5,000</b> |
|   | State      | 50/50/0 | \$ - | \$ 100 | \$ 2,625 | \$ 2,275 | \$ -             | <b>\$ 5,000</b> |
|   | Other      |         | \$ - | \$ -   | \$ -     | \$ -     | \$ -             | <b>\$ -</b>     |
|   |            |         |      |        |          |          | <b>\$ 10,000</b> |                 |

**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.