

April 29, 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 an amendment to the Fiscal Year (FY) 2022-2025 Maryland Statewide Transportation Improvement Program (STIP) for four projects in the Baltimore Regional Transportation Planning Board (BRTB) FY 2024-2027 Transportation Improvement Program (TIP), and on behalf of the Maryland Transit Administration.

The BRTB approved amendments to the TIP on April 19, 2024. MDOT has assigned Control #22-118 for these amendments to the STIP. The BRTB approval and supporting documentation are attached.

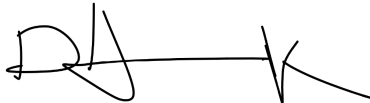
<b>Project Name</b>	<b>STIP #</b>	<b>TIP #</b>	<b>Funding Source</b>	<b>FY22-FY25 Net Federal Change (in 000's)</b>
Kirk Bus Facility Replacement Phase 1 & 2	40-1203-65	40-1203-65	5307 5339	4,826 1,769

Ms. Valeriya Remezova  
Ms. Terry Garcia Crews  
Page Two

<b>Project Name</b>	<b>STIP #</b>	<b>TIP #</b>	<b>Funding Source</b>	<b>FY22-FY25 Net Federal Change (in 000's)</b>
Low or No Emission (Low-No) Anne Arundel Co. Bus Program	41-2401-05	41-2401-05	5339(c)	1,890
MARC Facilities	70-1503-55	70-1503-55	5337	38,529
Baltimore Penn Station Multimodal Investments	42-2402-64	42-2402-64	RAISE	6,000

The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained. Should you have additional questions or concerns, please contact me at 410-865-1098, toll free 888-713-1414 or via e-mail at [djanousek@mdot.maryland.gov](mailto:djanousek@mdot.maryland.gov).

Sincerely,



Dan Janousek  
Regional Planner  
Office of Planning and Capital Programming

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPCP, MDOT  
Mr. Dan Sommerville, Regional Planner, Federal Transit Administration (FTA)



April 22, 2024

Mr. Geoff Anderson, Chief  
Office of Planning, Programming, and Delivery  
**Attn: Mr. Dan Janousek**  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, MD 21076-1415

Dear Mr. Anderson:

Enclosed are four amendments to the *2024-2027 Baltimore Region Transportation Improvement Program (TIP)* as approved by the Baltimore Regional Transportation Board (BRTB) on April 19, 2024. The documentation enclosed supports changes to the *2024-2027 TIP* for four MDOT MTA projects.

- **Kirk Bus Facility Replacement Phase 1 & 2: 40-1203-65**
- **Low or No Emission (Low-No) Anne Arundel Co. Bus Program: 41-2401-05**
- **MARC Facilities: 70-1503-55**
- **Baltimore Penn Station Multimodal Investments: 42-2402-64**

These amendments were presented to the Technical Committee on April 2, 2024. The Interagency Consultation Group (ICG) also determined all of these projects are exempt according to the conformity rule at its April 3, 2024 meeting.

MDOT MTA has affirmed that fiscal constraint for their program of projects remains intact and have made a commitment to the match required.

Pursuant to the prescribed TIP amendment process MOU signed in 2014, the BRTB approved Resolution #24-22 to support these changes to the *2024-2027 TIP*.



If you have any questions, please feel free to call me.

Sincerely,

A handwritten signature in black ink, appearing to read "Todd R. Lang".

Todd R. Lang, Director  
Transportation Planning

#### Enclosures

cc: Mr. Eric Beckett, MDOT MTA  
Mr. Albert Guiney Engel, MDOT MTA  
Ms. Erika Falk, MDOT MTA  
Ms. Jamie Richardson, MDOT MTA





### Summary of FY 2024-2027 TIP Changes

Project Title	TIP Change Reason	Description	Type of Change
Kirk Bus Facility Replacement – Phase 1 & 2 40-1203-65	This amendment reinserts a project to the FY 2024-2027 TIP that was in previous TIPs and adds \$8.244M including \$6.033M of Section 5307 (Urbanized Area Formula) funds for construction in FY 2024 (\$4.826M federal/\$1.207M matching) and \$2.212M of Section 5339 (Bus and Bus Facilities Formula Program) funds for construction in FY 2024 (\$1.769M federal/\$0.442M matching). This amendment shifts funds from previous years to ensure there are federal funds in the year of obligation. The total estimated cost of the project is \$168.1M.	<p>Approximately 175 buses are stored, operated, and maintained at the Kirk Division Bus Facility. Operations include preventive bus maintenance, inspections, fueling, washing, administration, operator support facilities and dispatching. Phase 1 is the construction of a 100,000 square foot state-of-the-art, sustainable design, energy-efficient building that will house the preventive maintenance function of the facility, performed in an enclosed environment, thereby enabling MTA to better control noise, exhaust fumes and visibility of the buses to the surrounding community. Phase 2 is the construction of a transportation bus storage building of approximately 200,000 square feet in size. Phases 1 and 2 are complete. Project closeout activities are taking place and project completion/closeout will be in June 2023.</p> <p>In addition to the matching funds listed, MTA has committed \$33 million in state dollars.</p> <p><b>Conformity Status:</b> Exempt</p>	Amendment Resolution #24-22



<p>Low or No Emission (Low-no) Anne Arundel County Bus Program 41-2401-05</p>	<p>This amendment adds a new project to the FY 2024-2027 TIP and utilizes \$2.268M in Section 5339 (c) Low or No Emission Vehicle Discretionary Grant Program funds for construction in FY 2024 (\$1.89M federal/\$0.378M matching). This funding will be used to purchase up to four (4) low-emission buses to support Anne Arundel County transit operations. The total estimated cost of the project is \$2.268M.</p>	<p>This project provides for the purchase of up to four new low emission buses to support transit operations in Anne Arundel County.</p> <p><b>Conformity Status:</b> Exempt</p>	<p>Amendment Resolution #24-22</p>
<p>MARC Facilities 70-1503-55</p>	<p>This amendment to the FY 2024-2027 TIP increases funding for construction in FY 2024 by \$48.161M (\$38.529M federal/\$9.632M matching). This funding will be used to make various improvements to the BWI garage, construction of the Riverside Heavy Duty Maintenance Facility and renovations at the Elkton, Odenton, and Bayview Stations. The total estimated cost of the project increases from \$18.979M to \$67.14M.</p>	<p>1) MARC BWI Garage Facility- Identify and prioritize needed repairs which are then designed and constructed. 2) Construction of Riverside Heavy Maintenance Facility. 3) Renovation of MARC's Odenton, Elkton, and Bayview Stations. Note: In addition to the matching funds listed, MTA has committed \$20.3 million in state dollars.</p> <p><b>Conformity Status:</b> Exempt</p>	<p>Amendment Resolution #24-22</p>



<p>Baltimore Penn Station Multimodal Investments 42-2402-64</p>	<p>This amendment adds a new project to the FY 2024-2027 TIP and utilizes \$6.25M in Consolidated Rail Infrastructure and Safety Improvement (CRISI) funds for engineering in FY 2024-2027 (\$5.0M federal/\$1.25M matching), \$7.4M in Rebuilding American Infrastructure with Sustainability and Equity (RAISE) funds for construction in FY 2026-2027 (\$6.0M federal/\$1.4M matching), and \$1.0M in private contributions. This funding will be used to provide a new bus lane on Charles Street, curb extensions, bike/ped improvements, bus stop improvements and real-time signage. The total estimated cost of the project is \$14.65M.</p>	<p>This is a set of multimodal access improvements at and around Baltimore Penn Station, funded by a RAISE grant and Congressionally Designated Spending managed as a CRISI grant. This project will include the addition of a full-time dedicated bus lane on Charles Street, new curb extensions, bus stop improvements, real-time signage, and pedestrian and bicycle access investments around and connecting to Penn Station in order to improve access to the station.</p> <p><b>Conformity Status:</b> Exempt</p>	<p>Amendment Resolution #24-22</p>
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**BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

**BALTIMORE REGIONAL TRANSPORTATION BOARD  
RESOLUTION #24-22**

**AMENDMENT TO THE 2024-2027 BALTIMORE REGION  
TRANSPORTATION IMPROVEMENT PROGRAMS**

**WHEREAS**, the Baltimore Regional Transportation Board is the designated Metropolitan Planning Organization for the Baltimore region, encompassing the Baltimore Urban Area, and includes official representatives of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's as well as representatives of the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, the Maryland Transit Administration, and the RTA of Central Maryland; and

**WHEREAS**, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2024-2027 Transportation Improvement Program for the Baltimore region at its July 27, 2023 meeting, with federal approval on October 25, 2023; and

**WHEREAS**, federal regulations require that all transportation-related projects must be listed in the approved Transportation Improvement Program with accurate funding schedules in order to be eligible for federal funding; and

**WHEREAS**, the Transportation Improvement Program consists of projects included in, and in support of, the region's long-range transportation plan and ongoing short-range planning efforts; and

**WHEREAS**, the Maryland Department of Transportation, on behalf of the Maryland Transit Administration (MDOT MTA), has requested approval of four amendments to the 2024-2027 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

**WHEREAS**, MDOT MTA is requesting to add the Baltimore Penn Station project to the 2024-2027 TIP. MDOT MTA requests to develop plans to improve multimodal access at, and around Baltimore Penn Station utilizing Rebuilding American Infrastructure with Sustainability and Equity (RAISE) and Consolidated Rail Infrastructure and Safety Improvement (CRISI) funding. (see attachment one); and

**WHEREAS**, MDOT MTA is requesting to add the Low or No Emission (Low-No) Anne Arundel County Bus Program project to the 2024-2027 TIP. MDOT MTA is adding Federal Transit Administration grant funding for the purchase of up to four low emission hybrid electric buses to support Anne Arundel County transit operations. (see attachment two); and

**WHEREAS**, MDOT MTA is requesting to add the Kirk Bus Facility project back into the 2024-2027 TIP. This project appeared in previous TIPs and construction is complete. This amendment will shift funds from previous fiscal years to ensure adequate federal funds in the year of obligation. (see attachment three); and

**WHEREAS**, MDOT MTA is requesting to amend the MARC Facilities project in the 2024-2027 TIP. This amendment adds construction funds for various improvements at Martin State Airport, BWI garage, as well as at the Elkton, Odenton, and Bayview stations. Also included is the construction of the Riverside Heavy Duty Maintenance Facility. (see attachment four); and

**WHEREAS**, the Transportation Improvement Program, as amended, continues to display financial reasonableness and re-affirms the appropriate project selection criteria whereby all requirements for a Transportation Improvement Program in the Infrastructure and Investment Jobs Act are met; and

**WHEREAS**, this project is consistent with the federal emphasis on performance-based planning and programming, specifically the federal requirements pertaining to transit safety and maintaining transit assets in a state of good repair; and

**WHEREAS**, the Interagency Consultation Group has determined that this project is exempt according to the Conformity Rule (40 CFR Parts 51 and 93); and

**WHEREAS**, the proposed Transportation Improvement Program amendment was presented to the Technical Committee on April 2, 2024.

**NOW, THEREFORE, BE IT RESOLVED** that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approves the attached amendment to the 2024-2027 Transportation Improvement Programs for the Baltimore region and finds them to conform to the applicable Maryland State Implementation Plan and requirements of the 1990 Clean Air Act Amendments.

**I HEREBY CERTIFY** that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution on April 19, 2024.

April 19, 2024

\_\_\_\_\_  
Date



\_\_\_\_\_  
Anthony Russell, Chair  
Baltimore Regional Transportation Board

# ATTACHMENT ONE

**Kirk Bus Facility Replacement - Phase 1 & 2**

<b>TIP ID</b>	40-1203-65	<b>Year of Operation</b>	2021
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Rehabilitation of facilities
<b>Project Category</b>	Transit Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	0705	<b>Est. Total Cost</b>	\$168,100,000

**Description:**

Approximately 175 buses are stored, operated, and maintained at the Kirk Division Bus Facility. Operations include preventive bus maintenance, inspections, fueling, washing, administration, operator support facilities and dispatching. Phase 1 is the construction of a 100,000 square foot state-of-the-art, sustainable design, energy-efficient building that will house the preventive maintenance function of the facility, performed in an enclosed environment, thereby enabling MTA to better control noise, exhaust fumes and visibility of the buses to the surrounding community. Phase 2 is the construction of a transportation bus storage building of approximately 200,000 square feet in size. Phases 1 and 2 are complete. Project closeout activities are taking place and project completion/closeout will be in June 2023.

**Justification:**

The current facility supports 14 bus routes operating in Baltimore City and Baltimore County and was built over 65 years ago and cannot accommodate MTA's modern fleet or hybrid and articulated buses. A new facility is required to ensure efficient transit traffic and parking. MTA has worked with the community for many years to develop a plan to modernize the Kirk Bus Facility.

**Amendment:** This amendment reinserts a project to the FY 2024-2027 TIP that was in previous TIPs and adds \$8.244M including \$6.033M of Section 5307 (Urbanized Area Formula) funds for construction in FY 2024 (\$4.826M federal/\$1.207M matching) and \$2.212M of Section 5339 (Bus and Bus Facilities Formula Program) funds for construction in FY 2024 (\$1.769M federal/\$0.442 matching). This amendment shifts funds from previous years to ensure there are federal funds in the year of obligation. The total estimated cost of the project is \$168.1M.

**Connection to Long-Range Transportation Planning Goals:**

- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.
- 5.D Implement Env. Responsible Trans. Solutions -- Reduce energy use of the transportation system.





2024 - 2027 Transportation Improvement Program

Kirk Bus Facility Replacement - Phase 1 & 2

(Funding in Thousands)

Section 5307 Urbanized Area Formula **-NEW**

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$4,826	\$1,207	\$0	\$0	\$0	\$0	\$0	\$0	\$6,033
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$4,826</b>	<b>\$1,207</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,033</b>

Section 5339 (Bus and Bus Facilities Formula Program) **-NEW**

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$1,769	\$442	\$0	\$0	\$0	\$0	\$0	\$0	\$2,211
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$1,769</b>	<b>\$442</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,211</b>
<b>Total</b>	<b>\$6,595</b>	<b>\$1,649</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,244</b>



# ATTACHMENT TWO

**Low or No Emission (Low-no) Anne Arundel County Bus Program**

<b>TIP ID</b>	41-2401-05	<b>Year of Operation</b>	2024
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Fleet improvement
<b>Project Category</b>	Emission Reduction Strategy	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	1576	<b>Est. Total Cost</b>	\$2,268,000

**Description:**

This project provides for the purchase of up to four new low emission buses to support transit operations in Anne Arundel Co.

**Justification:**

The Maryland Transit Administration received funding from Anne Arundel County to purchase up to four hybrid electric buses. These new buses meet federal emission standards.

**Amendment:** This amendment adds a new project to the FY 2024-2027 TIP and utilizes \$2.268M in Section 5339 (c) Low or No Emission Vehicle Discretionary Grant Program funds for construction in FY 2024 (\$1.89M federal/\$0.378M matching). This funding will be used to purchase up to four (4) low-emission buses to support Anne Arundel County transit operations. The total estimated cost of the project is \$2.268M.

**Connection to Long-Range Transportation Planning Goals:**

- 5.B Implement Env. Responsible Trans. Solutions -- Reduce emissions to support health & conform to AQ standards.
- 5.D Implement Env. Responsible Trans. Solutions -- Reduce energy use of the transportation system.
- 5.H Implement Env. Responsible Trans. Solutions -- Promote policies that encourage elect/alt. fuel vehicles and infrastructure.





Low or No Emission (Low-no) Anne Arundel County Bus Program

(Funding in Thousands)

Section 5339(c) Low or No Emission Vehicle Discretionary Grant Program -ORIGINAL

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$1,890	\$378	\$0	\$0	\$0	\$0	\$0	\$0	\$2,268
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$1,890</b>	<b>\$378</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,268</b>
<b>Total</b>	<b>\$1,890</b>	<b>\$378</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,268</b>

# ATTACHMENT THREE

**MARC Facilities**

<b>TIP ID</b>	70-1503-55	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Commuter Rail	<b>Project Type</b>	Rehabilitation of facilities
<b>Project Category</b>	Commuter Rail Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	Multiple	<b>Est. Total Cost</b>	\$67,140,000

**Description:**

- 1) MARC BWI Garage Facility- Identify and prioritize needed repairs which are then designed and constructed.
  - 2) Construction of Riverside Heavy Maintenance Facility.
  - 3) Renovation of MARC's Odenton, Elkton, and Bayview Stations.
- Note: In addition to the matching funds listed, MTA has committed \$25.5 million in state dollars.

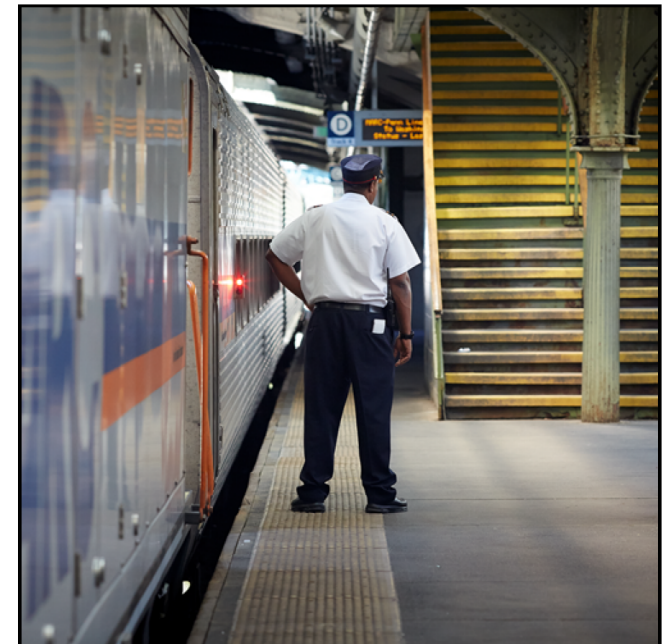
**Amendment:** This amendment to the FY 2024-2027 TIP increases funding for construction in FY 2024 by \$48.161M (\$38.529M federal/\$9.632M matching). This funding will be used to purchase property and construction of two new storage tracks at Martin Airport as well as various improvements to the BWI garage, construction of the Riverside Heavy Duty Maintenance Facility and renovations at the Elkton, Odenton, and Bayview Stations. The total estimated cost of the project increases from \$18.979M to \$67.14M.

**Justification:**

- 1)MARC BWI Garage Facility: Repairs will extend the useful life of the garages and support continued ridership on the MARC system from this location. Typical repairs include concrete crack and spall repairs, cleaning and coating structural steel, repairing welded connections.
- 2)Riverside Heavy Maintenance Facility: The building will provide four maintenance slots for locomotives undergoing heavy maintenance and repair which will free up maintenance slots in the existing shop for preventive maintenance and federally required inspections.
- 3)MARC's Odenton, Elkton, and Bayview Stations: Odenton Station serves thousands of people daily. It was constructed in 1940 with minor renovation in the early 1990's (before ADA). The project would fund renovation to make the station accessible to the maximum amount practicable along with ADA Compliance. Design and construction of the new Elkton Station in Elkton, DE and a new Bayview Station will expand and provide commuter use of the MARC system over single occupant vehicles.

**Connection to Long-Range Transportation Planning Goals:**

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.





**MARC Facilities**

(Funding in Thousands)

**Section 5307 Urbanized Area Formula Program (funding for capital projects) -ORIGINAL**

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$835	\$209	\$460	\$115	\$800	\$200	\$0	\$0	\$2,619
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$835</b>	<b>\$209</b>	<b>\$460</b>	<b>\$115</b>	<b>\$800</b>	<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,619</b>

**Section 5337 (State of Good Repair Formula Program) -ORIGINAL**

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$2,517	\$629	\$800	\$200	\$3,931	\$983	\$5,840	\$1,460	\$16,360
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$2,517</b>	<b>\$629</b>	<b>\$800</b>	<b>\$200</b>	<b>\$3,931</b>	<b>\$983</b>	<b>\$5,840</b>	<b>\$1,460</b>	<b>\$16,360</b>
<b>Total</b>	<b>\$3,352</b>	<b>\$838</b>	<b>\$1,260</b>	<b>\$315</b>	<b>\$4,731</b>	<b>\$1,183</b>	<b>\$5,840</b>	<b>\$1,460</b>	<b>\$18,979</b>



### MARC Facilities

(Funding in Thousands)

#### Section 5307 Urbanized Area Formula Program (funding for capital projects)

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$835	\$209	\$460	\$115	\$800	\$200	\$0	\$0	\$2,619
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$835</b>	<b>\$209</b>	<b>\$460</b>	<b>\$115</b>	<b>\$800</b>	<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,619</b>

#### Section 5337 (State of Good Repair Formula Program) -UPDATE

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$41,046	\$10,261	\$800	\$200	\$3,931	\$983	\$5,840	\$1,460	\$64,521
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$41,046</b>	<b>\$10,261</b>	<b>\$800</b>	<b>\$200</b>	<b>\$3,931</b>	<b>\$983</b>	<b>\$5,840</b>	<b>\$1,460</b>	<b>\$64,521</b>
<b>Total</b>	<b>\$41,881</b>	<b>\$10,470</b>	<b>\$1,260</b>	<b>\$315</b>	<b>\$4,731</b>	<b>\$1,183</b>	<b>\$5,840</b>	<b>\$1,460</b>	<b>\$67,140</b>

# ATTACHMENT FOUR



### Baltimore Penn Station Multimodal Investments

<b>TIP ID</b>	42-2402-64	<b>Year of Operation</b>	2029
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Preservation and improvements
<b>Project Category</b>	Transit Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	TBD	<b>Est. Total Cost</b>	\$14,650,000

**Description:**

This is a set of multimodal access improvements at and around Baltimore Penn Station, funded by a RAISE grant and Congressionally Designated Spending managed as a CRISI grant. This project will include the addition of a full-time dedicated bus lane on Charles Street, new curb extensions, bus stop improvements, real-time signage, and pedestrian and bicycle access investments around and connecting to Penn Station in order to improve access to the station.

**Justification:**

Baltimore Penn Station is a key transit hub for MDOT MTA, with MARC service providing access to jobs in D.C., Odenton, and along the Penn Line and significant investments are being made to improve the speed, reliability, and capacity of that corridor. Having good connections to the station is essential to maximizing the potential of the MARC service and there have been repeated requests from MARC riders and community members to improve the bicycle, pedestrian, and transit access to Penn Station. Additionally, the RTP North-South corridor will likely connect to Penn Station and this provides an opportunity to plan ahead for that future service integration.

**Amendment:** This amendment adds a new project to the FY 2024-2027 TIP and utilizes \$6.25M in Consolidated Rail Infrastructure and Safety Improvement (CRISI) funds for engineering in FY 2024-2027 (\$5.0M federal/\$1.25M matching), \$7.4M in Rebuilding American Infrastructure with Sustainability and Equity (RAISE) funds for construction in FY 2026-2027 (\$6.0M federal/\$1.4M matching), and \$1.0M in private contributions. This funding will be used to provide a new bus lane on Charles Street, curb extensions, bike/ped improvements, bus stop improvements and real-time signage. The total estimated cost of the project is \$14.65M.

**Connection to Long-Range Transportation Planning Goals:**

- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.
- 3.A Improve Accessibility -- Increase transportation options and equity for all populations.
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.





**Baltimore Penn Station Multimodal Investments**

(Funding in Thousands)

**Other** - NEW

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$444	\$0	\$556	\$1,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$444</b>	<b>\$0</b>	<b>\$556</b>	<b>\$1,000</b>

**Rebuilding American Infrastructure with Sustainability and Equity** - NEW

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$3,060	\$714	\$2,940	\$686	\$7,400
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,060</b>	<b>\$714</b>	<b>\$2,940</b>	<b>\$686</b>	<b>\$7,400</b>



Baltimore Penn Station Multimodal Investments

(Funding in Thousands)

Consolidated Rail Infrastructure and Safety Improvement Discretionary Grant **-NEW**

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$1,300	\$325	\$200	\$50	\$1,750	\$438	\$1,750	\$438	\$6,251
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$1,300</b>	<b>\$325</b>	<b>\$200</b>	<b>\$50</b>	<b>\$1,750</b>	<b>\$438</b>	<b>\$1,750</b>	<b>\$438</b>	<b>\$6,251</b>
<b>Total</b>	<b>\$1,300</b>	<b>\$325</b>	<b>\$200</b>	<b>\$50</b>	<b>\$4,810</b>	<b>\$1,596</b>	<b>\$4,690</b>	<b>\$1,680</b>	<b>\$14,651</b>

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March 14, 2024

Mr. Todd Lang  
Transportation Planning Director  
ATTN: Mr. Keith Kucharek  
Offices @ McHenry Row  
1500 Whetstone Way, Suite 300  
Baltimore, Maryland 21230

Dear Mr. Lang:

The Maryland Department of Transportation (MDOT) requests an amendment to one project and the addition of three new projects in the Baltimore Region's FY 2024-2027 Transportation Improvement Program (TIP) on behalf of the Maryland Transit Administration (MTA).

The MTA is requesting to amend the MARC Facility project to purchase property and construct two additional storage tracks at MARC's Martin State Airport; various improvements to the MARC BWI garage; construction of the Riverside Heavy Duty Maintenance Facility; and renovations to MARC's Odenton, Elkton, and Bayview stations. This amendment adds \$38.5 million in 5337 funding and \$9.6 million in state funds to FY 24. The total project cost is now \$67.1 million.

The MTA is requesting to add the Kirk Bus Facility project (TIP ID #10-1203-65) to shift funds from previous years into FY 2024. This shift will ensure that the TIP has federal funds in the year of obligation.

The MTA is requesting to add the new Low or No Emission (Low-no) Anne Arundel County Bus Program project to the TIP. The MTA proposes to add \$2.26 in Federal Transit Administration (FTA) grant funding to the TIP that the MTA received on behalf of Anne Arundel County to purchase up to four new bus low emission hybrid electric buses to support County transit operations.

The MTA is requesting to add the Baltimore Penn Station Multimodal Investments Project to the TIP for multimodal access improvements at and around Baltimore Penn Station. This project is funded by a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant and Congressionally Designated Spending (CDS) managed as a Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant.

If you have questions or need additional information, please contact Dan Janousek, Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1098, or via email at [djanousek@mdot.maryland.gov](mailto:djanousek@mdot.maryland.gov) for assistance.

Mr. Todd Lang  
Page 2

Sincerely,

A handwritten signature in black ink that reads "Tyson Byrne". The signature is written in a cursive style with a long horizontal flourish at the end.

Tyson Byrne  
Regional Planning Manager  
Office of Planning and Capital Programming

Attachment

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

**TO:** DIRECTOR HEATHER MURPHY  
OFFICE OF PLANNING AND CAPITAL PROGRAMMING  
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

**ATTN:** OPCP REGIONAL PLANNING MANAGER TYSON BYRNE  
OPCP REGIONAL PLANNER DAN JANOUSEK

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

**DATE:** MARCH 5, 2024

**SUBJECT:** REQUEST FOR AN ADMENDMENT TO THE FISCAL YEAR 2024-2027  
BALTIMORE REGIONAL TRANSPORTATION BOARD (BRTB)  
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**PURPOSE OF MEMORANDUM**

To request OPCP request BRTB to approve the following TIP amendment and, upon BRTB approval, notify the Federal Transit Administration (FTA) of the amendment to the BRTB FY 2024-FY2027 TIP. This amendment will add \$38.5 million in 5337 funding and \$9.6 million in state funding to FY 24.

**SUMMARY**

The MTA requests that the BRTB amend the FY 2024-2027 BRTB TIP to reflect the following action.

TIP	PROJECT	PHASE	NEW FUNDING
70-1503-55	MARC Facilities	CO	\$48,161,000

**ANALYSIS**

The MARC Facility project includes a project to purchase property and construct two additional storage tracks at MARC’s Martin State Airport; various improvements to the MARC BWI garage; construction of the Riverside Heavy Duty Maintenance Facility; and renovations to MARC’s Odenton, Elkton, and Bayview stations. This amendment adds \$38.5 million in 5337 funding and \$9.6 million in state funds to FY 24. The total project cost is now \$67.1 million.

Ms. Heather Murphy  
Page Two

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 modify the FY2024-2027 BRTB 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 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).

### **ATTACHMENTS**

- FY 2024-2027 BRTB TIP Project Report
- FY 2022-2025 Maryland STIP Project Report

cc: Ms. Erika Falk, Capital Analyst, Office of Planning and Programming, MTA  
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA

### MARC Facilities

TIP ID #	70-1503-55	Year of Operation	Ongoing
Agency	MTA - Commuter Rail	Project Type	Rehabilitation of Facilities
Project Category	Commuter Rail Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP / CTP Page #	Multiple	Est. Total Cost	\$ 67,139,896

Description	Justification
1) MARC Martin State Airport – Purchase private property & construct 2 additional storage tracks. 2) MARC BWI Garage Facility- Identify and prioritize needed repairs which are then designed and constructed 3) Construction of Riverside Heavy Maintenance Facility. 4) Renovation of MARC's Odenton, Elkton, and Bayview Stations. Note: In addition to the matching funds listed, MTA has committed \$21.7 million in state dollars.	1) Space needed in the Baltimore region for MARC train maintenance and storage. 2) Repairs will extend the useful life of the garages and support continued ridership on the MARC system from this location. 3) The building will provide four new maintenance slots for locomotives undergoing heavy maintenance and repair, which will free up maintenance slots in the main shop building for preventative maintenance and federally required periodic inspections. 4) The Penn Line is MARC train's busiest train line. This project would fund renovations to make station accessible to the maximum amount practicable

#### Section 5337 (State of Good Repair Formula Program)

Phase	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY2024 Federal Funds	FY2024 Matching Funds	FY2025 Federal Funds	FY2025 Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ 41,046	\$ 10,261	\$ 800	\$ 200	\$ 3,931	\$ 983	\$ 5,840	\$ 1,460	\$ 64,521
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Totals</b>	\$ -	\$ -	\$ 41,046	\$ 10,261	\$ 800	\$ 200	\$ 3,931	\$ 983	\$ 5,840	\$ 1,460	\$ 64,521

#### Funding Source(s) Total

Totals	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY2024 Federal Funds	FY2024 Matching Funds	FY2025 Federal Funds	FY2025 Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	Estimated Project Total
<b>Totals</b>	\$ -	\$ -	\$ 41,046	\$ 10,261	\$ 800	\$ 200	\$ 3,931	\$ 983	\$ 5,840	\$ 1,460	\$ 64,521



Section 5307

Phase	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY2024 Federal Funds	FY2024 Matching Funds	FY2025 Federal Funds	FY2025 Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ 835	\$ 209	\$ 460	\$ 115	\$ 800	\$ 200	\$ -	\$ -	\$ 2,619
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 835	\$ 209	\$ 460	\$ 115	\$ 800	\$ 200	\$ -	\$ -	\$ 2,619

Funding Source(s) Total

	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
Totals	\$ -	\$ -	\$ 835	\$ 209	\$ 460	\$ 115	\$ 800	\$ 200	\$ -	\$ -	\$ 2,619



Wes Moore  
Governor  
Aruna Miller  
Lieutenant Governor  
Paul J. Wiedefeld  
Secretary  
Holly Arnold  
Administrator

**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, ASSISTANT DEPUTY ADMINISTRATOR FOR  
PLANNING AND PROGRAMMING  
MDOT MTA OFFICE OF PLANNING AND PROGRAMMING 

**DATE:** FEBURARY 16, 2024

**SUBJECT:** Amendment to the FY 2024-2027 BRTB TIP

The Maryland Transit Administration (MTA) is requesting an Amendment to the FY 2024-2027 BRTB TIP, for Kirk Bus Facility Replacement Phase I & II project, TIP ID 40-1203-65.

MTA is requesting a shift of funds from previous years into FY 2024 for the Kirk Bus Facility project. The Federal Transit Administration (FTA) is looking to ensure the TIP has federal funds in the year of obligation. The shift of funds consists of 5307 FY 2020 funds of \$4.8 million and 5339 FY 2021 funds of \$1.7 million. This project has been completed and is open to service. The total cost of the project is \$168.1 million.

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 2024-2027 BRTB TIP. If you have any questions, please do not hesitate to contact Ms. Erika Falk, Capital Analyst, MTA Office of Capital Programming and Asset Management at 410-767-3895 or via email at [efalk@mdot.maryland.gov](mailto:efalk@mdot.maryland.gov).

cc: Ms. Erika Falk, Capital Analyst, Office of Planning and Programming, MTA  
Mr. Dan Janousek, Regional Planner, TSO  
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA





**TO:** DIRECTOR HEATHER MURPHY  
OFFICE OF PLANNING AND CAPITAL PROGRAMMING  
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

**ATTN:** OPCP REGIONAL PLANNING MANAGER TYSON BYRNE  
OPCP REGIONAL PLANNER DAN JANOUSEK

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

**DATE:** MARCH 4, 2024

**SUBJECT:** REQUEST TO AMEND THE FISCAL YEAR 2024-2027 BALTIMORE  
REGIONAL TRANSPORTATION BOARD (BRTB) TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP)

**PURPOSE OF MEMORANDUM**

To request OPCP request BRTB to approve the following TIP amendment and, upon BRTB approval, notify the Federal Transit Administration (FTA) of the amendment to the BRTB FY 2024-FY2027 TIP. This amendment will add the Low or No Emission (Low-no) Anne Arundel County Bus Project to the TIP.

**SUMMARY**

The MTA requests that the BRTB amend the FY 2024-2027 BRTB TIP to reflect the following action.

TIP	PROJECT	PHASE	NEW FUNDING
TBD	Low or No Emission (Low-no) Anne Arundel County Bus Program	CO	\$2,268,000

**ANALYSIS**

The MTA is working with Anne Arundel County to allow for the purchase of up to four hybrid electric buses. This FTA grant funding will also provide Anne Arundel County the opportunity to purchase up to four new low-emission buses to support their operations.

Ms. Heather Murphy  
Page Two

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 modify the FY2024-2027 BRTB 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 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).

### **ATTACHMENTS**

- FY 2024-2027 BRTB TIP Project Report
- FY 2022-2025 Maryland STIP Project Report

cc: Ms. Erika Falk, Capital Analyst, Office of Planning and Programming, MTA  
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA





Wes Moore  
Governor  
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Lieutenant Governor  
Paul J. Wiedefeld  
Secretary  
Holly Arnold  
Administrator

**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:** Mr. ERIC BECKETT, DIRECTOR OF CAPITAL PROGRAMMING AND  
ASSET MANAGEMENT *Eric Beckett*  
MDOT MTA OFFICE OF PLANNING AND PROGRAMMING

**DATE:** FEBURARY 8, 2024

**SUBJECT:** Amendment to the FY 2024-2027 BRTB TIP

MDOT MTA is requesting to Amend the FY 2024-2027 BRTB TIP by adding a new project, Baltimore Penn Station Multimodal Investments.

The Maryland Transit Administration is requesting to add the Baltimore Penn Station Multimodal Investments Project for multimodal access improvements at and around Baltimore Penn Station, funded by a RAISE grant and Congressionally Designated Spending managed as a CRISI grant. The project includes the addition of a full-time dedicated bus lane on Charles Street, new curb extensions, bus stop improvements, real-time sign information, and pedestrian and bicycle access improvements all around or connecting to Penn Station. Baltimore Penn Station is a key transit hub for MDOT MTA, with MARC and AMTRAK service providing access to jobs along the northeast corridor. Having good connections to the station is essential to maximizing the service and growing the ridership. Improved pedestrian, bicycle and transit access to the station is also a common request received from MARC riders and surrounding community members. Additionally, this project is compatible with the future Regional Transit Plan (RTP) North-South corridor planning efforts.

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 2024-2027 BRTB TIP. If you have any questions, please do not hesitate to contact Ms. Erika Falk, MDOT MTA Office of Planning and Programming at 410-767-3895 or via email at [efalk@mdot.maryland.gov](mailto:efalk@mdot.maryland.gov).

cc: Ms. Erika Falk, Capital Analyst, Office of Planning and Programming, MTA  
Mr. Dan Janousek, Regional Planner, TSO



### Baltimore Penn Station Multimodal Investments

<b>TIP ID #</b>	TBD	<b>Year of Operation</b>	2029
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Capital Investments
<b>Project Category</b>	Transit	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP / CTP Page #</b>		<b>Est. Total Cost</b>	\$ 14,650,000

Description	Justification
<p>This is a set of multimodal access improvements at and around Baltimore Penn Station, funded by a RAISE grant and Congressionally Designated Spending managed as a CRISI grant. This project will include the addition of a full-time dedicated bus lane on Charles Street, new curb extensions, bus stop improvements, real-time signage, and pedestrian and bicycle access investments around and connecting to Penn Station in order to improve access to the station.</p>	<p>Baltimore Penn Station is a key transit hub for MDOT MTA, with MARC service providing access to jobs in D.C., Odenton, and along the Penn Line and significant investments are being made to improve the speed, reliability, and capacity of that corridor. Having good connections to the station is essential to maximizing the potential of the MARC service and there have been repeated requests from MARC riders and community members to improve the bicycle, pedestrian, and transit access to Penn Station. Additionally, the RTP North-South corridor will likely connect to Penn Station and this provides an opportunity to plan ahead for that future service integration.</p>

#### CRISI/Congressionally Designated Spending

Phase	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY2024 Federal Funds	FY2024 Matching Funds	FY2025 Federal Funds	FY2025 Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ENG	\$ -	\$ -	\$ 1,300	\$ 325	\$ 200	\$ 50	\$ 1,750	\$ 438	\$ 1,750	\$ 438	\$ 6,250
PL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Totals</b>	\$ -	\$ -	\$ 1,300	\$ 325	\$ 200	\$ 50	\$ 1,750	\$ 438	\$ 1,750	\$ 438	\$ 6,250

**RAISE grant**

Phase	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY2024 Federal Funds	FY2024 Matching Funds	FY2025 Federal Funds	FY2025 Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,060	\$ 714	\$ 2,940	\$ 686	\$ 7,400
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ENG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Totals</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,060	\$ 714	\$ 2,940	\$ 686	\$ 7,400

**Central Baltimore Partnership (CBP) / Penn Station Partners (PSP)**

Phase	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY2024 Federal Funds	FY2024 Matching Funds	FY2025 Federal Funds	FY2025 Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 444	\$ -	\$ 556	\$ 1,000
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ENG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Totals</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 444	\$ -	\$ 556	\$ 1,000

**Funding Source(s) Total**

Totals	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
	-	-	1,300	325	200	50	4,810	1,596	4,690	1,679	14,650