
May 28, 2021

Mr. Gregory Murrill
Division Administrator
Attn: Dr. Kwame Arhin
Federal Highway Administration
Maryland Division
George H. Fallon Federal Building
31 Hopkins Plaza, Suite 1520
Baltimore MD 21201

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

Dear Mr. Murrill and Ms. Crews:

The Maryland Department of Transportation (MDOT) hereby amends the Fiscal Year (FY) 2019-2022 Maryland Statewide Transportation Improvement Program (STIP) to reflect funding for three new transit projects. These amendments were requested by the MDOT Maryland Transit Administration (MDOT MTA) for the FY 2021-2024 Baltimore Regional Transportation Board (BRTB) Transportation Improvement Program (TIP). The BRTB approved these amendments to the TIP on May 25, 2021, and MDOT has assigned Control #19-124 for these changes to the STIP. The approvals and supporting documentation are attached.

The first amendment reflects new 5339(b) federal funding and adds a new MDOT MTA “Buses and Bus Facilities Discretionary Grant” project to the TIP, totaling \$5.6 million in new investment in the Baltimore Region. The new funding will be used to replace diesel buses in Harford County with compressed natural gas buses, to purchase replacement transit vehicles and implement an automated bus stop announcement system in Howard County, and replace older vehicles in Carroll County. The federal funding of \$4.795 million will be matched with \$808,000 from MDOT MTA.

The second amendment reflects new Consolidated Rail Infrastructure and Safety Improvement (CRISI) federal funding and adds a new MDOT MTA “MARC Martin's Yard Power Switch” project to the TIP, totaling \$6.2 million in new investment in the Baltimore Region. This project will replace and upgrade a switch on the Northeast Corridor mainline with an automated control

Mr. Gregory Murrill
 Ms. Terry Garcia Crews
 Page Two

switch that can be integrated into Amtrak’s remote operation system. The federal funding of 3.1 million will be matched with \$3.1 million from MDOT MTA.

The third amendment reflects new State of Good Repair (SGR) Discretionary Grant Program federal funding and adds a new “MARC Martin's Storage Yard” project to the TIP, totaling \$13.0 million in new investment in the Baltimore Region. This funding will be used to construct two additional storage tracks at Martin's Yard to absorb displaced train sets from Penn Station in Baltimore. The federal funding of \$9.4 million will be matched with \$3.6 million from MDOT MTA.

Project Name	STIP #	TIP #	Funding Source	Net Federal Change (000)
Buses and Bus Facilities Discretionary Grant	40-2105-05	40-2105-05	5339(b)	808
MARC Martin's Yard Power Switch	70-2101-54	70-2101-54	Consolidated Rail Infrastructure and Safety Improvement (CRISI) Funding	3,100
MARC Martin's Storage Yard	70-2102-54	70-2102-54	State of Good Repair (SGR) Discretionary Grant Program	3,600

Mr. Gregory Murrill
Ms. Terry Garcia Crews
Page Three

The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained. Should you have additional questions or concerns, please contact Mr. Dan Janousek at 410-865-1098, toll free 888-713-1414 or via e-mail at djanousek@mdot.maryland.gov. Of course, please feel free to contact me directly.

Sincerely,

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

Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming

Attachment

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



May 26, 2021

Ms. Heather Murphy
Office of Planning & Capital Programming
Attn: Mr. Dan Janousek
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076-1415

Dear Ms. Murphy:

Enclosed are three amendments to the *2021-2024 Baltimore Region Transportation Improvement Program (TIP)* as approved by the Baltimore Regional Transportation Board (BRTB) on May 25, 2021. The documentation enclosed supports changes to the *2021-2024 TIP* for three MDOT Maryland Transit Administration projects:

- **Buses and Bus Facilities Discretionary Grant: 40-2105-05**
- **MARC Martin's Yard Power Switch: 70-2101-54**
- **MARC Martin's Yard Project: 70-2102-54**

The amendments were presented to the Technical Committee on May 4, 2021. In addition, the Interagency Consultation Group has determined that the projects are exempt from the requirement to determine conformity according to the Conformity Rule.

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

Pursuant to the prescribed TIP amendment process MOU signed in 2014, the BRTB approved Resolutions #21-28, #21-29, and #21-30 to support these changes to the *2021-2024 TIP*.



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

Sincerely,

Todd R. Lang, Director
Transportation Planning

Enclosures

cc: Ms. Lara Bachman, MDOT MTA
Ms. Jacqueline Djomo, MDOT MTA

Summary of 2021-2024 TIP Changes

Project Title	TIP Change Reason	Description	Type of Change
Buses and Bus Facilities Discretionary Grant: 40-2105-05	This amendment adds a new project to the FY 2021-2024 TIP. MDOT MTA was awarded a Section 5339 (b) Bus and Bus Facilities Discretionary Grant from the Federal Transit Administration totaling \$4.795 million. This funding will be used to replace diesel buses in Harford County with Compressed Natural Gas Buses, to purchase replacement transit vehicles and implement an automated bus stop announcement system in Howard County, and replace older vehicles in Carroll County. A total of \$5.603 million is added to the FY 2021-2024 TIP (\$4.795 million federal/\$808,000 matching)	The Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) will receive funding to assist in the financing of buses and bus facilities capital projects, including replacing, rehabilitating, purchasing or leasing buses or related equipment, and rehabilitating, purchasing, constructing or leasing bus-related facilities. Conformity Status: Exempt	Amendment



Summary of 2021-2024 TIP Changes

<p>MARC Martin's Yard Power Switch: 70-2101-54</p>	<p>This amendment adds a new project to the FY 2021-2024 TIP. MDOT MTA was awarded a Consolidated Rail Infrastructure and Safety Improvement (CRISI) Discretionary Grant from the Federal Transit Administration totaling \$3.1 million. This funding will be used to replace and upgrade a switch on the Northeast Corridor mainline with an automated control switch that can be integrated into Amtrak's remote operation system. A total of \$6.2 million is added to the FY 2021-2024 TIP for Planning and Construction (\$3.1 million federal/\$3.1 matching).</p>	<p>The Martin's Yard Northeast Corridor (NEC) Switch Modernization Project will replace and upgrade an old, manually-thrown switch on the NEC mainline with an automated control switch that can be integrated into Amtrak's remote operation system.</p> <p>Conformity Status: Exempt</p>	<p>Amendment</p>
<p>MARC Martin's Storage Yard Project: 70-2102-54</p>	<p>This amendment adds a new project to the FY 2021-2024 TIP. MDOT MTA was awarded a State of Good Repair discretionary grant from the Federal Transit Administration totaling \$9.4 million. This funding will be used to construct two additional storage tracks at Martin's Yard to absorb displaced train sets from Penn Station in Baltimore. A total of \$13.0 million is added to the FY 2021-2024 TIP for Planning and Construction (\$9.4 million federal/\$3.6 million matching).</p>	<p>This project will construct two additional storage tracks at Martin's Yard to absorb train sets displaced from Baltimore Penn Station. This will allow state-of-good repair work and additional capacity at the Baltimore station.</p> <p>Conformity Status: Exempt</p>	<p>Amendment</p>

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #21-28**

**AMENDMENT TO THE 2021 – 2024 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, Howard, and Queen Anne’s as well as representatives of the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, the Maryland Transit Administration, and Annapolis Transit; and

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2021-2024 Transportation Improvement Program for the Baltimore region at its August 25, 2020 meeting, with federal approval on October 19, 2020; and

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

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

WHEREAS, the Maryland Department of Transportation on behalf of the Maryland Transit Administration (MDOT MTA) has requested approval of an amendment to the 2021-2024 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, MDOT MTA is requesting to add a project to the 2021-2024 TIP utilizing a Section 5339(b) Buses and Bus Facilities discretionary grant. Grant funding will be used to assist in the financing of buses and bus facilities capital projects (see attachment); 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 Fixing America’s Surface Transportation Act are met; and

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

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

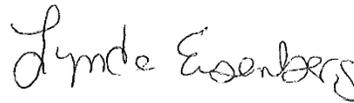
***WHEREAS**, the proposed Transportation Improvement Program amendment was presented to the Technical Committee on May 4, 2021.*

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 2021-2024 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 May 25, 2021.

5-25-21

Date



Lynda Eisenberg, Chair
Baltimore Regional Transportation Board

Buses and Bus Facilities Discretionary Grant

TIP ID	40-2105-05	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 or CTP ID(s)		Est. Total Cost	\$5,603,000

Description:

The Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) will receive funding to assist in the financing of buses and bus facilities capital projects, including replacing, rehabilitating, purchasing or leasing buses or related equipment, and rehabilitating, purchasing, constructing or leasing bus-related facilities.

Justification:

The Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) will use this funding to help improve the safety and reliability of transit bus service nationwide as the economy returns. This funding is necessary to maintain a state of good repair.

Amendment: This amendment adds a new project to the FY 2021-2024 TIP. MDOT MTA was awarded a Section 5339 (b) Buses and Bus Facilities Discretionary Grant from the Federal Transit Administration totaling \$4.795 million. This funding will be used to replace diesel buses in Harford County with Compressed Natural Gas Buses, to purchase replacement transit vehicles and implement an automated bus stop announcement system in Howard County, and replace older vehicles in Carroll County. A total of \$5.603 million is added to the FY 2021-2024 TIP (\$4.795 million federal/\$808,000 matching)

Connection to Long-Range Transportation Planning Goals:

- 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
- 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.





Buses and Bus Facilities Discretionary Grant

(Funding in Thousands)

Section 5339(b) (Bus and Bus Facilities Discretionary Grant) - New

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$4,795	\$808	\$0	\$0	\$0	\$0	\$0	\$0	\$5,603
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$4,795	\$808	\$0	\$0	\$0	\$0	\$0	\$0	\$5,603
Total	\$4,795	\$808	\$0	\$0	\$0	\$0	\$0	\$0	\$5,603



Larry Hogan
Governor
Boyd K. Rutherford
Lt. Governor
Pete K. Rahn
Secretary
Kevin B. Quinn, Jr.
Administrator

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

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

FROM: MS. KATE SYLVESTER, DIRECTOR *KS*
MDOT MTA OFFICE OF PLANNING AND CAPITAL PROGRAMMING

DATE: March 16, 2021

SUBJECT: Amendment to the FY 2021-2024 BMC/BRTB TIP

MDOT MTA is requesting an Amendment to the FY 2021-2024 BMC/BRTB TIP. MDOT MTA was awarded three Section 5339(b) Bus and Bus Facilities discretionary grants from the Federal Transit Administration totaling \$4.795M. The funding will be used to assist in the financing of buses and bus facilities capital projects.

The Maryland Department of Transportation (MDOT) on behalf of Harford County will receive \$3.44M of funding with a \$500K local match to replace diesel buses with compressed natural gas (CNG) buses that have exceeded their useful life.

The Maryland Department of Transportation (MDOT) on behalf of Howard County will receive \$1.24M of funding with a \$279K funding to purchase replacement transit vehicles and implement an automated bus stop announcement system on its fixed route fleet.

The Maryland Department of Transportation (MDOT) on behalf of Carroll County will receive \$118K of funding with a \$30K local match to purchase vehicles to replace older vehicles that have exceeded their useful life.

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

After your review, please process the requested Amendment for inclusion in the FY 2021-2024 BMC/BRTB TIP. If you have any questions, please do not hesitate to contact Ms. Lara Bachman, MDOT MTA Office of Planning and Capital Programming, at 410-767-3135 or via email at lbachman@mdot.maryland.gov.

cc: Mr. Ian Beam, Regional Planner, Office of Planning & Capital Programming, MDOT
Mr. Dan Janousek, Regional Planner, Office of Planning & Capital Programming, MDOT

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #21-29**

**AMENDMENT TO THE 2021 – 2024 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, Howard, and Queen Anne’s as well as representatives of the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, the Maryland Transit Administration, and Annapolis Transit; and

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2021-2024 Transportation Improvement Program for the Baltimore region at its August 25, 2020 meeting, with federal approval on October 19, 2020; and

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

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

WHEREAS, the Maryland Department of Transportation on behalf of the Maryland Transit Administration (MDOT MTA) has requested approval of an amendment to the 2021-2024 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, MDOT MTA is requesting to add a project to the 2021-2024 TIP utilizing a Consolidated Rail Infrastructure and Safety Improvement (CRISI) discretionary grant. Grant funding will be used to replace and upgrade an old, manually-operated switch on the Northeast Corridor (NEC) mainline with an automated control switch. (see attachment); 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 Fixing America’s Surface Transportation Act are met; and

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

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

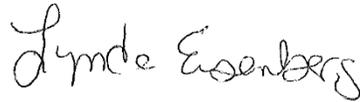
WHEREAS, the proposed Transportation Improvement Program amendment was presented to the Technical Committee on May 4, 2021.

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 2021-2024 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 May 25, 2021.

5-25-21

Date



Lynda Eisenberg, Chair
Baltimore Regional Transportation Board

MARC Martin's Yard Power Switch

TIP ID	70-2101-54	Year of Operation	Ongoing
Agency	MTA - Commuter Rail	Project Type	Preservation and improvements
Project Category	Commuter Rail Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	1738	Est. Total Cost	\$6,200,000

Description:

The Martin's Yard Northeast Corridor (NEC) Switch Modernization Project will replace and upgrade an old, manually-thrown switch on the NEC mainline with an automated control switch that can be integrated into Amtrak's remote operation system.

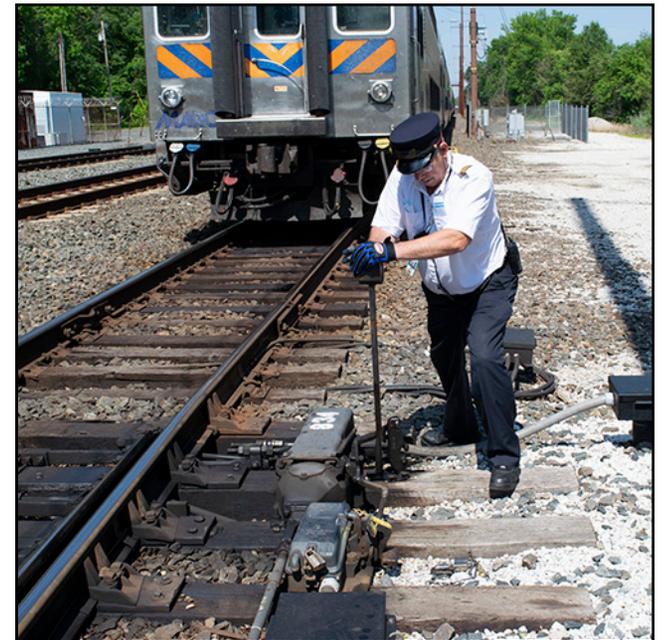
Justification:

The switch replacement will improve crew safety, improve reliability, and support increased train movements in and out of Martin's Yard as a result of an expanded Martin's Yard facility which will be constructed to absorb MARC train sets displaced from Penn Station in the wake of improvements made by Amtrak.

Amendment: This amendment adds a new project to the FY 2021-2024 TIP. MDOT MTA was awarded a Consolidated Rail Infrastructure and Safety Improvement (CRISI) Discretionary Grant from the Federal Transit Administration totaling \$3.1 million. This funding will be used to replace and upgrade a switch on the Northeast Corridor mainline with an automated control switch that can be integrated into Amtrak's remote operation system. A total of \$6.2 million is added to the FY 2021-2024 TIP for Planning and Construction (\$3.1 million federal/\$3.1 matching).

Connection to Long-Range Transportation Planning Goals:

- 1.B Improve System Safety -- Apply safety-related management and operations techniques.
- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.





MARC Martin's Yard Power Switch

(Funding in Thousands)

Consolidated Rail Infrastructure and Safety Improvement Discretionary Grant - New

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$2,945	\$2,945	\$0	\$0	\$0	\$0	\$0	\$0	\$5,890
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$155	\$155	\$0	\$0	\$0	\$0	\$0	\$0	\$310
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$3,100	\$3,100	\$0	\$0	\$0	\$0	\$0	\$0	\$6,200
Total	\$3,100	\$3,100	\$0	\$0	\$0	\$0	\$0	\$0	\$6,200



Larry Hogan
Governor
Boyd K. Rutherford
Lt. Governor
Pete K. Rahn
Secretary
Kevin B. Quinn, Jr.
Administrator

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

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

FROM: MS. KATE SYLVESTER, DIRECTOR *KS*
MDOT MTA OFFICE OF PLANNING AND CAPITAL PROGRAMMING

DATE: April 8, 2021

SUBJECT: Amendment to the FY 2021-2024 BMC/BRTB TIP

MDOT MTA is requesting an Amendment to the FY 2021-2024 BMC/BRTB TIP. MDOT MTA was awarded a CRISI (Consolidated Rail Infrastructure and Safety Improvement) discretionary grant from the Federal Transit Administration totaling \$6.2M. This funding will be used to replace and upgrade a switch on the NEC mainline with an automated control switch that can be integrated into Amtrak's remote operation system.

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

After your review, please process the requested Amendment for inclusion in the FY 2021-2024 BMC/BRTB TIP. If you have any questions, please do not hesitate to contact Ms. Lara Bachman, MDOT MTA Office of Planning and Capital Programming, at 410-767-3135 or via email at lbachman@mdot.maryland.gov.

cc: Mr. Ian Beam, Regional Planner, Office of Planning & Capital Programming, MDOT
Mr. Dan Janousek, Regional Planner, Office of Planning & Capital Programming, MDOT

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #21-30**

**AMENDMENT TO THE 2021 – 2024 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, Howard, and Queen Anne’s as well as representatives of the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, the Maryland Transit Administration, and Annapolis Transit; and

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2021-2024 Transportation Improvement Program for the Baltimore region at its August 25, 2020 meeting, with federal approval on October 19, 2020; and

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

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

WHEREAS, the Maryland Department of Transportation on behalf of the Maryland Transit Administration (MDOT MTA) has requested approval of an amendment to the 2021-2024 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, MDOT MTA is requesting to add a project to the 2021-2024 TIP utilizing a State of Good Repairs discretionary grant. Grant funding will be used to construct two additional storage tracks at Martin's Yard to absorb train sets displaced from Baltimore Penn Station. (see attachment); 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 Fixing America’s Surface Transportation Act are met; and

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

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

WHEREAS, the proposed Transportation Improvement Program amendment was presented to the Technical Committee on May 4, 2021.

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 2021-2024 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 May 25, 2021.

5-25-21

Date



Lynda Eisenberg, Chair
Baltimore Regional Transportation Board

MARC Martin's Storage Yard

TIP ID	70-2102-54	Year of Operation	Ongoing
Agency	MTA - Commuter Rail	Project Type	Preservation and improvements
Project Category	Commuter Rail Preservation	Functional Class	NA
Conformity Status CIP or CTP ID(s)	Exempt 1217	Physical Data	NA
		Est. Total Cost	\$13,000,000

Description:

This project will construct two additional storage tracks at Martin's Yard to absorb train sets displaced from Baltimore Penn Station. This will allow state-of-good repair work and additional capacity at the Baltimore station.

Justification:

This project will result in reduced storage and layover operating fees, increase the flexibility and fluidity of revenue rail service through Penn Station, and support passenger rail traffic adjustments due to construction of the Baltimore & Potomac Tunnel's replacement.

Amendment: This amendment adds a new project to the FY 2021-2024 TIP. MDOT MTA was awarded a State of Good Repair discretionary grant from the Federal Transit Administration totaling \$9.4 million. This funding will be used to construct two additional storage tracks at Martin's Yard to absorb displaced train sets from Penn Station in Baltimore. A total of \$13.0 million is added to the FY 2021-2024 TIP for Planning and Construction (\$9.4 million federal/\$3.6 million matching).

Connection to Long-Range Transportation Planning Goals:

- 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.





MARC Martin's Storage Yard

(Funding in Thousands)

State of Good Repair Discretionary Grant Program - New

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$7,750	\$2,968	\$0	\$0	\$0	\$0	\$0	\$0	\$10,718
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$1,650	\$632	\$0	\$0	\$0	\$0	\$0	\$0	\$2,282
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$9,400	\$3,600	\$0	\$0	\$0	\$0	\$0	\$0	\$13,000
Total	\$9,400	\$3,600	\$0	\$0	\$0	\$0	\$0	\$0	\$13,000



Larry Hogan
Governor
Boyd K. Rutherford
Lt. Governor
Pete K. Rahn
Secretary
Kevin B. Quinn, Jr.
Administrator

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

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

FROM: MS. KATE SYLVESTER, DIRECTOR *KS*
MDOT MTA OFFICE OF PLANNING AND CAPITAL PROGRAMMING

DATE: April 8, 2021

SUBJECT: Amendment to the FY 2021-2024 BMC/BRTB TIP

MDOT MTA is requesting an Amendment to the FY 2021-2024 BMC/BRTB TIP. MDOT MTA was awarded an FY20 FRA State of Good Repairs discretionary grant from the Federal Transit Administration totaling \$13M. This funding will be used to construct two additional storage tracks at Martin's Yard to absorb train sets displaced from Baltimore Penn Station.

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

After your review, please process the requested Amendment for inclusion in the FY 2021-2024 BMC/BRTB TIP. If you have any questions, please do not hesitate to contact Ms. Lara Bachman, MDOT MTA Office of Planning and Capital Programming, at 410-767-3135 or via email at lbachman@mdot.maryland.gov.

cc: Mr. Ian Beam, Regional Planner, Office of Planning & Capital Programming, MDOT
Mr. Dan Janousek, Regional Planner, Office of Planning & Capital Programming, MDOT

