

May 16, 2025

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: Ms. Laura Keeley  
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 modifies to the Fiscal Year (FY) 2022-2025 Maryland Statewide Transportation Improvement Program (STIP) for projects contained in the Baltimore Regional Transportation Planning Board (BRTB) FY 2025-2028 Transportation Improvement Program (TIP) on behalf of the Maryland Transit Administration (MTA). The modification was approved by the BRTB Executive Committee on May 9, 2025.

Project Name	STIP #	Funding Source	FY22-FY25 Net Federal Change (in 000's)
Small Urban Transit Systems – Capital Assistance	40-9502-05	5339	\$960
Ridesharing – Baltimore Region	40-9901-01	CMAQ	\$668
Penn-Camden Connector	42-2403-64	5337	\$211
MARC Rolling Stock Overhauls and Replacement	70-1501-53	5337	\$2,551
MARC Improvements	70-1502-54	5337	\$4,858

The MDOT has assigned Control #22-231 for this administrative modification to the TIP, and the supporting documentation is attached.

Ms. Valeriya Remezova  
Ms. Terry Garcia Crews  
Page Two

The Maryland Statewide Transportation Improvement Program (STIP) 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,

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

Dan Janousek  
Regional Planner  
Office of Planning, Programming, and Project Delivery (OPPPD)

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPPPD, MDOT  
Mr. Shawn Keirnan, Strategic Planner, OPPPD, MDOT



May 15, 2025

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 five administrative modifications to the 2025-2028 Baltimore Region Transportation Improvement Program (TIP) as approved by the Baltimore Regional Transportation Board (BRTB) Executive Committee on May 9, 2025. The documentation enclosed supports changes to the 2025-2028 TIP for five Maryland Transit Administration (MDOT MTA) administrative modifications.

- Small Urban Transit Systems – Capital Assistance: 40-9502-05
- Ridesharing – Baltimore Region: 40-9901-01
- Penn-Camden Connector: 42-2403-64
- MARC Rolling Stock Overhauls and Replacement: 70-1501-53
- MARC Improvements: 70-1502-54

The minor changes requested are within the framework for administrative modifications and does not affect the regional conformity determination. MDOT MTA has affirmed that fiscal constraint for their Program of Projects remains intact.

Pursuant to the prescribed Transportation Improvement Program MOU signed in 2014, the BRTB Executive Committee approved these changes to the 2025–2028 TIP.



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

Sincerely,

A handwritten signature in dark ink, appearing to read "T. Lang", with a long horizontal flourish extending to the right.

Todd R. Lang, Director  
Transportation Planning

Enclosures

cc: Ms. Michelle Martin, MDOT  
Ms. Erika Falk, MDOT MTA  
Ms. Kisha Joyner, MDOT MTA  
Mr. Albert Guiney Engel, MDOT MTA  
Ms. Jamie Richardson, MDOT MTA



### Summary of FY 2025-2028 TIP Changes

Project Title	TIP Change Reason	Description	Type of Change
Small Urban Transit Systems – Capital Assistance 40-9502-05	This administrative modification adds \$1.2M (\$0.96M federal 5339(c) funds/\$0.24M state match) for capital purchases in FY 2025. This change will also update the project description to reflect a Howard County 5339 discretionary grant to purchase two expansion buses. The estimated total cost increases from \$4.967M to \$6.167M.	Capital assistance to small urban transit systems throughout the region to purchase vehicles, equipment, and facilities. The Baltimore region's small urban transit systems include Carroll County, Anne Arundel County, City of Annapolis, Baltimore County, Baltimore City, and Howard County. Planned purchases include 5 small bus replacements, 8 small cutaway bus expansions, 3 minivan expansions, 3 heavy duty bus replacements, and continued preventative maintenance. The project also includes a Howard County 5339 Discretionary grant to purchase two expansion buses.	Admin Mod
Ridesharing – Baltimore Region 40-9901-01	This administrative modification adds \$668,000 in federal CMAQ funds for construction in FY 2025. This increase supports ridesharing services in the Baltimore region due to the collapse of the Francis Scott Key Bridge, including the Guaranteed Ride Home program. The total cost increases from \$3.285M to \$4.063M.	The ridesharing project covers the activities of the ridesharing program in jurisdictions in the Baltimore region, including the Guaranteed Ride Home (GRH) Program. Entities eligible to receive funding include Baltimore City, the Baltimore Metropolitan Council, and Anne Arundel, Howard, and Harford counties.	Admin Mod



Penn-Camden Connector 42-2403-64	This administrative modification adds \$264K (\$211K federal 5337 funds/\$53K state match) for engineering in FY 2025. Funds will go toward the design of a connection track between the Northeast Corridor and the CSX-owned MARC Camden line. The estimated total cost remains \$232.9M.	The Penn-Camden Connector project provides a connection track between the Northeast Corridor and the CSX-owned MARC Camden Line, utilizing mostly existing railroad right-of-way north of BWI Marshall Airport to allow Penn Line trains to access storage and maintenance at the Riverside Yard. The project includes repurposing CSX-owned Mount Clare Yard into a MARC layover facility.	Admin Mod
MARC Rolling Stock Overhauls and Replacement 70-1501-53	This administrative modification adds \$3.189M (\$2.551M federal 5337 funds/\$0.638M state match) for construction in FY 2025. Funds will go toward the ongoing overhaul and replacement of MARC coaches and locomotives. The estimated total cost increases from \$59.958M to \$63.147M.	This is an ongoing project for the overhaul and replacement of MARC rolling stock. The overhaul of MARC coaches and locomotives is performed in accordance with "10-year minor" and "20-year midlife" schedules and/or the manufacturer's schedule. MARC vehicles will be upgraded with federally-mandated Positive Train Control safety features. In addition to the matching funds listed, MTA has committed \$19.9 million in state dollars.	Admin Mod
MARC Improvements 70-1502-54	This administrative modification adds \$6.073M (\$4.858M federal 5337 funds/\$1.215M state match) for construction in FY 2025. Funds will go toward implementing ongoing improvements from the MARC Master Plan and Amtrak/CSX agreements. The estimated total cost increases from \$67.064M to \$73.137M.	This project provides funding to implement ongoing improvements including joint benefits projects with CSX including: Jessup Yard, interlocking improvements, Northeast Corridor Commission Contribution, and BWI 4 <sup>th</sup> Track. In addition to the matching funds listed, MTA has committed \$6.4 million in state dollars.	Admin Mod

40-9502-05 - Small Urban Transit Systems - Capital Assistance

Capital assistance to small urban transit systems throughout the region to purchase vehicles, equipment, and facilities. The Baltimore region's small urban transit system includes Carroll Transit System, Anne Arundel County, The City of Annapolis, Baltimore County, Baltimore City, and Howard County. Planned purchases include 5 small bus replacements, 8 small cutaway bus expansions, 3 minivan expansions, 3 heavy duty bus replacements, and continued preventative maintenance. Project also includes a Howard County 5339 Discretionary grant to purchase two expansion buses.

Agency	MTA - Transit
Year of Operation	Ongoing
Project Category	Emission Reduction Strategy
Project Type	Fleet improvement (ERS)
Conformity	Exempt
Functional Classification	NA
CIP ID	-
CTP ID	40-9502-05
Route/Road Name	-
Length	-
Existing Lanes	-
Proposed Lanes	-
Estimated Total Cost	\$6,167,000



Project Benefits	Small urban transit capital assistance will enable locally operated transportation systems to operate such that local needs for services can be met. The small urban systems are important components of the regional transportation network.
Connection to Long-Range Transportation Planning Goals	5.A Implement Environmentally Responsible Transportation Solutions -- Coordinate to reduce delay & increase non-SOV through performance-based planning & programming 3.A Improve Accessibility -- Increase transportation options for all segments of the population 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
Project Changes	This administrative modification adds \$1.2M (\$0.96M federal 5339(c) funds/\$0.24M state match) for capital purchases in FY 2025. This change will also update the project description to reflect a Howard County 5339 discretionary grant to purchase two expansion buses. The estimated total cost increases from \$4.967M to \$6.167M.

UPDATED						
Phase	Fund Source	FY2025	FY2026	FY2027	FY2028	Total
OTH	5307C	\$160,000	-	-	-	\$160,000
OTH	5339	\$2,853,000	\$160,000	\$160,000	\$160,000	\$3,333,000
OTH	5339C	<u>\$960,000</u>	-	-	-	<u>\$960,000</u>
OTH	State	<u>\$994,000</u>	\$240,000	\$40,000	\$40,000	<u>\$1,314,000</u>
Total OTH		<u>\$4,967,000</u>	\$400,000	\$200,000	\$200,000	<u>\$5,767,000</u>
CON	5307C	-	-	\$160,000	\$160,000	\$320,000
CON	State	-	-	\$40,000	\$40,000	\$80,000
Total CON		-	-	\$200,000	\$200,000	\$400,000
Active TIP Years		<u>\$4,967,000</u>	\$400,000	\$400,000	\$400,000	<u>\$6,167,000</u>
Total Programmed		<u>\$4,967,000</u>	\$400,000	\$400,000	\$400,000	<u>\$6,167,000</u>

PREVIOUS						
Phase	Fund Source	FY2025	FY2026	FY2027	FY2028	Total
OTH	5307C	\$160,000	-	-	-	\$160,000
OTH	5339	\$2,853,000	\$160,000	\$160,000	\$160,000	\$3,333,000
OTH	State	\$754,000	\$240,000	\$40,000	\$40,000	\$1,074,000
Total OTH		\$3,767,000	\$400,000	\$200,000	\$200,000	\$4,567,000
CON	5307C	-	-	\$160,000	\$160,000	\$320,000
CON	State	-	-	\$40,000	\$40,000	\$80,000
Total CON		-	-	\$200,000	\$200,000	\$400,000
Active TIP Years		\$3,767,000	\$400,000	\$400,000	\$400,000	\$4,967,000
Total Programmed		\$3,767,000	\$400,000	\$400,000	\$400,000	\$4,967,000



## 40-9901-01 - Ridesharing - Baltimore Region

The ridesharing project covers the activities of the ridesharing program in jurisdictions in the Baltimore region, including the Guaranteed Ride Home (GRH) Program. Entities eligible to receive funding include Baltimore City, the Baltimore Metropolitan Council, and Anne Arundel, Howard, and Harford counties.

Agency	MTA - Transit
Year of Operation	Ongoing
Project Category	Emission Reduction Strategy
Project Type	Ridesharing (ERS)
Conformity	Exempt
Functional Classification	NA
CIP ID	-
CTP ID	40-9901-01
Route/Road Name	-
Length	-
Existing Lanes	-
Proposed Lanes	-
Estimated Total Cost	\$4,063,000
Project Benefits	The Maryland Ridesharing Program promotes the use of alternatives to the single occupant vehicle through mass transit, carpools, and vanpools with financial assistance under the Rideshare/Commuter Assistance Program. Funding is provided to eligible entities to assist with the promotion and management of their Rideshare Program.
Connection to Long-Range Transportation Planning Goals	3.A Improve Accessibility -- Increase transportation options for all segments of the population 5.D Implement Environmentally Responsible Transportation Solutions --Reduce energy use of the transportation system 5.A Implement Environmentally Responsible Transportation Solutions -- Coordinate to reduce delay & increase non-SOV through performance-based planning & programming 4.E Increase Mobility -- Support a regional multimodal freight network for safe and efficient freight movement
Project Changes	This administrative modification adds \$668,000 in federal CMAQ funds for construction in FY 2025. This increase supports ridesharing services in the Baltimore Region after the collapse of the Francis Scott Key Bridge, including the Guaranteed Ride Home program. The total cost increases from \$3.285M to \$4.063M.



UPDATED

Phase	Fund Source	FY2025	FY2026	FY2027	FY2028	Total
OTH	CMAQ	-	-	-	\$668,000	\$668,000
Total OTH		-	-	-	\$668,000	\$668,000
CON	CMAQ	<u>\$2,059,000</u>	\$668,000	\$668,000	-	<u>\$3,395,000</u>
Total CON		<u>\$2,059,000</u>	\$668,000	\$668,000	-	<u>\$3,395,000</u>
Active TIP Years		<u>\$2,059,000</u>	\$668,000	\$668,000	\$668,000	<u>\$4,063,000</u>
Total Programmed		<u>\$2,059,000</u>	\$668,000	\$668,000	\$668,000	<u>\$4,063,000</u>

PREVIOUS

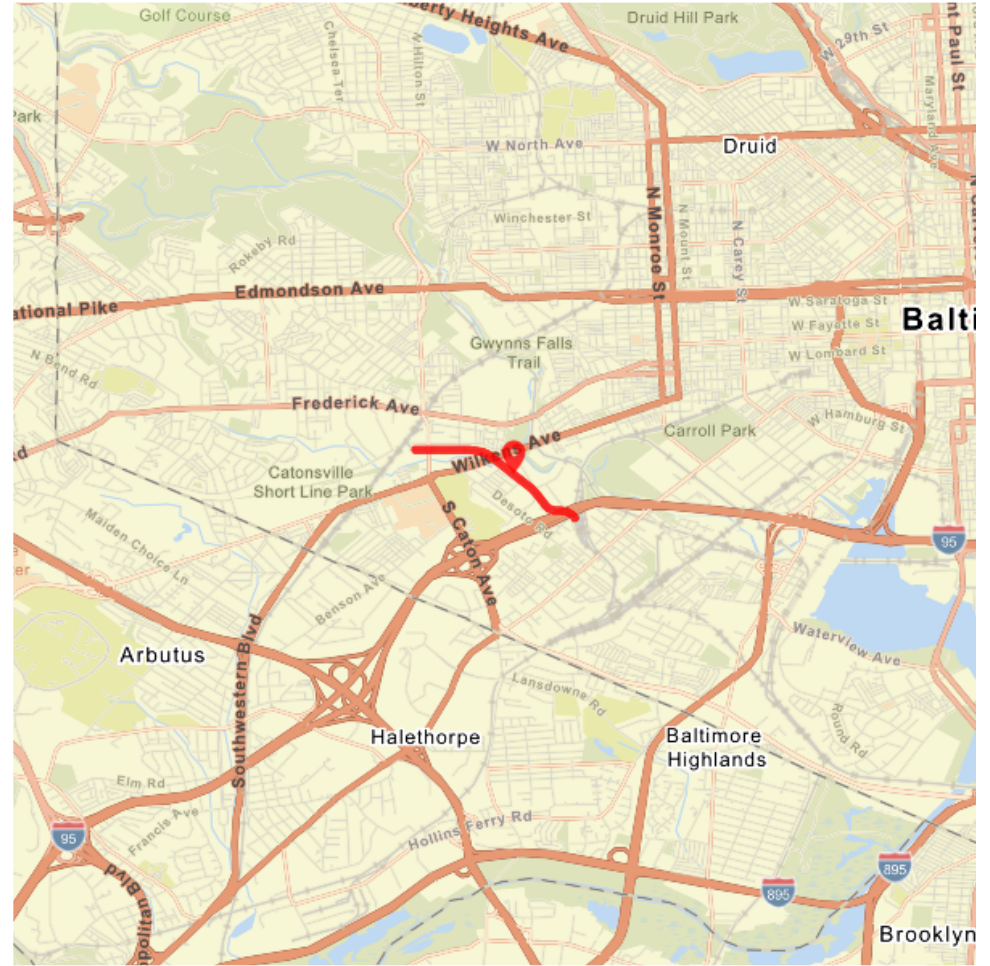
Phase	Fund Source	FY2025	FY2026	FY2027	FY2028	Total
OTH	CMAQ	-	-	-	\$668,000	\$668,000
Total OTH		-	-	-	\$668,000	\$668,000
CON	CMAQ	\$1,281,000	\$668,000	\$668,000	-	\$2,617,000
Total CON		\$1,281,000	\$668,000	\$668,000	-	\$2,617,000
Active TIP Years		\$1,281,000	\$668,000	\$668,000	\$668,000	\$3,285,000
Total Programmed		\$1,281,000	\$668,000	\$668,000	\$668,000	\$3,285,000

## 42-2403-64 - Penn-Camden Connector

The Penn-Camden Connector project provides a connection track between the Northeast Corridor and the CSX-owned MARC Camden Line, utilizing mostly existing railroad right-of-way north of BWI Marshall Airport to allow Penn Line trains to access storage and maintenance at the Riverside Yard. The project includes repurposing CSX-owned Mount Clare Yard into a MARC layover facility.

<b>Agency</b>	MTA - Transit
<b>Year of Operation</b>	2033
<b>Project Category</b>	Transit Capacity
<b>Project Type</b>	Transit capacity expansion (TC)
<b>Conformity</b>	Exempt
<b>Functional Classification</b>	-
<b>CIP ID</b>	-
<b>CTP ID</b>	-
<b>Route/Road Name</b>	-
<b>Length</b>	-
<b>Existing Lanes</b>	-
<b>Proposed Lanes</b>	-
<b>Estimated Total Cost</b>	\$232,900,000
<b>Vulnerable Population Goals</b>	-
<b>Project Benefits</b>	This connection will allow MARC to more efficiently bring its locomotives to MARC's Riverside Maintenance Facility, which is MARC's only backshop for locomotive servicing and maintenance. The connector will also allow MARC to store trainsets at a rail yard (Mt. Clare Yard) adjacent to Penn-Camden Connector, eliminating the need to store trains overnight at Amtrak's Penn Station.
<b>Connection to Long-Range Transportation Planning Goals</b>	-
<b>Project Changes</b>	This administrative modification adds \$264K (\$211K federal 5337 funds/\$53K state match) for engineering in FY 2025. Funds will go toward the design of a connection track between the Northeast Corridor and the CSX-owned MARC Camden line. The estimated total cost remains \$232.9M.

The map displays a proposed rail route connecting Baltimore to Brooklyn. Key locations labeled include Arbutus, Halethorpe, Baltimore Highlands, and Brooklyn. Major roads such as I-95, I-895, and various local streets like W North Ave, N Montrose St, and W Lombard St are visible. A red line indicates the proposed rail alignment through the area.



**UPDATED**

Phase	Fund Source	FY2025	FY2026	FY2027	FY2028	Total
ENG	5337	<u>\$211,000</u>	-	-	-	<u>\$211,000</u>
ENG	CRISI	\$8,800,000	-	-	-	\$8,800,000
ENG	State	<u>\$2,253,000</u>	-	-	-	<u>\$2,253,000</u>
Total ENG		<u>\$11,264,000</u>	-	-	-	<u>\$11,264,000</u>
Active TIP Years		<u>\$11,264,000</u>	-	-	-	<u>\$11,264,000</u>
Total Programmed		<u>\$11,264,000</u>	-	-	-	<u>\$11,264,000</u>

**PREVIOUS**

Phase	Fund Source	FY2025	FY2026	FY2027	FY2028	Total
ENG	CRISI	\$8,800,000	-	-	-	\$8,800,000
ENG	State	\$2,200,000	-	-	-	\$2,200,000
Total ENG		\$11,000,000	-	-	-	\$11,000,000
Active TIP Years		\$11,000,000	-	-	-	\$11,000,000
Total Programmed		\$11,000,000	-	-	-	\$11,000,000

## 70-1501-53 - MARC Rolling Stock Overhauls and Replacement

This is an ongoing project for the overhaul and replacement of MARC rolling stock. The overhaul of MARC coaches and locomotives is performed in accordance with "10-year minor" and "20-year midlife" schedules and/or the manufacturer's schedule. MARC vehicles will be upgraded with federally-mandated Positive Train Control safety features. In addition to the matching funds listed, MTA has committed \$19.9 million in state dollars.

Agency	MTA - Commuter Rail
Year of Operation	Ongoing
Project Category	Commuter Rail Preservation
Project Type	Fleet improvement (CRP)
Conformity	Exempt
Functional Classification	NA
CIP ID	-
CTP ID	70-1501-53
Route/Road Name	-
Length	-
Existing Lanes	-
Proposed Lanes	-
Estimated Total Cost	-



Project Benefits	Overhauls will extend the life of mechanical systems and car bodies. This will have the effect of providing safe and reliable vehicles for MARC service while also complying with federally mandated maintenance regulations.
Connection to Long-Range Transportation Planning Goals	6.A Improve System Security -- Provide security-related features at transit facilities or on transit vehicles 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies
Project Changes	This administrative modification adds \$3.189M (\$2.551M federal 5337 funds/\$0.638M state match) for construction in FY 2025. Funds will go toward the ongoing overhaul and replacement of MARC coaches and locomotives. The estimated total cost increases from \$59.958M to \$63.147M.

**UPDATED**

Phase	Fund Source	FY2025	FY2026	FY2027	FY2028	Total
CON	5307C	\$218,000	\$1,820,428	\$5,428,000	\$4,094,837	\$11,561,265
CON	5337	<u>\$7,800,000</u>	\$2,448,000	\$11,732,000	\$7,978,178	<u>\$29,958,178</u>
CON	CPF	\$1,000,000	-	-	-	\$1,000,000
CON	State	<u>\$3,073,000</u>	\$10,247,107	\$4,290,000	\$3,017,624	<u>\$20,627,731</u>
Total CON		<u>\$12,091,000</u>	\$14,515,535	\$21,450,000	\$15,090,639	<u>\$63,147,174</u>
Active TIP Years		<u>\$12,091,000</u>	\$14,515,535	\$21,450,000	\$15,090,639	<u>\$63,147,174</u>
Total Programmed		<u>\$12,091,000</u>	\$14,515,535	\$21,450,000	\$15,090,639	<u>\$63,147,174</u>

**PREVIOUS**

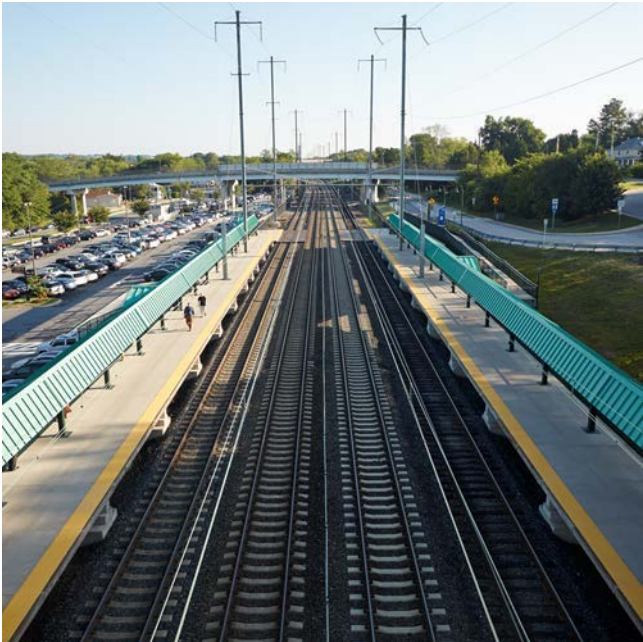
Phase	Fund Source	FY2025	FY2026	FY2027	FY2028	Total
CON	5307C	\$218,000	\$1,820,428	\$5,428,000	\$4,094,837	\$11,561,265
CON	5337	\$5,249,000	\$2,448,000	\$11,732,000	\$7,978,178	\$27,407,178
CON	CPF	\$1,000,000	-	-	-	\$1,000,000
CON	State	\$2,435,000	\$10,247,107	\$4,290,000	\$3,017,624	\$19,989,731
Total CON		\$8,902,000	\$14,515,535	\$21,450,000	\$15,090,639	\$59,958,174
Active TIP Years		\$8,902,000	\$14,515,535	\$21,450,000	\$15,090,639	\$59,958,174
Total Programmed		\$8,902,000	\$14,515,535	\$21,450,000	\$15,090,639	\$59,958,174



70-1502-54 - MARC Improvements

This project provides funding to implement ongoing improvements derived from the MARC Master Plan and Amtrak/CSX Operating Agreements. In addition to the matching funds listed, MTA has committed \$6.4 million in state dollars.

Agency	MTA - Commuter Rail
Year of Operation	Ongoing
Project Category	Commuter Rail Preservation
Project Type	Preservation and improvements (CRP)
Conformity	Exempt
Functional Classification	NA
CIP ID	-
CTP ID	70-1502-54
Route/Road Name	-
Length	-
Existing Lanes	-
Proposed Lanes	-
Estimated Total Cost	\$73,137,264
Project Benefits	Investments in passenger rail corridor infrastructure improvements are necessary to maintain/improve the safety and quality of MARC infrastructure.
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.G Improve Accessibility -- Encourage private sector to provide access on commercial property for bikes, peds, transit users and shared mobility users
Project Changes	This administrative modification adds \$6.073M (\$4.858M federal 5337 funds/\$1.215M state match) for construction in FY 2025. Funds will go toward implementing ongoing improvements such as joint benefits projects with CSX including Jessup Yard, interlocking improvements, Northeast Corridor Commission Contribution, and BWI 4th Track. The estimated total cost increases from \$67.064M to \$73.137M.



**UPDATED**

Phase	Fund Source	FY2025	FY2026	FY2027	FY2028	Total
CON	5307C	\$1,410,000	\$455,000	-	\$230,000	\$2,095,000
CON	5337	<u>\$21,100,000</u>	\$10,493,000	\$10,264,000	\$14,559,011	<u>\$56,416,011</u>
CON	State	<u>\$5,627,000</u>	\$2,736,000	\$2,566,000	\$3,697,253	<u>\$14,626,253</u>
Total CON		<u>\$28,137,000</u>	\$13,684,000	\$12,830,000	\$18,486,264	<u>\$73,137,264</u>
Active TIP Years		<u>\$28,137,000</u>	\$13,684,000	\$12,830,000	\$18,486,264	<u>\$73,137,264</u>
Total Programmed		<u>\$28,137,000</u>	\$13,684,000	\$12,830,000	\$18,486,264	<u>\$73,137,264</u>

**PREVIOUS**

Phase	Fund Source	FY2025	FY2026	FY2027	FY2028	Total
CON	5307C	\$1,410,000	\$455,000	-	\$230,000	\$2,095,000
CON	5337	\$16,242,000	\$10,493,000	\$10,264,000	\$14,559,011	\$51,558,011
CON	State	\$4,412,000	\$2,736,000	\$2,566,000	\$3,697,253	\$13,411,253
Total CON		\$22,064,000	\$13,684,000	\$12,830,000	\$18,486,264	\$67,064,264
Active TIP Years		\$22,064,000	\$13,684,000	\$12,830,000	\$18,486,264	\$67,064,264
Total Programmed		\$22,064,000	\$13,684,000	\$12,830,000	\$18,486,264	\$67,064,264



April 9, 2025

Mr. Todd Lang  
Transportation Planning Director  
ATTN: Ms. Ndemazea Fonkem  
Baltimore Metropolitan Council  
1500 Whetstone Way, Suite 300  
Baltimore Maryland 21230

Dear Mr. Lang:

The Maryland Department of Transportation (MDOT) requests administrative modifications to four Maryland Transit Administration (MTA) projects in the FY 2025-2028 Baltimore Regional Transportation Board (BRTB) Transportation Improvement Program (TIP).

1. <b>70-1501-53 MARC Rolling Stock Overhauls and Replacement</b>	This administrative modification will add \$668,000 in CMAQ funds to FY 2025.
2. <b>70-1502-54 MARC Improvements</b>	This administrative modification will add \$4,858,000 in 5337 State of Good Repair formula funds and \$1,215,000 in state match to FY 2025.
3. <b>42-2403-64 Penn Camden Connector</b>	This administrative modification will add \$211,000 in 5337 State of Good Repair formula funds and \$53,000 in state match to FY 2025.
4. <b>40-9901-01 Ridesharing – Baltimore Region</b>	This administrative modification will add \$668,000 in CMAQ funds to FY 2025.

Details of this amendment are attached. If you have questions or need additional information, please contact me at 410-865-1098, or via email at [djanousek@mdot.maryland.gov](mailto:djanousek@mdot.maryland.gov) for assistance.

Sincerely,

*Dan Janousek*

Dan Janousek  
Regional Planner  
Office of Planning, Programming & Project Delivery

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPPPD, MDOT  
Mr. Shawn Kiernan, Strategic and Regional Planner, OPPPD, MDOT

**TO:** DIRECTOR MICHELLE MARTIN  
OFFICE OF PLANNING, PROGRAMMING, AND PROJECT DELIVERY  
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

**ATTN:** OPPPD REGONIAL PLANNER KARI SNYDER  
OPPPD REGIONAL PLANNER DAN JANOUSEK

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

**DATE:** APRIL 8, 2025

**SUBJECT:** REQUEST FOR AN ADMINISTRAIVE MODIFICATION TO THE FISCAL  
YEAR 2025-2028 BALTIMORE REGIONAL TRANSPORTATION BOARD  
(BRTB) TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

### **PURPOSE OF MEMORANDUM**

To request OPPPD request BRTB to approve the following TIP administrative modification and, upon BRTB approval, notify the Federal Transit Administration (FTA) of the administrative modification to the BRTB FY 2025-FY2028 TIP. This administrative modification will add \$2,551,000 in 5337 State of Good Repair formula funds and \$638,000 in state match to FY 25.

### **SUMMARY**

The MTA requests that the BRTB take an administrative modification to the FY 2025-2028 BRTB TIP to reflect the following action.

TIP	PROJECT	TYPE	NEW FUNDING
70-1501-53	MARC Rolling Stock Overhauls and Replacement	5337	\$2,551,000
		State	\$ 638,000

## **ANALYSIS**

The MARC Rolling Stock Overhauls and Replacement project is an ongoing project for the overhaul and replacement of the MARC coaches and locomotives. This administrative modification will add \$2,551,000 in 5337 State of Good Repair formula funds and \$638,000 in state match to FY 25.

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 approve the administrative modification to the FY2025-2028 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 Mr. Albert Guiney Engel, MDOT MTA Office of Planning and Capital Programming, at 410-767-3752 or via email at [aengel@mdot.maryland.gov](mailto:aengel@mdot.maryland.gov).

## **ATTACHMENTS**

- FY 2025-2028 BRTB TIP Project Report
- FY 2022-2025 Maryland STIP Project Report

cc: Mr. Albert Guiney Engel, Assistant Manager, Baltimore Project Development, MTA  
Ms. Erika Falk, Assistant Manager, Office of Capital Programming and Asset Management, MTA  
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA  
Mr. Shawn Kiernan, Strategic and Regional Planner, Office of Planning, Programming, and Project Delivery, TSO  
Ms. Jamie Richardson, Manager, Baltimore Project Development, MTA

### ***MARC Rolling Stock Overhauls and Replacement***

<b>TIP ID #</b>	70-1501-53	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Commuter Rail	<b>Project Type</b>	Fleet Improvement
<b>Project Category</b>	Commuter Rail Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP / CTP Page #</b>	Multiple	<b>Est. Total Cost</b>	\$ 63,145,000

<b>Description</b>	<b>Justification</b>
This is an ongoing project for the overhaul and replacement of MARC rolling stock. The overhaul of MARC coaches and locomotives is performed in accordance with "10-year minor" and "20-year midlife" schedules and/or the manufacturer's schedule. MARC vehicles will be upgraded with federally-mandated Positive Train Control safety features. In addition to the matching funds listed, MTA has committed \$19.9 million in state dollars.	Overhauls will extend the life of mechanical systems and car bodies. This will have the effect of providing safe and reliable vehicles for MARC service while also complying with federally mandated maintenance regulations.

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

	<b>Previous Requests</b>		<b>Annual Element</b>		<b>Federal Funding Requests (\$000)</b>						<b>Project Totals</b>
<b>Phase</b>	<b>Previous Federal Funds</b>	<b>Previous Matching Funds</b>	<b>FY2025 Federal Funds</b>	<b>FY2025 Matching Funds</b>	<b>FY2026 Federal Funds</b>	<b>FY2026 Matching Funds</b>	<b>FY2027 Federal Funds</b>	<b>FY2027 Matching Funds</b>	<b>FY2028 Federal Funds</b>	<b>FY2028 Matching Funds</b>	<b>Estimated Project Total</b>
CON	\$ -	\$ -	\$ 7,800	\$ 1,950	\$ 2,448	\$ 9,792	\$ 11,732	\$ 2,933	\$ 7,978	\$ 1,994	\$ 46,627
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Totals</b>	\$ -	\$ -	\$ 7,800	\$ 1,950	\$ 2,448	\$ 9,792	\$ 11,732	\$ 2,933	\$ 7,978	\$ 1,994	\$ 46,627

### *MARC Rolling Stock Overhauls and Replacement*

#### Section 5307 Urbanized Area Formula Program

	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY2025 Federal Funds	FY2025 Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	FY2028 Federal Funds	FY2028 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ 218	\$ 873	\$ 1,820	\$ 455	\$ 5,428	\$ 1,357	\$ 4,094	\$ 1,023	\$ 15,268
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 218	\$ 873	\$ 1,820	\$ 455	\$ 5,428	\$ 1,357	\$ 4,094	\$ 1,023	\$ 15,268

#### Community Project Funding

	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY2025 Federal Funds	FY2025 Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	FY2028 Federal Funds	FY2028 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ 1,000	\$ 250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,250
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 1,000	\$ 250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,250

#### Funding Source(s) Total

	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
Totals	\$ -	\$ -	\$ 9,018	\$ 3,073	\$ 4,268	\$ 10,247	\$ 17,160	\$ 4,290	\$ 12,072	\$ 3,017	\$ 63,145

# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT TIP ID: 70-1501-53

## SUMMARY TABLE

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MARC Rolling Stock Overhauls and Replacement	B	Exempt		\$ 6,467	\$ 2,435	\$ 8,902
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	MTA	BRTB	Multiple	\$ 2,551	\$ 638	\$ 3,189
Description:	This is an ongoing project for the overhaul and replacement of MARC rolling stock. The overhaul of MARC coaches and locomotives is performed in accordance with "10-year minor" and "20-year midlife" schedules and/or the manufacturer's schedule. MARC vehicles will be upgraded with federally-mandated Positive Train Control safety features.					
Justification:	Overhauls will extend the life of mechanical systems and car bodies. This will have the effect of providing safe and reliable vehicles for MARC service while also complying with federally mandated maintenance regulations.					

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total
<input type="checkbox"/> A) Adds new individual projects to the current STIP <input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other	Current (000s)	Total	\$ -	\$ -	\$ -	\$ 8,902	\$ 8,902
		Federal	\$ -	\$ -	\$ -	\$ 6,467	\$ 6,467
		State/Local	\$ -	\$ -	\$ -	\$ 2,435	\$ 2,435
	Proposed (000s)	Total	\$ -	\$ -	\$ -	\$ 12,091	\$ 12,091
		Federal	\$ -	\$ -	\$ -	\$ 9,018	\$ 9,018
		State/Local	\$ -	\$ -	\$ -	\$ 3,073	\$ 3,073
	Change (000s)	Total	\$ -	\$ -	\$ -	\$ 3,189	\$ 3,189
		Federal	\$ -	\$ -	\$ -	\$ 2,551	\$ 2,551
		State/Local	\$ -	\$ -	\$ -	\$ 638	\$ 638



MARYLAND DEPARTMENT OF TRANSPORTATION

## 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	5337	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,249	\$ 1,312	\$ 5,249	\$ 1,312	\$ 6,561
	5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 218	\$ 873	\$ 218	\$ 873	\$ 1,091
	CPF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ 250	\$ 1,000	\$ 250	\$ 1,250
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,467	\$ 2,435	\$ 6,467	\$ 2,435	\$ 8,902

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	5337	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,800	\$ 1,950	\$ 7,800	\$ 1,950	\$ 9,750
	5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 218	\$ 873	\$ 218	\$ 873	\$ 1,091
	CPF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ 250	\$ 1,000	\$ 250	\$ 1,250
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,018	\$ 3,073	\$ 9,018	\$ 3,073	\$ 12,091

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	5337	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,551	\$ 638	\$ 2,551	\$ 638	\$ 3,189
	5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	CPF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,551	\$ 638	\$ 2,551	\$ 638	\$ 3,189

## TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 9,018	Federal	\$ 33,500	Federal	\$ 42,518
State/Local	\$ -	State/Local	\$ 3,073	State/Local	\$ 17,554	State/Local	\$ 20,627
Total		Total	\$ 12,091	Total	\$ 51,054	Total	\$ 63,145

**TO:** DIRECTOR MICHELLE MARTIN  
OFFICE OF PLANNING, PROGRAMMING, AND PROJECT DELIVERY  
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

**ATTN:** OPPPD REGONIAL PLANNER KARI SNYDER  
OPPPD REGIONAL PLANNER DAN JANOUSEK

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

**DATE:** APRIL 8, 2025

**SUBJECT:** REQUEST FOR AN ADMINISTRAIVE MODIFICATION TO THE FISCAL  
YEAR 2025-2028 BALTIMORE REGIONAL TRANSPORTATION BOARD  
(BRTB) TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

### **PURPOSE OF MEMORANDUM**

To request OPPPD request BRTB to approve the following TIP administrative modification and, upon BRTB approval, notify the Federal Transit Administration (FTA) of the administrative modification to the BRTB FY 2025-FY2028 TIP. This administrative modification will add \$4,858,000 in 5337 State of Good Repair formula funds and \$1,215,000 in state match to FY 25.

### **SUMMARY**

The MTA requests that the BRTB take an administrative modification to the FY 2025-2028 BRTB TIP to reflect the following action.

TIP	PROJECT	TYPE	NEW FUNDING
70-1502-54	MARC Improvements	5337	\$4,858,000
		State	\$1,215,000

## **ANALYSIS**

The MARC Improvements project provides funding to implement ongoing improvements derived from the MARC Master Plan and Amtrak/CSX Operating and project agreements including the BWI 4<sup>th</sup> Track project. This administrative modification will add \$4,858,000 in 5337 State of Good Repair formula funds and \$1,215,000 in state match to FY 25.

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 approve the administrative modification to the FY2025-2028 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 Mr. Albert Guiney Engel, MDOT MTA Office of Planning and Capital Programming, at 410-767-3752 or via email at [aengel@mdot.maryland.gov](mailto:aengel@mdot.maryland.gov).

## **ATTACHMENTS**

- FY 2025-2028 BRTB TIP Project Report
- FY 2022-2025 Maryland STIP Project Report

cc: Mr. Albert Guiney Engel, Assistant Manager, Baltimore Project Development, MTA  
Ms. Erika Falk, Assistant Manager, Office of Capital Programming and Asset Management, MTA  
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA  
Mr. Shawn Kiernan, Strategic and Regional Planner, Office of Planning, Programming, and Project Delivery, TSO  
Ms. Jamie Richardson, Manager, Baltimore Project Development, MTA



**MARC Improvements**

TIP ID #	70-1502-54	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Preservation and Improvements
Project Category	Transit	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP / CTP Page #	Multiple	Est. Total Cost	\$ 73,136,000

Description	Justification
This project provides funding to implement ongoing improvements derived from the MARC Master Plan and Amtrak/CSX Operating Agreements. In addition to the matching funds listed, MTA has committed \$26.3 million in state dollars.	Investments in passenger rail corridor infrastructure improvements are necessary to maintain/improve the safety and quality of MARC infrastructure.

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

	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY2025 Federal Funds	FY2025 Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	FY2028 Federal Funds	FY2028 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ 21,100	\$ 5,275	\$ 10,493	\$ 2,623	\$ 10,264	\$ 2,566	\$ 14,559	\$ 3,639	\$ 70,519
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 21,100	\$ 5,275	\$ 10,493	\$ 2,623	\$ 10,264	\$ 2,566	\$ 14,559	\$ 3,639	\$ 70,519

### *MARC Improvements*

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

	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY2025 Federal Funds	FY2025 Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	FY2028 Federal Funds	FY2028 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ 1,410	\$ 352	\$ 455	\$ 113	\$ -	\$ -	\$ 230	\$ 57	\$ 2,617
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 1,410	\$ 352	\$ 455	\$ 113	\$ -	\$ -	\$ 230	\$ 57	\$ 2,617

#### ing Source(s) Total

	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
Totals	\$ -	\$ -	\$ 22,510	\$ 5,627	\$ 10,948	\$ 2,736	\$ 10,264	\$ 2,566	\$ 14,789	\$ 3,696	\$ 73,136


# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT TIP ID: 70-1502-54

## SUMMARY TABLE

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MARC Improvements	B	Exempt		\$ 17,652	\$ 4,412	\$ 22,064
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	MTA	BRTB	Multiple	\$ 4,858	\$ 1,215	\$ 6,073
Description:	This project provides funding to implement ongoing improvements derived from the MARC Master Plan and Amtrak/CSX Operating Agreements. In addition to the matching funds listed, MTA has committed \$26.3 million in state dollars.					
Justification:	Investments in passenger rail corridor infrastructure improvements are necessary to maintain/improve the safety and quality of MARC infrastructure.					

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria			Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total
<div><input type="checkbox"/> A) Adds new individual projects to the current STIP</div> <div><input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change</div> <div><input type="checkbox"/> C) Removes or deletes individual listed project from the STIP</div> <div><input type="checkbox"/> D) Other</div> <div> MARYLAND DEPARTMENT OF TRANSPORTATION</div>	Current (000s)	<b>Total</b>	\$ -	\$ -	\$ -	\$ 22,064	\$ 22,064	
		Federal	\$ -	\$ -	\$ -	\$ 17,652	\$ 17,652	
		State/Local	\$ -	\$ -	\$ -	\$ 4,412	\$ 4,412	
	Proposed (000s)	<b>Total</b>	\$ -	\$ -	\$ -	\$ 28,137	\$ 28,137	
		Federal	\$ -	\$ -	\$ -	\$ 22,510	\$ 22,510	
		State/Local	\$ -	\$ -	\$ -	\$ 5,627	\$ 5,627	
	Change (000s)	<b>Total</b>	\$ -	\$ -	\$ -	\$ 6,073	\$ 6,073	
		Federal	\$ -	\$ -	\$ -	\$ 4,858	\$ 4,858	
		State/Local	\$ -	\$ -	\$ -	\$ 1,215	\$ 1,215	

## 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	5337	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,242	\$ 4,060	\$ 16,242	\$ 4,060	\$ 20,302
	5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,410	\$ 352	\$ 1,410	\$ 352	\$ 1,762
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,652	\$ 4,412	\$ 17,652	\$ 4,412	\$ 22,064

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	5337	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,100	\$ 5,275	\$ 21,100	\$ 5,275	\$ 26,375
	5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,410	\$ 352	\$ 1,410	\$ 352	\$ 1,762
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,510	\$ 5,627	\$ 22,510	\$ 5,627	\$ 28,137

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	5337	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,858	\$ 1,215	\$ 4,858	\$ 1,215	\$ 6,073
	5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,858	\$ 1,215	\$ 4,858	\$ 1,215	\$ 6,073

## TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 22,510	Federal	\$ 36,001	Federal	\$ 58,511
State/Local	\$ -	State/Local	\$ 5,627	State/Local	\$ 8,998	State/Local	\$ 14,625
Total	\$ -	Total	\$ 28,137	Total	\$ 44,999	Total	\$ 73,136

**TO:** DIRECTOR MICHELLE MARTIN  
OFFICE OF PLANNING, PROGRAMMING, AND PROJECT DELIVERY  
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

**ATTN:** OPPPD REGIONAL PLANNER KARI SNYDER  
OPPPD REGIONAL PLANNER DAN JANOUSEK

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

**DATE:** APRIL 8, 2025

**SUBJECT:** REQUEST FOR AN ADMINISTRATIVE MODIFICATION TO THE FISCAL  
YEAR 2025-2028 BALTIMORE REGIONAL TRANSPORTATION BOARD  
(BRTB) TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

### **PURPOSE OF MEMORANDUM**

To request OPPPD request BRTB to approve the following TIP administrative modification and, upon BRTB approval, notify the Federal Transit Administration (FTA) of the administrative modification to the BRTB FY 2025-FY2028 TIP. This administrative modification will add \$211,000 in 5337 State of Good Repair formula funds and \$53,000 in state match to FY 25.

### **SUMMARY**

The MTA requests that the BRTB take an administrative modification to the FY 2025-2028 BRTB TIP to reflect the following action.

TIP	PROJECT	TYPE	NEW FUNDING
42-2403-64	Penn Camden Connector	5337	\$211,000
		State	\$ 53,000

## **ANALYSIS**

The Penn-Camden Connector project provides a connection track between the Northeast Corridor and the CSX-owned MARC Camden Line, utilizing mostly existing railroad right-of-way north of BWI Marshall Airport to allow Penn Line trains to access storage and maintenance at the Riverside Yard. This administrative modification will add \$211,000 in 5337 State of Good Repair formula funds and \$53,000 in state match to FY 25.

The attached Statewide Transportation Improvement Program (STIP) report documents MDOT's requested administrative modification 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 approve the administrative modification to the FY2025-2028 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 Mr. Albert Guiney Engel, MDOT MTA Office of Planning and Capital Programming, at 410-767-3752 or via email at [aengel@mdot.maryland.gov](mailto:aengel@mdot.maryland.gov).

## **ATTACHMENTS**

- FY 2025-2028 BRTB TIP Project Report
- FY 2022-2025 Maryland STIP Project Report

cc: Mr. Albert Guiney Engel, Assistant Manager, Baltimore Project Development, MTA  
Ms. Erika Falk, Assistant Manager, Office of Capital Programming and Asset Management, MTA  
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA  
Mr. Shawn Kiernan, Strategic and Regional Planner, Office of Planning, Programming, and Project Delivery, TSO  
Ms. Jamie Richardson, Manager, Baltimore Project Development, MTA

## Penn Camden Connector

<b>TIP ID #</b>	42-2403-64	<b>Year of Operation</b>	2033
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Preservation and Improvements
<b>Project Category</b>	Transit Capacity	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP / CTP Page #</b>	1570	<b>Est. Total Cost</b>	\$ 232,900,000

Description	Justification
<p>The Penn-Camden Connector project provides a connection track between the Northeast Corridor and the CSX-owned MARC Camden Line, utilizing mostly existing railroad right-of-way north of BWI Marshall Airport to allow Penn Line trains to access storage and maintenance at Riverside Yard. The project includes repurposing CSX-owned Mount Clare Yard into a MARC layover facility.</p>	<p>The connection will allow MARC to more efficiently bring its locomotives to MARC's Riverside Maintenance Facility, which is MARC's only backshop for locomotive servicing and maintenance. The connector will also allow MARC to store trainsets at a rail yard (Mt. Clare Yard) adjacent to Penn-Camden Connector, eliminating the need to store trains overnight at Amtrak's Penn Station.</p>

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

	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY2025 Federal Funds	FY2025 Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	FY2028 Federal Funds	FY2028 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	\$ -	\$ -	\$ 211	\$ 53	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 264
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 211	\$ 53	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 264

*Penn Camden Connector***Consolidated Rail Infrastructure and Safety Improvement Discretionary Grant**

	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY2025 Federal Funds	FY2025 Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	FY2028 Federal Funds	FY2028 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	\$ -	\$ -	\$ 8,800	\$ 2,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,000
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 8,800	\$ 2,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,000

**Funding Source(s) Total**

	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
Totals	\$ -	\$ -	\$ 9,011	\$ 2,253	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,264


# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT TIP ID: 42-2403-64

## SUMMARY TABLE

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Penn Camden Connector	B	Exempt		\$ 8,800	\$ 2,200	\$ 11,000
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MTA	BRTB	1570	\$ 211	\$ 53	\$ 264
Description:	The Penn-Camden Connector project provides a connection track between the Northeast Corridor and the CSX-owned MARC Camden Line, utilizing mostly existing railroad right-of-way north of BWI Marshall Airport to allow Penn Line trains to access storage and maintenance at Riverside Yard. The project includes repurposing CSX-owned Mount Clare Yard into a MARC layover facility.					
Justification:	The connection will allow MARC to more efficiently bring its locomotives to MARC's Riverside Maintenance Facility, which is MARC's only backshop for locomotive servicing and maintenance. The connector will also allow MARC to store trainsets at a rail yard (Mt. Clare Yard) adjacent to Penn-Camden Connector, eliminating the need to store trains overnight at Amtrak's Penn Station.					

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total
<input type="checkbox"/> A) Adds new individual projects to the current STIP <input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other	Current (000s)	Total	\$ -	\$ -	\$ -	\$ 11,000	\$ 11,000
		Federal	\$ -	\$ -	\$ -	\$ 8,800	\$ 8,800
		State/Local	\$ -	\$ -	\$ -	\$ 2,200	\$ 2,200
	Proposed (000s)	Total	\$ -	\$ -	\$ -	\$ 11,264	\$ 11,264
		Federal	\$ -	\$ -	\$ -	\$ 9,011	\$ 9,011
		State/Local	\$ -	\$ -	\$ -	\$ 2,253	\$ 2,253
	Change (000s)	Total	\$ -	\$ -	\$ -	\$ 264	\$ 264
		Federal	\$ -	\$ -	\$ -	\$ 211	\$ 211
		State/Local	\$ -	\$ -	\$ -	\$ 53	\$ 53

## 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
PE	CR/SI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,800	\$ 2,200	\$ 8,800	\$ 2,200	\$ 11,000
PE	5337	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,800	\$ 2,200	\$ 8,800	\$ 2,200	\$ 11,000

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	CR/SI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,800	\$ 2,200	\$ 8,800	\$ 2,200	\$ 11,000
PE	5337	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 211	\$ 53	\$ 211	\$ 53	\$ 264
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,011	\$ 2,253	\$ 9,011	\$ 2,253	\$ 11,264

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
PE	CR/SI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	5337	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 211	\$ 53	\$ 211	\$ 53	\$ 264
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 211	\$ 53	\$ 211	\$ 53	\$ 264

## TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 9,011	Federal	\$ 177,309	Federal	\$ 186,320
State/Local	\$ -	State/Local	\$ 2,253	State/Local	\$ 44,327	State/Local	\$ 46,580
Total	\$ -	Total	\$ 11,264	Total	\$ 221,636	Total	\$ 232,900



**TO:** DIRECTOR MICHELLE MARTIN  
OFFICE OF PLANNING, PROGRAMMING, AND PROJECT DELIVERY  
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

**ATTN:** OPPPD REGIONAL PLANNER KARI SNYDER  
OPPPD REGIONAL PLANNER DAN JANOUSEK

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

**DATE:** APRIL 8, 2025

**SUBJECT:** REQUEST FOR AN ADMINISTRATIVE MODIFICATION TO THE FISCAL  
YEAR 2025-2028 BALTIMORE REGIONAL TRANSPORTATION BOARD  
(BRTB) TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

### **PURPOSE OF MEMORANDUM**

To request OPPPD request BRTB to approve the following TIP administrative modification and, upon BRTB approval, notify the Federal Transit Administration (FTA) of the administrative modification to the BRTB FY 2025-FY2028 TIP. This administrative modification will add \$668,000 in CMAQ funds to FY 25.

### **SUMMARY**

The MTA requests that the BRTB amend the FY 2025-2028 BRTB TIP to reflect the following action.

TIP	PROJECT	FUNDING TYPE	NEW FUNDING
40-9901-01	Ridesharing – Baltimore Region	CMAQ	\$668,000

## **ANALYSIS**

This project supports ridesharing services in the Baltimore Metropolitan region. The Maryland Transit Administration (MTA) has pre-award authority and is now working to obligate the funding. This administrative modification covers ridesharing services in FY 25. Previous actions included FY 23 and FY 24 awards also in FY 25. This administrative modification will add \$668,000 in CMAQ funds to FY 25.

The attached Statewide Transportation Improvement Program (STIP) report documents MDOT's requested administrative modification 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 FY2025-2028 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 Mr. Albert Guiney Engel, MDOT MTA Office of Planning and Capital Programming, at 410-767-3752 or via email at [aengel@mdot.maryland.gov](mailto:aengel@mdot.maryland.gov).

## **ATTACHMENTS**

- FY 2025-2028 BRTB TIP Project Report
- FY 2022-2025 Maryland STIP Project Report

cc: Mr. Albert Guiney Engel, Assistant Manager, Baltimore Project Development, MTA  
Ms. Erika Falk, Assistant Manager, Office of Capital Programming and Asset Management, MTA  
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA  
Mr. Shawn Kiernan, Strategic and Regional Planner, Office of Planning, Programming, and Project Delivery, TSO  
Ms. Jamie Richardson, Manager, Baltimore Project Development, MTA

### Ridesharing - Baltimore Region

<b>TIP ID #</b>	40-9901-01	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Ridesharing
<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>	Multiple	<b>Est. Total Cost</b>	\$ 4,063,000

Description	Justification
The ridesharing project covers the activities of the ridesharing program in all jurisdictions in the Baltimore region, including the Guaranteed Ride Home (GRH) Program. Entities eligible to receive funding include Baltimore City, Baltimore Metropolitan Council, Anne Arundel, Howard, and Harford counties.	The Maryland Ridesharing Program is to promote the use of alternatives to the single occupant vehicle through mass transit, carpools, and vanpools with financial assistance under the Rideshare/Commuter Assistance Program. Funding is provided to assist with the promotion and management of their Rideshare Program.

#### Congestion Mitigation and Air Quality

	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY2025 Federal Funds	FY2025 Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	FY2028 Federal Funds	FY2028 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ 2,059	\$ -	\$ 668	\$ -	\$ 668	\$ -	\$ 668	\$ -	\$ 4,063
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Totals</b>	\$ -	\$ -	\$ 2,059	\$ -	\$ 668	\$ -	\$ 668	\$ -	\$ 668	\$ -	\$ 4,063

#### Funding Source(s) Total

	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
<b>Totals</b>	\$ -	\$ -	\$ 2,059	\$ -	\$ 668	\$ -	\$ 668	\$ -	\$ 668	\$ -	\$ 4,063


# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT TIP ID: 40-9901-01

## SUMMARY TABLE

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Ridesharing - Baltimore Region	B	Exempt		\$ 1,391	\$ -	\$ 1,391
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	MTA	BRTB	Multiple	\$ 668	\$ -	\$ 668
Description:	The ridesharing project covers the activities of the ridesharing program in all jurisdictions in the Baltimore region, including the Guaranteed Ride Home (GRH) Program. Entities eligible to receive funding include Baltimore City, Baltimore Metropolitan Council, Anne Arundel, Howard, and Harford counties.					
Justification:	The Maryland Ridesharing Program is to promote the use of alternatives to the single occupant vehicle through mass transit, carpools, and vanpools with financial assistance under the Rideshare/Commuter Assistance Program. Funding is provided to assist with the promotion and management of their Rideshare Program.					

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total
<input type="checkbox"/> A) Adds new individual projects to the current STIP <input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other	Current (000s)	Total	\$ -	\$ -	\$ -	\$ 1,391	\$ 1,391
		Federal	\$ -	\$ -	\$ -	\$ 1,391	\$ 1,391
		State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
	Proposed (000s)	Total	\$ -	\$ -	\$ -	\$ 2,059	\$ 2,059
		Federal	\$ -	\$ -	\$ -	\$ 2,059	\$ 2,059
		State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
	Change (000s)	Total	\$ -	\$ -	\$ -	\$ 668	\$ 668
		Federal	\$ -	\$ -	\$ -	\$ 668	\$ 668
		State/Local	\$ -	\$ -	\$ -	\$ -	\$ -

## 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	CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,391	\$ -	\$ 1,391	\$ -	\$ 1,391
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,391	\$ -	\$ 1,391	\$ -	\$ 1,391

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	CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,059	\$ -	\$ 2,059	\$ -	\$ 2,059
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,059	\$ -	\$ 2,059	\$ -	\$ 2,059

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	CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 668	\$ -	\$ 668	\$ -	\$ 668
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 668	\$ -	\$ 668	\$ -	\$ 668

## TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 2,059	Federal	\$ 2,004	Federal	\$ 4,063
State/Local	\$ -	State/Local	\$ -	State/Local	\$ -	State/Local	\$ -
Total	\$ -	Total	\$ 2,059	Total	\$ 2,004	Total	\$ 4,063

April 4, 2025

Mr. Todd Lang  
Transportation Planning Director  
ATTN: Ms. Ndemazea Fonkem  
Baltimore Metropolitan Council  
1500 Whetstone Way, Suite 300  
Baltimore Maryland 21230

Dear Mr. Lang:

The Maryland Department of Transportation (MDOT) requests an amendment to the FY 2025-2028 Baltimore Regional Transportation Board (BRTB) Transportation Improvement Program (TIP) for the Baltimore Region on behalf of the Maryland Transit Administration (MTA).

- |  |   |
|--|---|
| 1. <b>40-9502-05</b><br><b>Small Urban Transit Systems -</b><br><b>Capital</b> | This amendment adds \$960,000 in 5339 Bus and Bus Facilities discretionary funds and \$240,000 in local match to FY 2025 for an existing project in the TIP. This amendment also expands the project description to add Baltimore County and Baltimore City to the project. Currently the project serves Carroll Transit System, Anne Arundel County, The City of Annapolis, and Howard County. |
|--|---|

Details of this amendment are attached. If you have questions or need additional information, please contact me at 410-865-1098, or via email at [djanousek@mdot.maryland.gov](mailto:djanousek@mdot.maryland.gov) for assistance.

Sincerely,

*Dan Janousek*

Dan Janousek  
Regional Planner  
Office of Planning, Programming & Project Delivery

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPPPD, MDOT  
Mr. Shawn Kiernan, Strategic and Regional Planner, OPPPD, MDOT

**TO:** DIRECTOR MICHELLE MARTIN  
OFFICE OF PLANNING, PROGRAMMING, AND PROJECT DELIVERY  
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

**ATTN:** OPPPD REGIONAL PLANNER KARI SNYDER  
OPPPD REGIONAL PLANNER DAN JANOUSEK

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

**DATE:** APRIL 2, 2025

**SUBJECT:** REQUEST FOR AN AMENDMENT TO THE FISCAL YEAR 2025-2028  
BALTIMORE REGIONAL TRANSPORTATION BOARD (BRTB)  
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

### **PURPOSE OF MEMORANDUM**

For OPPPD to 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 2025-2028 TIP. This amendment adds \$960,000 in 5339 Bus and Bus Facilities discretionary funds and \$240,000 in local match to FY 25. MTA also requests modifying the project description to:

*“Capital assistance to small urban transit systems throughout the region to purchase vehicles, equipment, and facilities. The Baltimore region's small urban transit system includes Carroll Transit System, Anne Arundel County, The City of Annapolis, Baltimore County, Baltimore City, and Howard County. Planned purchases include 5 small bus replacements, 8 small cutaway bus expansions, 3 minivan expansions, 3 heavy duty bus replacements, and continued preventative maintenance. Project also includes a Howard County 5339 Discretionary grant to purchase two expansion buses.”*

### **SUMMARY**

The MTA requests that the BRTB amend the FY 2025-2028 BRTB TIP to reflect the following action.

TIP	PROJECT	FUNDING TYPE	NEW FUNDING
40-9502-05	Small Urban Transit Systems - Capital	5339(c)	\$ 960,000
		State/Local	\$240,000

## **ANALYSIS**

Howard County was awarded in FFY 2024, \$960,000 in 5339 Bus and Bus Facilities discretionary funds to purchase two 29' diesel buses to expand transit service in Howard and Baltimore counties. This amendment adds \$960,000 in 5339 Bus and Bus Facilities discretionary funds and \$240,000 in local match to FY 25, the year of obligation for the grant. MTA is administering the grant on Howard County's behalf and Howard County is providing the matching funds.

The attached Statewide Transportation Improvement Program (STIP) report documents MDOT's requested administrative modification with respect to funding for the project above. The requested action will not have an impact on scheduling or funding availability for other projects in the current STIP, which continues to be fiscally constrained.

Please amend the FY2025-2028 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 Mr. Albert Guiney Engel, MDOT MTA Office of Planning and Capital Programming, at 410-767-3752 or via email at [aengel@mdot.maryland.gov](mailto:aengel@mdot.maryland.gov)

## **ATTACHMENTS**

- FY 2025-2028 BRTB TIP Project Report
- FY 2022-2025 Maryland STIP Project Report

cc: Mr. Albert Guiney Engel, Assistant Manager, Baltimore Project Development, MTA  
Ms. Erika Falk, Assistant Manager, Office of Capital Programming and Asset Management, MTA  
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA  
Mr. Shawn Kiernan, Strategic and Regional Planner, Office of Planning, Programming, and Project Delivery, TSO  
Ms. Jamie Richardson, Manager, Baltimore Project Development, MTA

***Small Urban Transit Systems - Capital***

TIP ID# 40-9502-05	40-9502-05	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Fleet Improvement
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP/CTP Page #	NA	Est. Total Cost	\$6,167,000

Description	Justification
Capital assistance to small urban transit systems throughout the region to purchase vehicles, equipment, and facilities. The Baltimore region's small urban transit system includes Carroll Transit System, Anne Arundel County, The City of Annapolis, Baltimore County, Baltimore City, and Howard County. Planned purchases include 5 small bus replacements, 8 small cutaway bus expansions, 3 mini van expansions, 3 heavy duty bus replacements, and continued preventative maintenance. Project also includes a Howard County 5339 Discretionary grant to purchase two expansion buses.	Small urban transit capital will enable locally operated transportation systems to operate such that local needs for services can be met. The small urban systems are important components of the regional transportation network.

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

	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
Phase	Previous Federal Funds	Previous 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	FY 2028 Federal Funds	FY 2028 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OTH	\$ -	\$ -	\$ 160	\$ 40	\$ -	\$ 200	\$ 160	\$ 40	\$ 160	\$ 40	\$ 800
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 160	\$ 40	\$ -	\$ 200	\$ 160	\$ 40	\$ 160	\$ 40	\$ 800



*Small Urban Transit Systems - Capital*

## Section 5339 (Bus and Bus Facilities Formula Program)

	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
Phase	Previous Federal Funds	Previous 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	FY 2028 Federal Funds	FY 2028 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OTH	\$ -	\$ -	\$ 2,853	\$ 714	\$ 160	\$ 40	\$ 160	\$ 40	\$ 160	\$ 40	\$ 4,167
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 2,853	\$ 714	\$ 160	\$ 40	\$ 160	\$ 40	\$ 160	\$ 40	\$ 4,167

## Section 5339 (c) Bus and Bus Facilities Discretionary Grant Program

	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
Phase	Previous Federal Funds	Previous 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	FY 2028 Federal Funds	FY 2028 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OTH	\$ -	\$ -	\$ 960	\$ 240	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,200
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 960	\$ 240	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,200

## Funding Source(s) Total

	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
Totals	\$ -	\$ -	\$ 3,973	\$ 994	\$ 160	\$ 240	\$ 320	\$ 80	\$ 320	\$ 80	\$ 6,167


# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT TIP ID: 40-9502-05

## SUMMARY TABLE

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Small Urban Transit Systems - Capital	B	Exempt		\$ 3,013	\$ 754	\$ 3,767
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	MTA	BRTB	Multiple	\$ 960	\$ 240	\$ 1,200
Description: Capital assistance to small urban transit systems throughout the region to purchase vehicles, equipment, and facilities. The Baltimore region's small urban transit system includes Carroll Transit System, Anne Arundel County, The City of Annapolis, Baltimore County, Baltimore City, and Howard County. Planned purchases include 5 small bus replacements, 8 small cutaway bus expansions, 3 mini van expansions, 3 heavy duty bus replacements, and continued preventative maintenance. Project also includes a Howard County 5339 Discretionary grant to purchase two expansion buses.						
Justification: Small urban transit capital will enable locally operated transportation systems to operate such that local needs for services can be met. The small urban systems are important components of the regional transportation network.						

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria			Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total		
<input type="checkbox"/> A) Adds new individual projects to the current STIP	Current (000s)	Total	\$	-	\$	-	\$	3,767	\$	3,767
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change		Federal	\$	-	\$	-	\$	3,013	\$	3,013
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP		State/Local	\$	-	\$	-	\$	754	\$	754
<input type="checkbox"/> D) Other	Proposed (000s)	Total	\$	-	\$	-	\$	4,967	\$	4,967
		Federal	\$	-	\$	-	\$	3,973	\$	3,973
		State/Local	\$	-	\$	-	\$	994	\$	994
	Change (000s)	Total	\$	-	\$	-	\$	1,200	\$	1,200
		Federal	\$	-	\$	-	\$	960	\$	960
		State/Local	\$	-	\$	-	\$	240	\$	240

## 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
OTH	5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 160	\$ 40	\$ 160	\$ 40	\$ 200
OTH	5339 Formula	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,853	\$ 714	\$ 2,853	\$ 714	\$ 3,567
OTH	5339 Discretionary	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,013	\$ 754	\$ 3,013	\$ 754	\$ 3,767

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
OTH	5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 160	\$ 40	\$ 160	\$ 40	\$ 200
OTH	5339 Formula	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,853	\$ 714	\$ 2,853	\$ 714	\$ 3,567
OTH	5339 Discretionary	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 960	\$ 240	\$ 960	\$ 240	\$ 1,200
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,973	\$ 994	\$ 3,973	\$ 994	\$ 4,967

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
OTH	5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OTH	5339 Formula	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OTH	5339 Discretionary	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 960	\$ 240	\$ 960	\$ 240	\$ 1,200
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 960	\$ 240	\$ 960	\$ 240	\$ 1,200

## TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 3,973	Federal	\$ 800	Federal	\$ 4,773
State/Local	\$ -	State/Local	\$ 994	State/Local	\$ 400	State/Local	\$ 1,394
Total	\$ -	Total	\$ 4,967	Total	\$ 1,200	Total	\$ 6,167