



Maryland Department of Transportation
The Secretary's Office

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

Darrell B. Mobley
Acting Secretary

Leif A. Dormsjo
Acting Deputy Secretary

December 11, 2012

Mr. Gregory Murrill
Division Administrator
Attn: Mr. Kwame Arhin
Federal Highway Administration
10 South Howard Street
Suite 2450
Baltimore, MD 21201

Ms. Brigid Hynes-Cherin
Regional Administrator
Attn: Ms. Gail McFadden-Roberts
Federal Transit Administration
1760 Market Street, Suite 500
Philadelphia, PA 19103

RE: Amendment to the Fiscal Year (FY) 2013 Maryland Statewide Transportation Improvement Program (STIP) in the Baltimore Region to add two projects: Bus Hybrid Battery Replacement, and MARC Bayview Station.
MDOT Control #13-28 - A

Dear Mr. Murrill and Ms. Hynes-Cherin:

The Maryland Department of Transportation (MDOT) hereby amends the FY 2013 Maryland STIP to reflect the addition of three projects for federal funding in the 2012-2015 Baltimore Regional Transportation Board's (BRTB) Transportation Improvement Program (TIP) for Bus Hybrid Battery Replacement, and MARC Bayview Station project. Attached please find supporting documentation including the notification letters documenting the November 27, 2012, BRTB Resolutions approving the Amendment. The TIP category and funding amounts are shown below:

- Bus Hybrid Battery Replacement – adds this project into the 2012-2015 TIP by adding \$402,500 in Clean Fuels Discretionary Grant and \$101,000 matching funds for FY 2013, and
- MARC Bayview Station – adds this project into the 2012-2015 TIP by obligating \$743,000 in earmarked High Priority Funds and \$286,000 in matching funds for FY 2013.

These funds have been made available primarily due to increase in available 5307 funds and discretionary grants.

My telephone number is 410-865-1295
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

Mr. Gregory Murrill
Ms. Brigid Hynes-Cherin
Page Two

The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained. If you have any questions or need additional information, please do not hesitate to contact me at 410-865-1295, toll-free at 888-713-1414 or via email at mnixon@mdot.state.md.us. Thank you for your assistance.

Sincerely,



Michael W. Nixon, Manager
Office of Planning and Capital Programming

Attachment

cc: Ms. Holly Arnold, Grants Administrator, Capital Programming, MTA
Mr. Tyson Byrne, Regional Planner, Office of Planning and Capital Programming, MDOT
Ms. Lyn Erickson, Manager Federal Liaison, Office of Planning and Capital Programming,
MDOT
Mr. John Gasparine, Program Administrator, Office of Planning, MTA
Ms. Kellie Gaver, Deputy Director, Office of Planning, MTA
Ms. Heather Murphy, Deputy Director, Office of Planning and Capital
Programming, MDOT

2013 MARYLAND STATEWIDE TIP

MDOT STIP # 42-1301-65

SUMMARY TABLE

Project	Amendment Criteria (A/B/C/D)	Conformity Status	Environmental Status	Current Funding Level			Net Change		
				Federal	State	Total	Federal	State	Total
	A	Exempt		0.0	0.0	0.0	403.0	101.0	504.0
	Administration	Area/MPO	CTP Page (with year, ex. H-22 FY2010)						
Bus Hybrid Battery Replacement	MTA	BRTB	1436						
Description	The Maryland Transit Administration (MTA) has a fleet of ten 2006 model year New Flyer 40 foot Low-Floor, Hybrid-Electric Transit Buses that have been in service since July 2006. This project involves the replacement of the original Energy Storage System (ESS-1) rooftop batteries with upgraded ESS-2 batteries from the Original Equipment Manufacturer on these vehicles.								
Justification	The original batteries are nearing the end of their useful life. Over the course of the last six years, fuel economy on these buses has dropped from 4.3 MPG to 3.65 MPG. This decrease in fuel efficiency is directly related to the deteriorating condition of the Energy Storage System (ESS) rooftop batteries used to leverage hybrid-electric performance. This project will substantially improve fuel economy of these vehicles and reduce the risk of service interruptions.								

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
<input checked="" type="checkbox"/> A Adds new individual projects to the current STIP/TIP. <input 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/TIP. <input type="checkbox"/> D Other.	Current	Total	-	-	-	-	-	-	-
		Federal	-	-	-	-	-	-	-
		State	-	-	-	-	-	-	-
		Total	-	504	-	-	-	-	504
		Federal	-	403	-	-	-	-	403
		State	-	101	-	-	-	-	101
	Proposed	Total	-	504	-	-	-	-	504
		Federal	-	403	-	-	-	-	403
		State	-	101	-	-	-	-	101
		Total	-	504	-	-	-	-	504
		Federal	-	403	-	-	-	-	403
		State	-	101	-	-	-	-	101



PHASE DETAIL (All dollars are displayed in \$1,000's)

Current PHASE	FY2012		FY2013		FY2014		FY2015		FY2016		FY2017		TOTAL		
	Federal	State	Total												
PP													0	0	0
PE													0	0	0
ROW													0	0	0
CON													0	0	0
OTH													0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Source: Clean Fuels Fed%: 0% State%: 0%

Proposed PHASE	FY2012		FY2013		FY2014		FY2015		FY2016		FY2017		TOTAL		
	Federal	State	Total												
PP													0	0	0
PE													0	0	0
ROW													0	0	0
CON													0	0	0
OTH			403	101									403	101	504
TOTAL	0	0	403	101	0	0	0	0	0	0	0	0	403	101	504

Source: Clean Fuels Fed%: 80% State%: 20%

Change PHASE	FY2012		FY2013		FY2014		FY2015		FY2016		FY2017		TOTAL		
	Federal	State	Total												
PP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CON	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
OTH	-	-	403	101	-	-	-	-	-	-	-	-	403	101	504
TOTAL	-	-	403	101	-	-	-	-	-	-	-	-	403	101	504

Source: Clean Fuels Fed%: 80% State%: 20%

2013 MARYLAND STATEWIDE TIP

MDOT STIP # 72-1202-56

SUMMARY TABLE

Project	Amendment Criteria (A/B/C/D)	Conformity Status	Environmental Status	Current Funding Level			Net Change		
				Federal	State	Total	Federal	State	Total
	A	Not-exempt		0.0	0.0	0.0	743.0	186.0	929.0
	Administration	Area/MPO	CTP Page (with year, ex. H-22 FY2010)						
MARC Bayview Station	MTA	BRTB	1292						
Description	Design a new MARC Station at the Johns Hopkins Bayview Medical Center. The new station is to be fully accessible, with high-level platforms, station amenities and security, to be completed before the Red Line is constructed.								
Justification	A new MARC Station at the Bayview Medical Center will make a critical transit connection with one of the City's major employment centers, MTA's core bus network, and it will also create a future connection for the Baltimore Red Line.								

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Current	Funding Total	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total	
<input checked="" type="checkbox"/> A	Adds new individual projects to the current STIP/TIP.										
<input 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/TIP.			-	-	-	-	-	-	-	
<input type="checkbox"/> D	Other:			-	-	-	-	-	-	-	
		Proposed	Total	-	929	-	-	-	-	929	
			Federal	-	743	-	-	-	-	743	
			State	-	186	-	-	-	-	186	
		Net Change	Total	-	929	-	-	-	-	-	929
			Federal	-	743	-	-	-	-	-	743
			State	-	186	-	-	-	-	-	186

PHASE DETAIL (All dollars are displayed in \$1,000's)

Current PHASE	FY2012		FY2013		FY2014		FY2015		FY2016		FY2017		TOTAL		
	Federal	State	Total												
PP													0	0	0
PE													0	0	0
ROW													0	0	0
CON													0	0	0
OTH													0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Source: Sec 5307 Fed%: 0% State%: 0%

Proposed PHASE	FY2012		FY2013		FY2014		FY2015		FY2016		FY2017		TOTAL		
	Federal	State	Total												
PP													0	0	0
PE			743	186									743	186	929
ROW													0	0	0
CON													0	0	0
OTH													0	0	0
TOTAL	0	0	743	186	0	0	0	0	0	0	0	0	743	186	929

Source: Sec 5307 Fed%: 80% State%: 20%

Change PHASE	FY2012		FY2013		FY2014		FY2015		FY2016		FY2017		TOTAL		
	Federal	State	Total												
PP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PE	-	-	743	186	-	-	-	-	-	-	-	-	743	186	929
ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CON	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
OTH	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	-	-	743	186	-	-	-	-	-	-	-	-	743	186	929

Source: Sec 5307 Fed%: 80% State%: 20%

Baltimore Metropolitan Council



Offices @ McHenry Row
1500 Whetstone Way, Suite 300
Baltimore, MD 21230-4767

Telephone: (410) 732-0500
Fax: (410) 732-8248
www.baltometro.org

Anne Arundel County
Baltimore City
Baltimore County
Carroll County
Harford County
Howard County

November 30, 2012

Mr. Don Halligan
Office of Planning & Capital Programming
ATTN: TYSON BYRNE
Maryland Department of Transportation
7201 Corporate Center Drive
P.O. Box 548
Hanover, MD 21076

Dear Mr. Halligan:

Enclosed are Resolutions # 13-8, 13-9 and 13-10 amending the 2012 – 2015 Baltimore Region Transportation Improvement Program as approved by the BRTB on November 27, 2012. These resolutions are in support of amendments to the 2012 – 2015 TIP for the following projects:

- **Baltimore Red Line**
- **Bus Hybrid Battery Replacement**
- **MARC Bayview Station**

If you have any questions, please call me.

Sincerely,



Todd R. Lang, Director
Transportation Planning

Enclosures

cc: Ms. Holly Arnold, CH2M Hill Inc., MTA
Ms. Karen Blum, Capital Programming Analyst, MTA
Ms. Patricia Broden, Chief Grant Management, MTA
Mr. John Gasparine, STV Inc., MTA
Mr. Pat Keller, Deputy CAO of Statewide Service Development, MTA

**Summary of MTA Amendments to the 2012 – 2015 TIP
Approved by the BRTB on November 27, 2012**

Project Title	TIP Change Reason	Description	Conformity Status	Resolution Number
Baltimore Red Line	Re-introduce this project to the 2012 - 2015 TIP to allow for \$24.8 million in Preliminary Enginner Phase (FY 2013) and \$30.8 million in Preliminary Engineering Phase (FY 2014).	The Red Line will improve transit mobility in an east-west corridor of the Baltimore region from the Woodlawn area to Bayview Hospital. This project is intended to help address traffic congestion, provide better connectivity to existing transit service, support new and future transit-oriented economic development and revitalization efforts, and help address regional air quality issues.	Not-exempt	13-8
Bus Hybrid Battery Replacement	Add this project to the 2012 - 2015 TIP. MTA was awarded a Clean Fuels Discretionary Grant for \$403,000 to replace batteries in ten hybrid-electric buses.	The Maryland Transit Administration (MTA) has a fleet of ten 2006 model year New Flyer 40 foot Low-Floor, Hybrid-Electric Transit Buses that have been in service since July 2006. This project involves the replacement of the original Energy Storage System (ESS-1) rooftop batteries with upgraded ESS-2 batteries from the Original Equipment Manufacturer on these vehicles.	Exempt	13-9
MARC Bayview Station	Add this project to the 2012 – 2015 TIP to obligate High Priority discretionary funds that have been earmarked for this project.	Design a new MARC Station at the Johns Hopkins Bayview Medical Center. The new station is to be fully accessible, with high-level platforms, station amenities and security, to be completed before the Red Line is constructed. This project is coordinated with the Baltimore City sponsored Transit Oriented Development (TOD) study which includes parking for the Red Line Light Rail Station. The City is preparing the NEPA Document and parking layout to benefit access to a Bayview MARC Station pedestrian bridge. <i>*Note: In addition to the \$743,000 in Federal High Priority funds and the \$186,000 in matching state funds, the state will commit an additional \$1.6 million in non-federal funds, bringing the complete funding package for this project to approximately \$2.5 million.</i>	Not-Exempt	13-14

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #13-8**

**AMENDMENT TO THE 2012 – 2015 BALTIMORE REGION
TRANSPORTATION IMPROVEMENT PROGRAM**

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

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2012-2015 Transportation Improvement Program for the Baltimore region at its November 14, 2011 meeting, with federal approval on January 30, 2012; 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 the behalf of the Maryland Transit Administration has requested approval of an amendment (see Attachment 1) to the 2012-2015 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; 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 Moving Ahead for Progress in the 21st Century Act are met; and

WHEREAS, the Interagency Consultation Group has determined that while the Baltimore Red Line project is a non-exempt project, an additional analysis is not required to augment the project's initial conformity determination according to the Conformity Rule (40 CFR Parts 51 and 93). The amendment will not change the design

concept and scope or the timeframe of project completion indicated in the conforming long range transportation plan; and

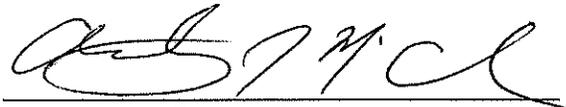
WHEREAS, the proposed Transportation Improvement Program amendment was subject to a publicized 30-day review from October 18, 2012 to November 16, 2012 with a public meeting on November 8, 2012 to allow for comments.

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 2012-2015 Transportation Improvement Program for the Baltimore region and finds it 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 November 27, 2012.

November 27, 2012

Date



Anthony McClune, Chairman
Baltimore Regional Transportation Board

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #13-9**

**AMENDMENT TO THE 2012 – 2015 BALTIMORE REGION
TRANSPORTATION IMPROVEMENT PROGRAM**

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

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2012-2015 Transportation Improvement Program for the Baltimore region at its November 14, 2011 meeting, with federal approval on January 30, 2012; 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 the behalf of the Maryland Transit Administration has requested approval of an amendment (see Attachment 1) to the 2012-2015 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; 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 Moving Ahead for Progress in the 21st Century Act are met; and

WHEREAS, the Interagency Consultation Group has determined that the Bus Hybrid Battery Replacement project is exempt from the requirement to determine conformity according to the Conformity Rule (40 CFR Parts 51 and 93); and

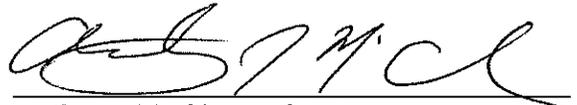
WHEREAS, the proposed Transportation Improvement Program amendment was subject to a publicized 30-day review from October 18, 2012 to November 16, 2012 with a public meeting on November 8, 2012 to allow for comments.

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 2012-2015 Transportation Improvement Program for the Baltimore region and finds it 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 November 27, 2012.

November 27, 2012

Date



Anthony McClune, Chairman
Baltimore Regional Transportation Board

MTA - Transit

Transit

Bus Hybrid Battery Replacement

TIP Id #	42-1301-65	Year of Operation	2013
Agency	MTA - Transit	Project Type	Rehabilitation
Project Category	Transit	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP/CTP Page#	1436		

Description	Justification
<p>The Maryland Transit Administration (MTA) has a fleet of ten 2006 model year New Flyer 40 foot Low-Floor, Hybrid-Electric Transit Buses that have been in service since July 2006. This project involves the replacement of the original Energy Storage System (ESS-1) rooftop batteries with upgraded ESS-2 batteries from the Original Equipment Manufacturer on these vehicles.</p> <p>Amendment: Request to add this project to the 2012 - 2015 TIP. MTA was awarded a Clean Fuels Discretionary Grant for \$403,000 to replace batteries in ten hybrid-electric buses.</p>	<p>The original batteries are nearing the end of their useful life. Over the course of the last six years, fuel economy on these buses has dropped from 4.3 MPG to 3.65 MPG. This decrease in fuel efficiency is directly related to the deteriorating condition of the Energy Storage System (ESS) rooftop batteries used to leverage hybrid-electric performance. This project will substantially improve fuel economy of these vehicles and reduce the risk of service interruptions.</p>

2012 - 2015 Transportation Improvement Program

MTA - Transit

Transit

Bus Hybrid Battery Replacement

Bus Hybrid Battery Replacement Replacement

Phase	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY 2012 Federal Funds	FY 2012 Matching Funds	FY 2013 Federal Funds	FY 2013 Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	Estimated Project Total
CON											\$ 0
OTH					\$ 403	\$ 101					\$ 504
PE											\$ 0
PP											\$ 0
ROW											\$ 0
Totals	\$ 0	\$ 0	\$ 0	\$ 0	\$ 403	\$ 101	\$ 0	\$ 0	\$ 0	\$ 0	\$ 504

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #13-14**

**AMENDMENT TO THE 2012 – 2015 BALTIMORE REGION
TRANSPORTATION IMPROVEMENT PROGRAM**

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

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2012-2015 Transportation Improvement Program for the Baltimore region at its November 14, 2011 meeting, with federal approval on January 30, 2012; 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 the behalf of the Maryland Transit Administration has requested approval of an amendment (see Attachment 1) to the 2012-2015 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; 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 Moving Ahead for Progress in the 21st Century Act are met; and

WHEREAS, the Interagency Consultation Group has determined that while the MARC Bayview Station project is a non-exempt project, an additional analysis is not required to augment the project's initial conformity determination according to the Conformity Rule (40 CFR Parts 51 and 93). The amendment will not change the design

concept and scope or the timeframe of project completion indicated in the conforming long range transportation plan; and

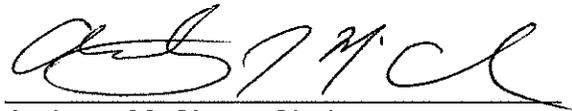
WHEREAS, the proposed Transportation Improvement Program amendment was subject to a publicized 30-day review from October 24, 2012 to November 23, 2012 with a public meeting on November 8, 2012 to allow for comments.

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 2012-2015 Transportation Improvement Program for the Baltimore region and finds it 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 November 27, 2012.

November 27, 2012

Date



Anthony McClune, Chairman
Baltimore Regional Transportation Board

Baltimore City

Commuter Rail

MARC Bayview Station

TIP Id #	72-1202-56	Year of Operation	2018
Agency	MTA – Commuter Rail	Project Type	New rail facilities
Project Category	Commuter Rail	Functional Class	NA
Conformity Status	Non-exempt	Physical Data	NA
CIP/CTP Page#	1292	Estimated Completed Project Cost	\$60 million

Description	Justification
<p>Design a new MARC Station at the Johns Hopkins Bayview Medical Center. The new station is to be fully accessible, with high-level platforms as well as station amenities and security, to be completed before the Red Line is constructed. This project is coordinated with the Baltimore City sponsored Transit Oriented Development (TOD) study which includes parking for the Red Line Light Rail Station. The City is preparing the NEPA Document and parking layout to benefit access to the Bayview MARC Station pedestrian bridge.</p> <p><i>*Note: In addition to the \$743,000 in Federal High Priority funds and the \$186,000 in matching state funds, the state will commit an additional \$1.6 million in non-federal funds, bringing the complete funding package for this project to approximately \$2.5 million.</i></p> <p>Amendment: Request to add this project to the 2012 – 2015 TIP to obligate High Priority discretionary funds that have been earmarked for this project.</p>	<p>A new MARC Station at the Bayview Medical Center will make a critical transit connection with one of the City’s major employment centers, MTA’s core bus network, and it will also create a future connection for the Baltimore Red Line.</p>

2012 - 2015 Transportation Improvement Program

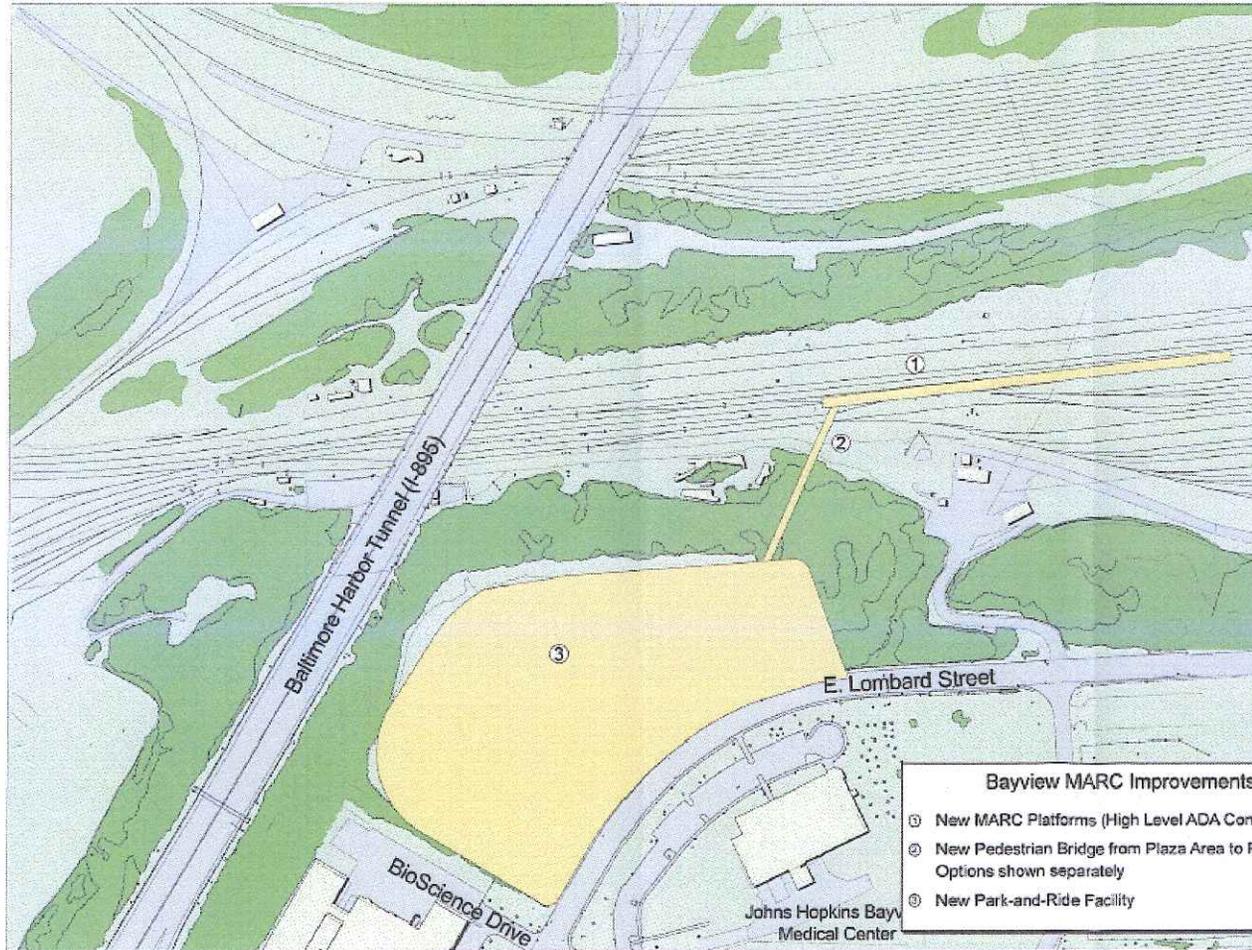
Baltimore City

Commuter Rail

MARC Bayview Station

SHA High Priority Funds (capital funding flexed from FHWA)

Phase	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY 2012 Federal Funds	FY 2012 Matching Funds	FY 2013 Federal Funds	FY 2013 Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	Estimated Project Total
CON											\$0
OTH											\$0
PE					\$743	\$186					\$929
PP											\$0
ROW											\$0
Totals	\$0	\$0	\$0	\$0	\$743	\$186	\$0	\$0	\$0	\$0	\$929



Scale: 1"=50'





U.S. Department
of Transportation
**Federal Transit
Administration**

REGION III
Delaware, District of
Columbia, Maryland,
Pennsylvania, Virginia,
West Virginia

1760 Market Street
Suite 500
Philadelphia, PA 19103-4124
215-656-7100
215-656-7260 (fax)

DEC 13 2012

Mr. Michael Nixon
Manager of Office of Planning and Capital Programming
Maryland Department of Transportation
7201 Corporate Center Drive
P.O. Box 548
Hanover, MD 21076

Re: Amendment to the FY 2013 Maryland Statewide Transportation Improvement Program,
MDOT Control #13-28

Dear Mr. Nixon:

In a letter dated December 5, 2012 the Maryland Department of Transportation (MDOT) requested approval of an amendment to the FY 2013 Statewide Transportation Improvement Program (STIP). This STIP amendment adds two transit projects to replace hybrid bus batteries and design the MARC Bayview station in Baltimore.

Since the advancement of these projects does not alter any conformity findings nor interfere with any State Implementation Plan projects, a joint Federal Transit Administration (FTA)/Federal Highway Administration (FHWA) approval of this STIP Amendment is not required. In accordance with your procedures to incorporate the MTIPs into the STIP by reference, these projects are part of an approved amendment to the approved FY 2013 STIP. The FTA hereby approves the inclusion of these projects as an amendment to the STIP. This approval does not constitute an obligation of federal funds. The FTA finalizes Federal funding for projects included in the STIP upon approval of a grant application.

Gail McFadden-Roberts, Community Planner, of my staff is available at (215) 656-7121 if you have questions concerning this approval.

Sincerely,

Vida Morkunas, Director
Office of Planning and Program Development

cc: Lyn Erickson, MDOT, Office of Planning & Capital Programming
Heather Murphy, MDOT, Office of Planning & Capital Programming
Tyson Byrne, MDOT, Office of Planning & Capital Programming
Holly Arnold, MTA, Office of Capital Programming
John Gasparine, MTA, Office of Planning
Kellie Gave, MTA, Office of Planning