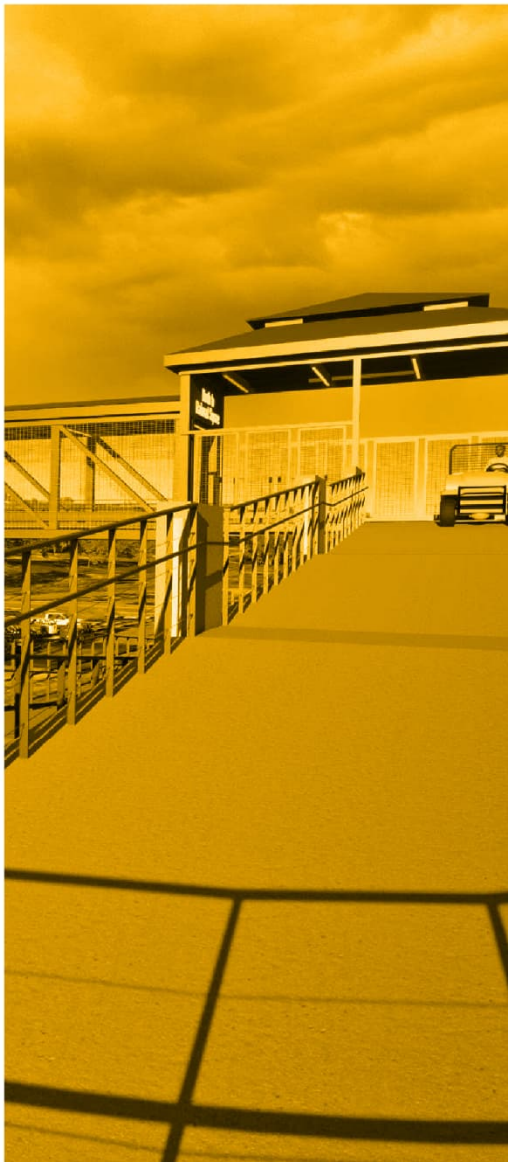
MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION

Brunswick & Rockville Improvements

2026 FRA Federal-State Partnership Grant Program



FEBRUARY 2026

Table of Contents

List of Figures

List of Tables

1. Cover Page

Project Title	Brunswick-Rockville Improvements
Lead Applicant Name	Maryland Transit Administration (MTA)
Joint Applicant Name(s)	City of Rockville, MD
Amount of FSP Program funding requested under this NOFO	$12,640,000
Amount of proposed non-Federal share	$3,160,000
Source(s) of proposed non-Federal share	MTA, City of Rockville
Amount of other Federal funding, if applicable	$0
Source (s) of other Federal funding, if applicable	N/A
Total Project Cost	$15,800,000
Capital Cost Estimate	$224,500,000
All costs and the value of any resources needed to complete the Project Development, Final Design, and Construction stages of a capital project.	$15,800,000
Total cost by Lifecycle Stage(s) for which funding is requested under this NOFO (list each Lifecycle Stage and cost separately)	Project Development (30% Design): $15,800,000
Is right of way acquisition (ROW) part of this funding request? (Please provide funding request associated with ROW)	No

City(ies), State(s) where the project is located	City of Rockville, MD and Brunswick, MD
Congressional District(s) where the project is located	6th and 8th Congressional District of Maryland
Geospatial data for project location(s) in decimal degrees (with at least five decimal places of precision). If a track segment or corridor, provide start and end point data.	Rockville Station platform and tracks: 39.08442° N, -77.14606° W Rockville Station pedestrian bridge: 39.08421° N, -77.14742° W Rockville Station building improvements: 39.08404° N, -77.14545° W Brunswick Station pedestrian bridge access, platform, and tracks: 39.31209° N, -77.62777° W
Current Lifecycle Stage of project at time of application	Component 1 - Rockville New Westbound Platform and Trackwork • Current: Project Planning Component 2 - Rockville Station Accessibility (Pedestrian Bridge) • Current: Project Planning Component 3 - Rockville Station Building and Site Improvements to Support Transit-Oriented Development (TOD) • Current: Project Planning Component 4 - Brunswick Station Track Reconfiguration and Related Improvements • Current: Project Planning
Anticipated completion date of current Lifecycle Stage	Component 1 - Rockville New Westbound Platform and Trackwork • Anticipated Completion of Current Lifecycle Stage: 2025 Component 2 - Rockville Station Accessibility (Pedestrian Bridge) • Anticipated Completion of Current Lifecycle Stage: 2025 Component 3 - Rockville Station Building Improvements and Site Improvements to Support Transit-Oriented Development (TOD) • Anticipated Completion of Current Lifecycle Stage: 2025 Component 4 - Brunswick Station Track Reconfiguration and Related Improvements • Anticipated Completion of Current Lifecycle Stage: 2025

Application Track and Lifecyle Stage proposed to be funded by this NOFO	Component 1 - Rockville New Westbound Platform and Trackwork • Proposed: Project Development (Preliminary Engineering to 30% Design) Component 2 - Rockville Station Accessibility (Pedestrian Bridge) • Proposed: Project Development (Preliminary Engineering to 30% Design) Component 3 - Rockville Station Building Improvements and Site Improvements to Support Transit-Oriented Development (TOD) • Proposed: Project Development (Preliminary Engineering to 30% Design) Component 4 - Brunswick Station Track Reconfiguration and Related Improvements Proposed: Project Development (Preliminary Engineering to 30% Design)
Existing Intercity Passenger Rail service(s) on routes not more than 750 miles benefiting from the project	N/A
If applicable, existing Long-Distance service(s) (routes greater than 750 miles) benefiting from the project	Amtrak Floridian Route
If applicable, existing Commuter Rail service(s) benefitting from the project	MARC Brunswick Line
If applicable, what Corridor as identified in FY 2022 CID Selections is benefitting from the project	N/A
Host Railroad/infrastructure owner(s) of project assets and property	Washington Metropolitan Transit Authority (WMATA) – Owner of Rockville Station pedestrian bridge, platforms (including those serving Amtrak and MARC), the station building, and adjacent station area (including surface lots, interior drive aisles, and bus loop) CSX Transportation – owner of railroad tracks City of Brunswick – owner of Brunswick Station MTA—owner of Rockville Amtrak/MARC Station

Other impacted Railroad(s)	None
Tenant Railroad(s), if applicable	Maryland Area Regional Commuter (MARC), Amtrak
If applicable, is a 49 U.S.C. 22905-compliant Railroad Agreement in place or pending?	Pending, prior to construction activity
LOI/PFA requested?	No
If LOI requested for Projects in Project Development, provide amount of future request of Final Design/Construction request.	N/A
If PFA requested for Final Design and Construction:	N/A
(a) Provide amount of request under this NOFO for initial obligation.	N/A
(b) Provide amount of request under this NOFO for contingent commitment (equal to the remaining amount of the project cost).	N/A

2. Project Summary

The Brunswick-Rockville Improvements Project (the Project) includes preliminary engineering to 30 percent design for components that will improve the accessibility and reliability of Amtrak's *Floridian* (formerly *Capitol Limited*) long-distance, intercity route. Rockville Station, an MTA MARC commuter rail station that hosts Amtrak (and is co-located with Washington Metropolitan Transit Authority's (WMATA) Metrorail Red Line), is one of only two Maryland stops on Amtrak's *Floridian*, where Amtrak's passengers will directly benefit from improved accessibility and connectivity. The associated track improvements at Rockville and at MARC's Brunswick station will improve Amtrak's *Floridian*'s reliability on a busy freight and passenger rail corridor.

The Project includes the following components, identified by their categorization as either a Rockville Station Improvement (pertaining to Amtrak's Rockville station, which is also along the MARC Brunswick Line) or Brunswick Station Improvement (pertaining to the vicinity of the Maryland Area Rail Commuter's (MARC) Brunswick station):

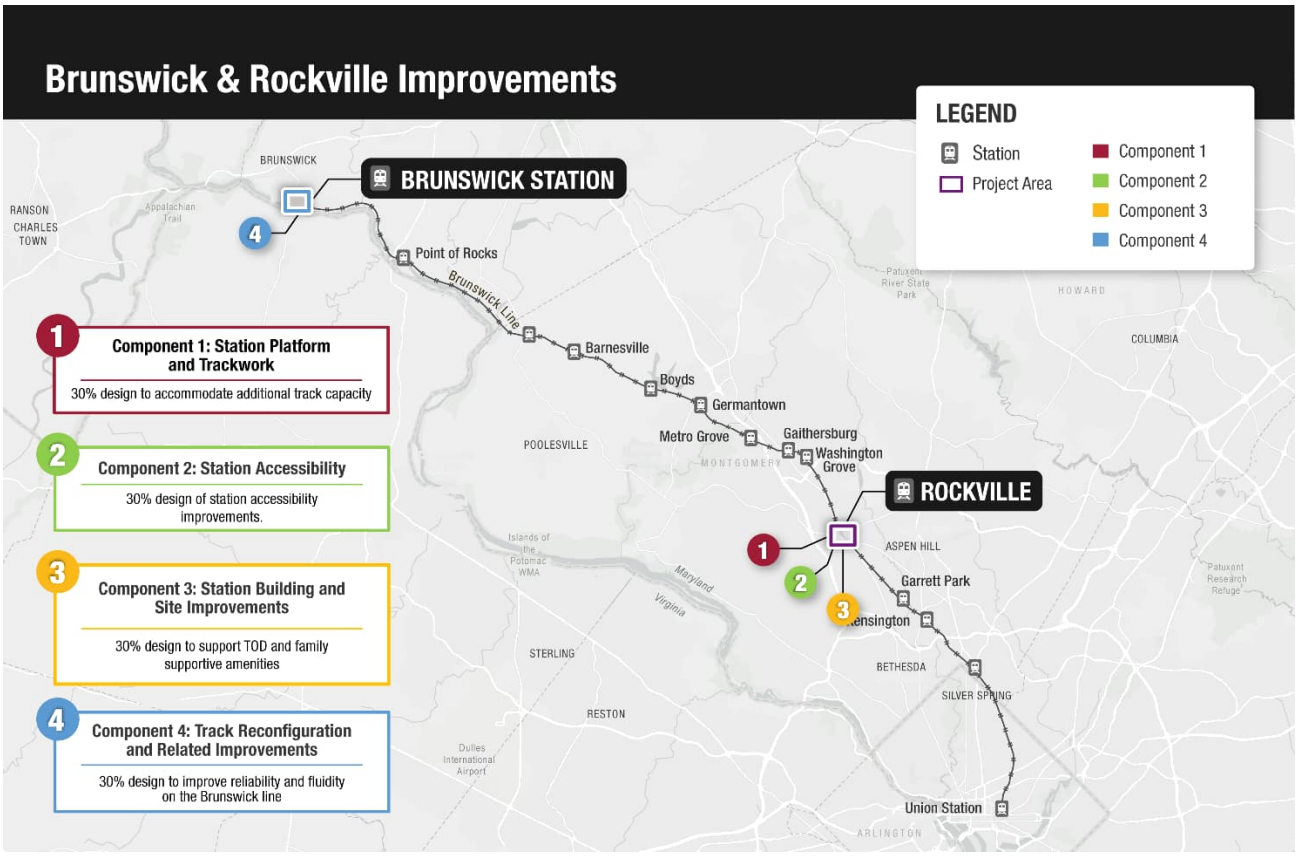
Rockville Station Improvements

- Component 1 - Station Platform and Trackwork: 30 percent design of a new westbound platform and track changes to accommodate plans for additional track capacity on the Brunswick Line;
- Component 2 - Station Accessibility: 30 percent design of station accessibility improvements include an improved pedestrian bridge replacement that travels above the WMATA Metrorail and Amtrak/MARC/CSX Transportation (CSXT) tracks and provides direct access to the station platforms;
- Component 3 - Station Building and Site Improvements to Support Transit-Oriented Development (TOD): 30 percent design of station amenities, including family-supportive elements such as baby changing stations and other improvements within the existing station building. This also includes site improvements to the station area in line with current TOD planning underway with the City of Rockville, Montgomery County, Maryland Department of Transportation (MDOT), and rail partners;

Brunswick Station Track Reconfiguration and Related Improvements

- Component 4 - Track Reconfiguration and Related Improvements: 30 percent design of a new center island platform, new tracks to improve reliability and fluidity on the Brunswick Line, and vertical connections to a separately-designed, new grade-separated pedestrian bridge that provides access to the newly designed platform.

The Project will address several challenges of current conditions, including: (1) limitations on relieving congestion on shared intercity passenger rail/freight/commuter rail with the availability of only two railroad tracks on CSXT right-of-way between Martinsburg, WV, and Washington, DC; (2) improving accessibility and safe movement for pedestrians and bicyclists, while maintaining safe separation from rail traffic; (3) providing transit infrastructure that will support the economic growth potential of land adjacent to passenger rail stations; and (4) restoring MTA assets shared with intercity passenger rail to a state of good repair.



3. Grant Funds, Sources, and Uses of Project Funds

MTA is requesting $12,640,000 to complete the $15,800,000 Project that will include preliminary engineering (PE) efforts to achieve 30 percent design for the Station Platform and Trackwork (Component 1) improvements at Rockville Station; the Station Accessibility at Rockville Station (Component 2); Station Building and Site Improvements to Support TOD (Component 3) at Rockville Station; and Track Reconfiguration and Related Improvements (Component 4) improvements at Brunswick Station. As shown in the table below, MTA and the City of Rockville will combine to contribute $3,160,000 of the total costs associated with the project. Each task and component will be funded by a 20 percent non-Federal share and 80 percent FSP program funding share.

Table 1: Project Funding Overview

Task Name and Lifecycle Stage	Cost	Percentage of Total Cost	Source of Funds and Citation
Project Development (30% Design)	$15,800,000	100%	FSP-National; Non-Federal Matching Funds
Component 1 - Rockville Station Platform and Trackwork	$13,300,000	84.2%	
Component 2 - Rockville Station Accessibility (Pedestrian Bridge)	$700,000	4.4%	
Component 3 - Rockville Station Building and Site Improvements to Support Transit-Oriented Development (TOD) (30% Design)	$800,000	5.1%	
Component 4 - Brunswick Station Track Reconfiguration and Related Improvements	$1,000,000	6.3%	
Total Project Cost	$15,800,000	100%	
Federal FSP funding requested in this application	$12,640,000	80%	
Non-Federal Funding	Cash: NA In-Kind: NA		
Non-Federal Funding (State)	Cash: $3,020,000 In-Kind:	19%	
Non-Federal Funding (Private Sector)	Cash: NA In-Kind: NA		
Non-Federal Funding (Local)	Cash: $140,000 In-Kind:	1%	
Other Federal funding committed and pending (e.g., Federal Transit Administration, congressionally directed/earmark, other FRA grant program funds—including previous FSP Program grants, etc.) Note: If there are multiple sources of other Federal funding, please break funding down by each source.[10]	Committed Amount: NA Pending Amount: NA		
Other Non-Federal Funding	NA		

4. Applicant Eligibility Criteria

MTA meets FRA's eligibility criteria for the FSP program outlined in the Notice of Funding Opportunity (NOFO). MTA is a state transit agency, and MTA is a division of the Maryland Department of Transportation (MDOT), which is a public agency established by the State of Maryland.

The City of Rockville is an incorporated city within Montgomery County, which is a political subdivision of the State of Maryland. The Washington Metropolitan Area Transit Authority (WMATA) is a public agency established by an interstate compact between the Commonwealth of Virginia, the State of Maryland, and the District of Columbia.

5. Project Eligibility Criteria

The Project meets FRA's project eligibility requirements for the FSP Program as it is a capital project that will be necessary to address both improving intercity passenger rail service performance and safety challenges impacting rail service and is a project that will enhance multimodal connections. This Project is eligible based on the following criteria as listed below.

The Project will replace infrastructure used for intercity passenger rail service, bringing assets to a state of good repair: An existing pedestrian bridge crosses MD 355 (Rockville Pike) and links Rockville Town Center with the Rockville Metrorail station. The bridge connects to the upper level of the Rockville Metrorail station and requires two vertical movements to access the Amtrak/MARC station platforms. WMATA completed structural, safety-related repairs on the bridge in 2021, extending the bridge's usefulness by another ten years. However, since the end of the bridge's useful life will be in 2031, full replacement will be needed. With the Project, this bridge replacement would be designed and include new features to eliminate one of the vertical movements to reduce passenger travel times, instead providing an overpass spanning existing Amtrak/MARC/CSXT and Metrorail tracks and providing direct access to both the Metrorail and Amtrak/MARC station platforms. The new bridge would preserve and improve upon the grade-separated crossing that exists today and, by renewing its design life, obviate a need for the bridge's expected full replacement in ten years.

The Project will improve intercity passenger rail service performance: The Project proposes new platforms and additional tracks at Brunswick Station and Rockville Station that will expand capacity along the Brunswick Line, which presently shares two main line tracks within CSXT right-of-way between CSXT (freight service), Amtrak (intercity passenger rail service), and MARC (commuter rail service). Further, this corridor serves Amtrak's long-distance *Floridian* route, which had an on-time performance rate of 36 percent in 2024 (the second worst of Amtrak's long-distance routes). A contributing factor is that *Floridian* route trains currently follow MARC trains, particularly in the westbound direction. Westbound Amtrak trains depart Rockville Station at 4:21 PM each day, following MARC train 891, which departs Rockville Station at 4:10 PM each weekday), which can slow *Floridian* route train speeds and create delays. The Project would advance plans for a new westbound platform and related tracks at Rockville Station (Component 1) and a center island platform and related tracks at Brunswick Station (Component 4) that would enable additional track capacity along the Brunswick Line. This improvement would allow Amtrak service to bypass MARC commuter trains stopped at Brunswick Station and Rockville Station, supporting improvements to on-time performance for the *Floridian* route.

Planning Documentation: State and regional long-range planning publications highlight several goals and initiatives that are consistent with the Project, including:

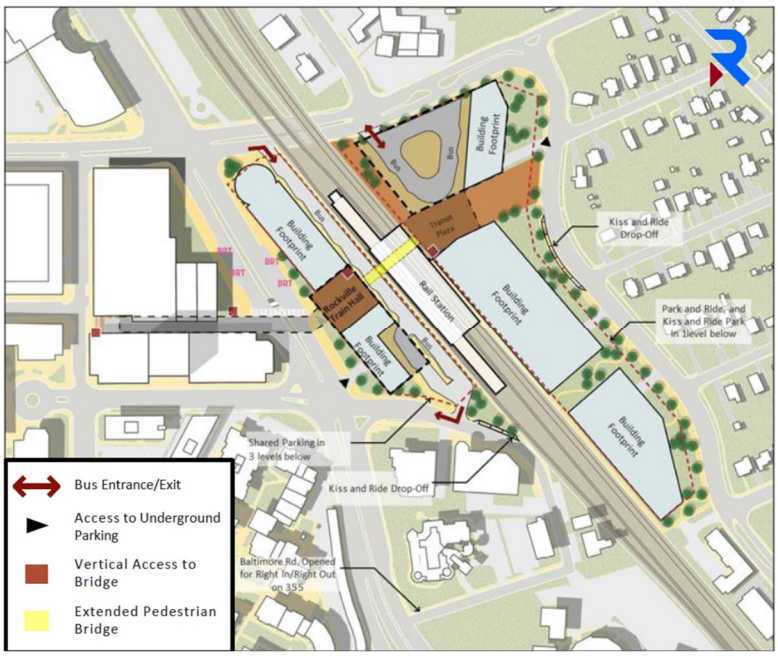
- The 2022 Maryland State Rail Plan, which identifies MTA initiatives that will improve safety, efficiency, and reliable service. MTA initiatives to achieve this include generally improving MARC station access and the need to eliminate at-grade pedestrian track crossings along the Brunswick Line, which are relevant to the Station Accessibility (Component 2) improvements at Rockville Station and the Track Reconfiguration and Related Improvements (Component 4) improvements at Brunswick Station. New MARC service and improved frequencies are partially based on providing additional track capacity as supported by new platforms and tracks at the Brunswick and Rockville stations.
- The State Rail Plan identifies that increasing network capacity on the Brunswick Line will be necessary to expand Amtrak passenger rail service and MARC commuter rail service and to improve operational fluidity on the corridor. Advancing these initiatives and opportunities would be supported by the Station Platform and Trackwork (Component 1) and Station Accessibility (Component 2) improvements at Rockville Station; and the Track Reconfiguration and Related Improvements (Component 4) improvements at Brunswick Station.
- The 2025 MARC Growth and Transformation Plan builds upon previous work from the 2019 MARC Cornerstone Plan and describes a range of capital projects that will be needed for the optimal performance of the Metropolitan Subdivision's/Brunswick Line's shared rail operators, including Amtrak, CSXT, and MARC. Various Project components are indicated in the 2025 MARC Growth and Transformation Plan, including the new pedestrian bridge and center island platform at Brunswick Station as well as additional tracks along the Brunswick Line.
- Visualize 2045, the long-range transportation plan published by the National Capital Region (NCR) Transportation Planning Board (TPB), lists increasing trip capacity and frequency along all MARC commuter rail lines, including the Brunswick Line, as a major transit project.
- The 2023 MARC Brunswick Line Expansion Study Technical Report published by MTA, reiterates the necessity of station platform reconfigurations systemwide, as they would be enabling infrastructure investments to prepare for additional track capacity and facilitate the separation of freight and passenger rail traffic.
- The Rockville Metro Station Study was a collaborative effort between the City of Rockville and WMATA that identified a combination of site access and transit-oriented development (TOD) opportunities around the Rockville Metrorail and the Rockville Amtrak/MARC stations to improve safety, station accessibility, enhance multimodal connections, and promote economic activity.

6. Detailed Project Description

The Brunswick-Rockville Improvements Project, for which funding from the FSP program is requested, is composed of four components. Components 1 through 3 pertain to Rockville Station Improvements; and Component 4 is the singular component of Brunswick Station Improvements.

6.1. Rockville Station Improvements

Component 1: Station Platform and Trackwork – 30 percent design of a new westbound platform and track changes to accommodate plans for additional track capacity on the Brunswick Line as outlined in the MARC Growth and Transformation Plan.



Component 2: Station Accessibility – 30 percent design of a pedestrian bridge that spans the existing Metrorail and Amtrak/MARC/CSXT tracks, preserving grade separation of pedestrian and rail traffic. The bridge would replace an existing bridge that crosses MD 355 (Rockville Pike) and links the Rockville Town Center with the Rockville Metrorail station. Presently, the bridge connects to the upper level of the Rockville Metrorail station, requiring travelers to complete two vertical movements to access the Amtrak/MARC station platforms (descending an elevator to the mezzanine level or stair sets to the street level and then the mezzanine level, traversing a tunnel beneath the station, and then ascending an elevator or stair set to access the Amtrak/MARC station platform level). The bridge replacement would eliminate this second vertical movement through the design of a bridge that overpasses the Amtrak/MARC/CSXT and Metrorail tracks, with direct access to both the Metrorail and Amtrak/MARC station platforms (including elevator towers connecting the bridge and platform levels).

Component 3: Station Building and Site Improvements to Support TOD – These pertain to achieving a 30 percent design level of Rockville station's amenities, including family-supportive elements such as baby changing stations and other improvements within the existing station building. Site improvements to support TOD pertain to the design of improvements adjacent to or within the station area, including reconfiguration of existing parking areas within WMATA property area and rebuilding the bus loop within WMATA property area next to the station. These improvements will support TOD planning that is underway, enabling WMATA to pursue a Joint Development Agreement (JDA) to spur economic development directly adjacent to these transit assets. As part of the TOD that is being pursued for a JDA, the City of Rockville has approved concept plans for new uses including 1,180 residential units, a 25,000 square foot (SF) train hall, and 10,000 SF of open space within the WMATA property area that is to be redesigned.

6.2. Brunswick Station Improvements

Component 4: Track Reconfiguration and Related Improvements – 30 percent design of a new center island platform and track changes to add rail capacity on the Brunswick Line. This component also includes 30 percent design of connections to a separately-designed pedestrian bridge that would span both sides of the CSXT railroad tracks, enabling passenger access to a new center platform for MARC's Brunswick Station without needing to traverse at-grade crossings on South Maple Avenue.

6.3. Project Schedule

MTA proposes to complete the Project task within approximately 56 months after obligation of awarded funds. The project schedule below provides more details about the anticipated schedule according to each Lifecycle Stage of the Project.

Table 2. Project Schedule

Task Name/ Activity	Estimated Start	Estimated Completion
Project Development (30% Design)	6/1/2026	2/1/2031
Obligation of Grant Award Funding	6/1/2026	6/1/2026
Issuance of RFP for Bidders to Perform Design Services	6/15/2026	7/15/2026
Selection and Notification to Awarded Bidder	7/15/2026	8/1/2026
Conceptual Design (15%)	8/1/2026	1/31/2029
Preliminary Engineering (30% Design)	2/1/2029	2/1/2031

6.4. Current Challenges

1. Limitations on relieving congestion on shared intercity passenger rail/freight/commuter rail

There are currently only two railroad tracks on CSX Transportation (CSXT) right-of-way between Martinsburg, WV, and Washington, DC, which are used not only by CSXT freight trains, but the MARC Brunswick commuter rail line and the Amtrak *Floridian* route (formerly the *Capitol Limited*). Existing conditions of rail operations indicate that Amtrak's long-distance *Floridian* route had an on-time performance rate of 36 percent in 2024, the second worst of Amtrak's long-distance routes. A contributing factor is that the *Floridian* trains currently follow MARC trains, particularly in the westbound direction. With travel speed and station stop differentials between Amtrak and MARC service, Amtrak is impacted by the constraints in sharing two railroad tracks. Plans from Amtrak, CSXT and MARC indicate there will also be near and long-term increases in service levels for all three rail services along the same shared tracks used by the MARC Brunswick Line (MARC Growth and Transformation Plan 2025). Concurrent with these increased service levels, rail traffic demand is expected to increase as anticipated population growth and development occurs along the Brunswick Line. Stations along the Brunswick Line have the most planned residential developments among the three MARC lines (more than 16,700 units within two miles of a Brunswick MARC station). This Project will complement other potential capital projects to expand track capacity along the Brunswick Line as infrastructure and population grows.

2. Improving accessibility and safe movement for pedestrians and bicyclists, and maintaining safe separation from rail traffic

There is a strong need for improving accessibility and safe movement for pedestrians and bicyclists and maintaining safe separation from rail traffic at both Brunswick station and Rockville station given increased projected ridership and traffic. Projected service level increases include not only rail services, but increased Montgomery County Ride On bus service levels at Rockville. For example, two bus rapid transit (BRT) lines are planned to serve Rockville Metro Station (MD 355 and Veirs Mill Road), which will provide more frequent and reliable service to the region's residents and visitors along key corridors (Rockville 2040 Comprehensive Plan). A new Rockville pedestrian bridge would provide safer and less time-consuming trips for pedestrians traveling to and from Rockville Station, who would otherwise cross MD 355 at-grade (a six-lane, divided arterial roadway with high traffic volumes and high through speeds). The bridge also provides more direct and comfortable access to and from Metrorail, MARC and Amtrak station platforms by replacing the existing bridge, which requires travelers to complete two vertical movements and which may be time consuming or burdensome for passengers while posing additional challenges for passengers with mobility challenges or disabilities. Similarly, direct connections to the separately-designed Brunswick pedestrian bridge would allow pedestrians to access the envisioned new MARC platforms without needing to traverse potentially unsafe at-grade rail crossings on South Maple Avenue.

3. Supporting maximal economic growth potential of land adjacent to passenger rail stations by expanding transit infrastructure and TOD

Maximizing the economic growth potential of land adjacent to Rockville station would require more station area improvements to support transit-oriented development. This includes a new pedestrian bridge and new Rockville station amenities and family-supportive elements such as baby changing stations. It also includes design for the reconfiguration of existing station parking areas within WMATA property area and rebuilding the bus loop within WMATA property area next to the station. These station access and building improvements would strengthen connections to transit for the nearby community. As local municipalities and regional transit agencies, such as WMATA and the City of Rockville, pursue TOD financing and joint development efforts, the new amenities and site improvements would support multimodal connections for dense, urban development directly next to the station.

4. Infrastructure assets need rehabilitation or replacement

MTA's 10-Year Capital Needs Inventory (CNI) & Prioritization document from 2022 and asset management data indicate MTA's MARC assets including Brunswick station are overdue for investment. MTA asset management data shows Brunswick station's platform and shelter structures are in imminent need of replacement to return them to a "state of good repair". According to MTA's 2025 CNI, Brunswick Facility Improvements are listed in MTA's "Top 15 Enhancement Investment Needs" but still need $20 million to be funded. At Rockville Station, an existing pedestrian bridge owned by WMATA crosses MD 355 and the Rockville Metrorail station's kiss-and-ride lot, directly linking Rockville Town Center with Rockville Metrorail station. However, the bridge is nearing the end of its service life. WMATA completed structural, safety-related repairs on the bridge in 2021, extending the bridge's usefulness by another ten years. However, since the end of the bridge's useful life will be in 2031, full replacement will be needed. With the Project, this bridge replacement would be designed to include new features, such as overpassing existing Amtrak/MARC/CSXT and Metrorail tracks and providing direct access to both the Metrorail and Amtrak/MARC station platforms.

6.5. Current and Proposed Railroad Operations in Project Area

The Project area includes Amtrak/MARC's Rockville Station (inclusive of the station platforms, the station building, the tracks that are immediately adjacent to the station, and the pedestrian bridge that spans from Rockville Town Center to the Rockville Metrorail Station) and MARC's Brunswick Station (inclusive of the station platforms and the tracks that are immediately adjacent to the station).

The Metropolitan Subdivision is a Class I railroad and is part of CSXT's larger Central Division system. Between Brunswick Station and Rockville Station, two main line tracks comprise the traveled way for train traffic for the Metropolitan Subdivision. These tracks are owned by CSXT and serve train traffic by the following operators: CSXT (freight service), Amtrak (intercity passenger rail, and MTA/MARC (commuter rail).

The Metropolitan Subdivision bridges freight movement between the Midwestern United States and the Mid-Atlantic. Because the Port of Baltimore is in Maryland and is among the United States' busiest ports, and because CSXT's Keystone, Cumberland, and Metropolitan Subdivisions transport high volumes of commodities and finished products that channel to the Port of Baltimore, the State of Maryland is a major hub for facilitating global trade. According to the 2022 Maryland State Rail Plan, 55 percent of freight volume by tonnage shipped through Maryland in 2019, whereas 38 percent of volume by tonnage was inbound to the state in 2019. Intercity passenger rail service is provided by Amtrak, which operates one train in each direction per day along its *Floridian* route with service between Chicago and Miami, via Washington, DC. In fiscal year 2025, Amtrak's *Floridian* route carried 504,332 passengers.

The Brunswick and Rockville stations are part of the MARC Brunswick Line, which is part of a vital, multimodal transportation network that links predominantly rural communities of western Maryland and eastern West Virginia to major employment, goods, and services centers of the mid-Atlantic region. As a tenant railroad of CSXT's Metropolitan Subdivision, the MARC Brunswick Line near both stations shares track right-of-way with freight and intercity passenger rail services. Brunswick Station is adjacent to two at-grade highway-rail grade crossings on South Maple Avenue (U.S. DOT Crossing Inventory Numbers 928608Y and 140608S). The table below provides a summary of train movements and speeds over the crossings based on the 2024 U.S. DOT Crossing Inventory Report, showing that there are about 35 to 36 train movements per day by Brunswick Station, with speeds ranging from 10 to 50 miles per hour (mph).

Table 3. Grade Crossing Inventory Data

DOT Grade Crossing Inventory #	Total Train Movements Per Day	Total Day Thru Trains (Between 6 AM and 6 PM)	Total Night Thru Trains (Between 6 AM and 6 PM)	Total Switching Trains	Maximum Timetable Speed (mph)	Typical Speed Range over Crossing (mph)
140608S	35	10	9	16	50	10 to 50
928608Y	36	9	12	15	50	10 to 50

The MARC commuter rail system is a multi-state operation serving Maryland, West Virginia, and Washington, DC, with 42 stations along 400 directional miles of track. The Brunswick Line has 19 stations along 88 directional miles of track, including the Frederick Branch. Prior to the COVID-19 pandemic, in 2019, the Brunswick Line averaged 7,095 boardings per weekday, making it the second busiest of MARC's three lines (Penn, Camden, and Brunswick). At Brunswick Station, average weekday boardings rebounded from a low of 12 in June 2020 to 244 in June 2025. At Rockville Station, average weekday

boardings rebounded from a low of 11 in June 2020 to 266 in June 2025. Currently, the MARC Brunswick Line includes 18 weekday commuter trains (nine in the eastbound direction and nine in the westbound direction). For each direction of travel, six of the nine weekday trains stop at Brunswick Station and nine of the nine weekday trains stop at Rockville Station.

As previously mentioned, the MARC Growth and Transformation Plan shows that Amtrak and CSXT plan to increase their service levels along MARC's Brunswick Line, heightening the need for additional track capacity to prevent worsening travel delays and congestion. MTA has maintained continuing discussions with CSXT on the potential of adding capacity to the Metropolitan Subdivision, which have included the topic of the possible need for a third track through the Project area. The 30 percent design for a new westbound platform and related tracks for Rockville Station (Component 1) and a center island platform and related tracks for Brunswick Station (Component 4) would be proactive steps towards establishing additional track capacity for the Brunswick Line adjacent to the Metropolitan Subdivision.

New tracks as part of the Project would support overall reliability and fluidity of this important rail corridor, helping to better separate intercity passenger rail (Amtrak) and freight service (CSXT) from commuter rail service. It is expected that these elements of the Project may directly benefit Amtrak's on-time performance for the *Floridian* route, as well as average operating speeds and travel times for intercity passenger rail (Amtrak), freight service (CSXT), and commuter rail service (MARC) compared to no build conditions in which the Project's improvements are not implemented. By enhancing the capacity and fluidity of train traffic, the Project may also be expected to help increase the frequency and service span of MARC Brunswick Line, including adding mid-day, late evening, and weekend service. These changes may be expected to increase the number of weekly commuter rail trains compared to no build conditions in which the Project's improvements are not implemented, as shown in Table 4 below featuring Project outcomes.

Table 4. Project Outcomes

Ridership in the Project Area		
	No Build Scenario	Build Scenario
Total Annual Ridership	21,525	21,525
Annual Intercity Passenger Rail (IPR) Ridership	5,616 (Rockville station boardings and alightings along Floridian route in fiscal year 2025)	5,616
Annual Commuter Passenger Rail (CR) Ridership (if applicable)	15,909	15,909
Train Counts in the Project Area		
	No Build Scenario	Build Scenario
Total Weekly Trains	250 (Brunswick Only)	5-Year: 249 (Brunswick Only) 15-Year:

		249 (Brunswick Only) Unconstrainted: 451 (Brunswick Only)
Weekly Intercity Passenger Rail (IPR) Trains	14	14
Weekly Commuter Rail (CR) Trains (if applicable)	61 (Brunswick Only) 91 (Brunswick + Frederick)	5-Year: 60 (Brunswick Only) 110 (Brunswick + Frederick) 15-Year: 60 (Brunswick Only) 146 (Brunswick + Frederick) Unconstrained: 262 (Brunswick Only) 524 (Brunswick + Frederick)
Weekly Freight Trains (if applicable)	175	175

Operating Speeds in the Length of Track Improvement Area						
	No Build, IPR	Build, IPR	No Build, CR	Build, CR	No Build, Freight	Build, Freight
Average Operating Speed (mph) (All Brunswick Line trains excluding those on Frederick branch, for whole length of trip)	44	44	48	48	NA	NA
Highest Maximum Authorized Speed (mph)	79	79	79	79	NA	NA
Lowest Maximum Authorized Speed (mph)	NA	NA	30	30	NA	NA
Average Scheduled Travel Time (Time/Trip) (Rockville – Brunswick)	45 minutes	45 minutes	49 minutes, 50 seconds	49 minutes, 50 seconds	NA	NA

6.6. Expected Users and Beneficiaries

The Project will positively impact the following beneficiaries:

Amtrak (Intercity Passenger Rail Service): Amtrak's *Floridian* route provides long-distance passenger rail service between Chicago, Illinois (station code CHI) and Miami, Florida (station code MIA), with station stops in 11 states and the District of Columbia. Service on the *Floridian* route began in November 2024 as the combination of the *Capitol Limited* and *Silver Star* routes to temporarily become the *Floridian* route. In fiscal year 2025, the *Floridian* route carried 504,332 passengers, providing an important alternative to aviation or private vehicles that commonly complete long-distance travel between the Midwestern, Mid-Atlantic, and Southeastern regions of the United States. Along the MARC Brunswick Line, Amtrak has station stops at Martinsburg, WV, (station code MRB), Harpers Ferry, WV, (station code HFY), and Rockville, MD (station code RKV). The platform and trackwork to be performed at Brunswick and Rockville stations as part of the Project will enable a future increase in capacity and fluidity along the Brunswick Line. This addition will help to free space on one of the main tracks of the Cumberland and Metropolitan Subdivisions (owned by CSXT), enabling Amtrak to bypass MARC trains and operate at running speeds and frequencies that are not as impacted by commuter rail. This improvement would support the on-time performance of westbound Amtrak trains, as they currently follow MARC trains (westbound Amtrak trains depart Rockville at 4:21 PM each day, following MARC train 891, which departs Rockville at 4:10 PM each weekday), which can slow Amtrak train speeds and create delays for Amtrak. This improvement may also allow Amtrak to consider expanding or optimizing their service with the certainty of reduced competition with commuter rail.

CSXT (Freight Service): The Project's platform and trackwork to be performed at Brunswick and Rockville stations will improve operational flexibility for CSXT's freight service. By providing foundational infrastructure to enable future additional capacity along the Brunswick Line, trains would be able to bypass one another, reducing the number of train movements along one of the main tracks of the Cumberland and Metropolitan Subdivisions, and alleviate congestion for freight service. MTA's agreements with CSXT could be progressively narrowed in scope as MTA gains more ownership of the tracks it operates, providing CSXT the certitude to optimize its own operations by having fewer potential schedule conflicts with MARC trains.

MARC (Commuter Rail Service): Maryland's commuter rail system covers 400 directional route miles and 42 stations, serving as a major means of commuting and operating on three lines: the Penn Line, with service between Washington, DC, and Perryville, MD, via Baltimore Penn Station; the Camden Line, with service between Washington, DC, and Camden Station in downtown Baltimore; and the Brunswick Line, with service between Washington, DC, and Martinsburg, WV via Brunswick, MD, and Rockville, MD. MARC operates 97 trains per day Monday through Friday, 18 trains on Saturdays, and 12 trains on Sundays over the three lines, and ranks as the 11th largest commuter rail system in the nation based on ridership as of 2024. The Project's platform and trackwork at Brunswick and Rockville stations will allow MTA to continue planning efforts to improve train capacity and frequency on the Brunswick Line, such as potentially increasing midday service, adding reverse commute service, and adding weekend service.

City of Brunswick: The Project's Brunswick Station Improvements would benefit the residents and visitors of the City of Brunswick. Design for the vertical connections between the station's platforms and a new, previously-designed pedestrian bridge will support station access and safer pathways to traverse between the City's historic downtown area, the train station, and riverside recreational opportunities along the Potomac River (including the Brunswick Family Campground, the Brunswick boat ramp, and the Chesapeake and Ohio (C&O) Canal towpath). The pedestrian bridge was previously designed to proactively anticipate the future incorporation of vertical connections into the bridge design, providing

direct access to the station platforms from the bridge. These new access points to the platforms from the new pedestrian bridge, as part of the Brunswick Station Improvements (Component 4: Track Reconfiguration and Related Improvements), would be usable by rail passengers and the general public, and may reduce the likelihood of trespassing incidents resulting from pedestrians or cyclists attempting to cross through blocked at-grade crossings for lack of a safer alternative. Pedestrians will be able to avoid direct interactions with train traffic to reach either side of the railroad tracks. Combined with the new center island platform, the vertical access tie-ins with the platforms will also facilitate station access for rail passengers. A new center island platform, which would serve both directions of train travel, in combination with a direct vertical connection to the bridge has the potential to shorten travel distances for passengers and provide a more convenient travel experience. The design of the bridge ramps may create an opportunity to utilize parking space within Railroad Square, positioned on the north side of the tracks, as trailhead parking for the C&O Canal to limit the use of the MARC commuter rail parking lot between the tracks. The Brunswick Station Improvements will also better harmonize Brunswick station with Frederick County services, including the Brunswick Jefferson Shuttle that stops at Brunswick station and connects passengers to the Frederick Transit Center in downtown Frederick, MD.

City of Rockville: The Project's Rockville Station Improvements would benefit the residents and visitors of the City of Rockville by creating a more convenient pathway to traverse between the station and the Rockville Town Center. The replacement of the existing pedestrian bridge would improve the station's accessibility by reducing the vertical movements required to access the platforms, providing a more direct and accessible path for pedestrians entering and leaving the station. Currently, the additional vertical movement presents challenges not only for anyone trying to reach their destination on time, but those with mobility challenges including older adults, young children and individuals with disabilities. The new pedestrian bridge as part of the Station Accessibility improvements (Component 2) will increase the comfort and convenience of pedestrians riding MARC, Amtrak, and Metrorail trains. The improvements support the 30 percent design of the station's amenities, including family-support elements such as baby changing stations. The overall improvements support transit-oriented development that is currently underway, as WMATA will be better enabled to pursue a Joint Development Agreement (JDA) to spur economic development tied to the site's transit assets. The JDA includes TOD with 1,180 new residential units, a new train hall, and 10,000 SF open space within WMATA property area that directly adjacent to Rockville station. The provision of a new pedestrian bridge and station amenities will add convenience and greater mobility for families residing at this future land development.

6.7. Project Outcomes

Outcomes of the Project will address key challenges of the current transportation system that were previously addressed. These include (1) improved fluidity and reliability for train travel on the Cumberland and Metropolitan Subdivisions and the Brunswick Line; (2) enhanced safety for pedestrian, bicycle, and rail traffic; (3) transit infrastructure support for new economic development; and (4) restoration of assets to a state of good repair.

Improving rail fluidity and reliability: An additional center island platform at Brunswick Station, new westbound platform at Rockville Station, and new tracks to support these platforms and expand track capacity will support the overall health of the Cumberland and Metropolitan Subdivisions and Brunswick Line. The Project's new infrastructure would be designed to advance the long-term separation of freight, intercity passenger, and commuter rail traffic. This would allow freight trains and Amtrak trains to bypass MARC commuter rail trains, thereby optimizing freight logistics and passenger rail scheduling. As

a result, these improvements would be expected to support better operating speeds of CSXT and Amtrak trains and better on-time performance for Amtrak's *Floridian* route.

Enhancing pedestrian, bicycle, and rail safety: Vertical platform access to the separately-designed he pedestrian bridge at the Brunswick Station (Component 4) would provide a new alternative for passengers accessing the MARC Brunswick station from the street level without negotiating risky behaviors, particularly in situations when at-grade crossings may be blocked by train traffic. The bridge would enhance safe access to the station, providing a pathway to platforms in both directions of the station that eliminates conflict with rail for pedestrians or bicycles. Provision of this new grade separation would be in direct support of strategies in the FRA's Trespassing and Suicide Prevention Toolkit. The option for pedestrians to avoid rail traffic to when traveling between Brunswick's streets, the station, or riverside recreational facilities may reduce the likelihood of trespassing incidents resulting in serious injury or death.

The pedestrian bridge replacement at Rockville Station (Component 2) would also positively impact safety within the transportation system. A key feature of the adopted conceptual plans for the new bridge is the elimination of one of two existing vertical movements, as the bridge would directly connect to the Rockville Metrorail and Amtrak/MARC station platforms with one vertical maneuver from the walkway via elevators and stairs. This would help to reduce travel times for passengers, increasing the convenience of using the pedestrian bridge. Passengers traveling on foot or bike to and from Rockville Station (including future Flash BRT riders) who would otherwise cross MD 355 at-grade would have a new advantage provided by the time savings that may encourage safer behavior by instead using the bridge.

Transit infrastructure to support economic development and growth: The Project will add a new pedestrian bridge, platforms, and station building amenities at Rockville station, which will support new TOD that is anticipated. Design work for station area improvements (Component 3) will convert underutilized land adjacent to Rockville Station into a more-developable area that will enable construction of mixed-use TOD that includes 1,180 residential units. This investment would translate to a corresponding increase in the number of families living near Rockville station. The station's platforms will be modernized to meet Americans with Disabilities Act (ADA) regulations, providing riders (such as parents moving strollers along the platforms) a more comfortable experience. The investment in station amenities, and a pedestrian bridge and platforms providing greater accessibility and travel time improvements would help to attract the residence of families who can access this multimodal hub and live in proximity to downtown Rockville's amenities.

Restoring infrastructure assets to a state of good repair: A new pedestrian bridge at Rockville Station would preserve and improve upon the grade-separated crossing that exists today and, by renewing its design life, obviate a need for the bridge's expected full replacement in ten years (despite minor repairs that are otherwise planned for the existing bridge). The replacement would ensure that rail passengers from Rockville's outlying communities continue to have a reliable, safe, and efficient pedestrian pathway to Amtrak and MARC services. The Project would also support the redesign of Brunswick station's platforms, including the addition of a center island platform. The platforms will be designed to contemporary industry-adopted standards and ensure compliance with the Americans with Disabilities Act (ADA).

7. Safety Benefit Data

The Project will include improvements at MARC's Brunswick Station that are adjacent to two at-grade highway-rail grade crossings on South Maple Avenue (U.S. DOT Crossing Inventory Numbers 928608Y and 140608S). New vertical connections between the separately-designed pedestrian bridge and platforms(Component 4) as part of Brunswick Station Improvements of the Project will not eliminate or otherwise modify the at-grade crossings but will support a new grade separation that is a safer alternative for pedestrians to cross either side of the railroad tracks. In the Third Edition of the Highway-Rail Crossing Handbook (Highway-Rail Crossing Handbook, 3rd Edition | FRA (dot.gov)), various benefits of grade separation are indicated. The principal benefit of grade separation is that it ensures the greatest degree of protection to crossing users compared to other grade crossing treatments. Grade separations obviate the need for pedestrians to interact with trains as they cross railroad tracks and encourage pedestrians to use safe crossings rather than trespassing through CSXT right-of-way. Providing grade separation can reduce the number and frequency of incidents, serious injuries, or death. Train blockages of the two at-grade crossings are often in friction with pedestrian mobility needs near Brunswick Station. For instance, according to train blockage observations from citizens that were submitted to an online page on the City of Brunswick website, there were 185 logged blockages between August 2021 and August 2022, with an average reported time of approximately 45 minutes. While recent accident/incident reports for the at-grade crossings along South Maple Avenue have fortunately been limited to property damage, the Project is a proactive approach to ensuring that future risks are minimized.

Additionally, a grade-separated crossing can increase efficiency of trains by reducing the likelihood of obstacles on the tracks and therefore the number of crashes. This increases safety for the residents and visitors of Brunswick, as well as train operators and riders. As shown in the "Grade Crossing Information" subsection below, there was one incident in 2022 involving an Amtrak train striking a passenger car. Provision of a grade separation would ensure that future events are unlikely and that operational downtime for rail traffic does not occur.

7.1. Grade Crossing Information

The Project includes improvements at Brunswick Station that are adjacent to two at-grade highway-rail grade crossings on South Maple Avenue (U.S. DOT Crossing Inventory Numbers 928608Y and 140608S). Between 2020 and 2024, there was one reported incident at crossing 928608Y but no reported incidents at crossing 140608S. In August 2022, a six-car Amtrak passenger train struck an unoccupied passenger car parked in the crossing, causing $5,000 in property damage to the passenger car. A summary of these grade crossings is provided in more detail in the "Project Location" section.

7.2. Trespassing Injury and Fatality Prevention and Reduction

The proposed platform access to the separately-designed pedestrian bridge at the Brunswick Station will support a new overpass grade separation that is consistent with infrastructure modifications recommended by the FRA's Trespassing and Suicide Prevention Toolkit. The existing at-grade crossings on South Maple Avenue are commonly blocked by long stacks of freight car trains for extended periods, causing vehicles to queue behind the railroad tracks and creating incentives for pedestrians to find shorter routes. The at-grade crossings currently provide the only direct pathway between downtown Brunswick, the MARC commuter rail parking lot, the eastern platform of Brunswick station, and recreational amenities along the Potomac River. Because of this, pedestrians commonly rationalize that

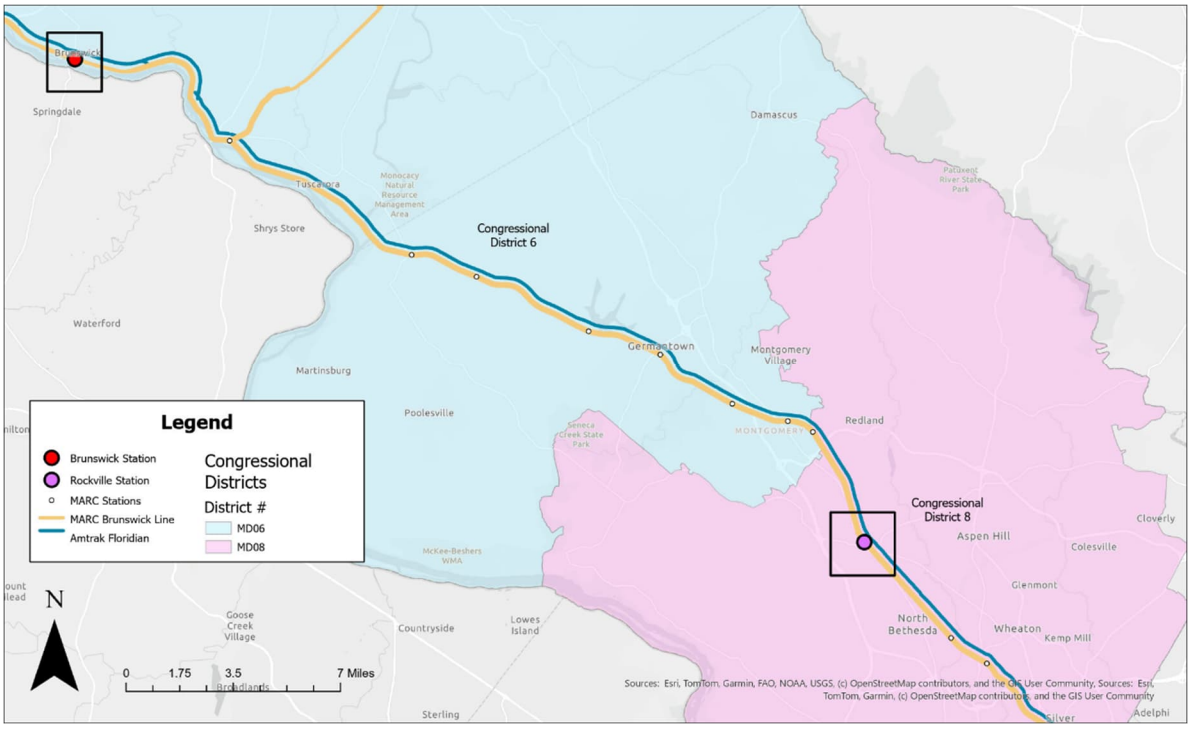
forgoing waiting for a blockage to clear, and instead trespassing through parked train cars during blockages, can be completed without harm to their personal health and is worth the time savings. The Project's use of grade separation design would virtually eliminate the potential for pedestrians to continue trespassing through CSXT right-of-way during train blockages, thus reducing the risk of serious injury or death.

8. Project Location

The Rockville Station Improvements are in the City of Rockville within Montgomery County, Maryland. The Brunswick Station Improvements component of the Project (Component 4: Track Reconfiguration and Related Improvements) are in the City of Brunswick within Frederick County, Maryland. As located in the map below, the Brunswick Station Improvements are within Maryland's 6th Congressional District and the Rockville Station Improvements are within Maryland's 8th Congressional District. The table below provides coordinate points based on spatial reference from the World Geodetic System 1984 (WGS84).

Table 5. Corridor Geospatial Data

Project Component	Latitude	Longitude
Component 1: Rockville Station Platform and Trackwork	39.08442° N	-77.14606° W
Component 2: Rockville Station Accessibility	39.08421° N	-77.14742° W
Component 3: Rockville Station Building and Site Improvements to Support TOD	39.08404° N	-77.14545° W
Component 4: Track Reconfiguration and Related Improvements	39.31209° N	-77.62777° W



Current access conditions to MARC's Brunswick station are factored by the presence of two adjacent at-grade highway-rail grade crossings on South Maple Avenue (U.S. DOT Crossing Inventory Numbers 928608Y and 140608S). Both existing platforms of the Brunswick Station are bisected by two sets of CSXT railroad tracks that cross South Maple Avenue at those grade crossings. While the proposed Brunswick Station Track Reconfiguration and Related Improvements would not eliminate existing grade crossings (and neither of these grade crossings are indicated in the State Highway-Rail Grade Crossing Action Plan), they would create new vertical connections to support a new grade-separated pedestrian bridge crossing to connect both sides of the station to obviate pedestrian crossings that would otherwise require traversing the grade crossings.

Table 6. Grade Crossing Incident History

DOT Grade Crossing Inventory #	Proposed Improvement	Rail Operator(s)	Railroad Owner	Latitude Coordinates	Longitude Coordinates	5 Year Incident History
928608Y	New vertical connections for a separately-designed grade-separated pedestrian bridge	CSXT, MTA (MARC), Amtrak	CSXT	39.31193	-77.62722	On 8/3/2022, a six-car Amtrak passenger train struck an unoccupied passenger car parked in the crossing, causing $5,000 in property damage to the passenger car
140608S	New grade-separated pedestrian bridge	CSXT, MTA (MARC), Amtrak	CSXT	39.31136	-77.62735	No reported incidents at this grade crossing within the last five years

9. Evaluation and Selection Criteria

9.1. Project Readiness

The Project is an output of coordination between MTA, the City of Rockville, WMATA, the City of Brunswick, CSXT, and other key stakeholders. The letters of support and funding commitments for this Project demonstrate broad support for its progress and are included as attachments.

NEPA and Environmental Permitting Readiness:

NEPA has not yet begun for the Project's design elements. Within one month of award announcement, MTA Environmental Planning staff will submit a Class of Action request for design. Based on completed research and site visits, MTA does not anticipate any fatal flaws to the Project. As a non-construction activity, potential risks are minimal and would have a minimal impact on the Project's timeline to completion. For any potential site visits required for design work, standard safety procedures will be followed. The preliminary engineering design process will inform the development of technical documents in support of a subsequent request for NEPA related to construction activity, which will occur later when the agency has information regarding availability of construction funding. As NEPA for construction is pursued, specific effects related to construction activity will be identified. For instance,

Component 4 is adjacent to the C&O Canal National Historical Park that is part of the National Park Service (NPS). Impacts to the cultural and historical resources provided by the C&O Canal will be assessed, in addition to other disciplines.

The pedestrian bridge related to Component 4 has been the subject of previous pre-NEPA efforts and planning publications, including a Feasibility Report (October 2022), the Alternatives Analysis for Brunswick Pedestrian Crossing Project (January 2024), and the MARC Growth and Transportation Plan (June 2025). The center island platform for Component 4 is catalyzed by the MARC Brunswick Line Expansion Study Technical Report's (January 2023) recommended initiative to reconfigure station platforms across the Brunswick Line. The MARC Growth and Transportation Plan also advocated for the development of a center island platform at Brunswick Station, as well as providing new tracks to add capacity along the Brunswick Line.

Lifecycle Stages: All components of the Project are completing their Project Planning Lifecycle Stage and are prepared to advance to the Project Development Lifecycle Stage. Funding requested for this FSP program would advance the preliminary engineering (30 percent design) process for the Project. Conceptual planning (to the 15 percent level) of Station Platform and Trackwork (Component 1) improvements at Rockville Station will be completed by January 2029. Concept plans for Station Accessibility (Component 2) improvements at Rockville Station improvements at Rockville Station were completed and adopted by the Rockville Mayor and Council in December 2024 as Resolution 19-24 and in conclusion of Rockville Metro Station Study. Conceptual planning efforts (to the 15 percent level) for the Project's Station Building and Site Improvements to Support TOD (Component 3) at Rockville Station will be completed by January 2029. Conceptual planning (to the 15 percent level) for Track Reconfiguration and Related Improvements (Component 4) at Brunswick Station will be completed by January 2029. Preliminary engineering to the 30 percent design level for all Project components will be completed by February 2031.

Project Partnership and Financial Readiness: MTA and the City of Rockville have formed this partnership to deliver a Project that harmonizes the visions and goals of both agencies. Both agencies will work together to commit the necessary resources and interagency collaboration. MTA has provided a signed letter of commitment demonstrating the local funding match to be provided, included as Attachment: Letters of Support. The City of Rockville has also provided a signed letter of commitment as a contribution to the local funding match, which describes the City's offering of a cash match of $140,000. These letters of commitment serve as indication of the ready availability of local funding. The Project will require interagency coordination, including CSXT (at both Brunswick and Rockville Stations, a signed letter of support is provided as Attachment: Letters of Support), the Maryland Department of Transportation (MDOT) State Highway Administration (SHA) (at Rockville Station), and WMATA (at Rockville Station) to ensure adequate vertical clearances and the horizontal clearance of the pedestrian bridges' ramps, footings, abutments, and piers, as well as proper connectivity to WMATA's Metrorail service at Rockville Station. The Project has earned the support of various stakeholders, as evidenced by the letters of support that are provided as Attachment: Letters of Support. This rail corridor is not a subject of the Corridor Identification Program, and therefore Corridor Identification and Development (CID) sponsor cooperation is not required.

Right-of-Way:

The limits of the Brunswick Station Improvements of the Project (Component 4) are expected to impact the right-of-way of entities including CSXT, the City of Brunswick, and the National Park Service. The railroad tracks are owned by CSXT and vertical connections for the pedestrian bridge will require coordination with CSXT to ensure adequate vertical clearances and horizontal clearance. The C&O Canal National Historical Park is part of the NPS, in terms of potential coordination required for the pedestrian

bridge's ramp or ramp tower. The Brunswick station and platforms are owned by the City of Brunswick, therefore modifications to add a center island platform and related tracks will require coordination with the City.

The new pedestrian bridge at Rockville Station (Component 2) would replace an existing bridge owned by WMATA. The horizontal and vertical alignments of the new bridge would potentially encroach existing CSXT, WMATA, MDOT SHA, and Montgomery County right-of-way or easements and privately-owned property near at the western end of the bridge. The station area adjacent to Rockville Station (including a bus loop, surface lots, and interior drive aisles) are owned by WMATA. Land to be redeveloped as part of the approved transit-oriented development would be leased by WMATA to a private vendor as part of a joint development agreement (JDA). Encroachment agreements needed to complete the Project would require coordination with the respective real property owners. MTA anticipates that an agreement with CSXT, the host railroad, required by 49 U.S.C. 22905(c)(1) will be executed prior to Project-related construction impacting CSXT right-of-way. MTA owns the Rockville station building and platforms; no right-of-way acquisition or encroachment agreements are needed for those particular assets.

9.2. Technical Merit

As the lead agency and grant recipient, MTA, in partnership with the City of Rockville, will coordinate with its key stakeholders to ensure that all federal grant regulatory standards are met. MTA and City of Rockville have the legal, financial, technical capacity, and past performance experience to carry out the Brunswick-Rockville Improvements Project, continuing control over the current use of the equipment and facilities, as well as the willingness and capability to maintain the equipment and facilities. MTA is supported by the Maryland Transportation Trust Fund, is one of the largest transit operators in the United States and has extensive experience executing and successfully completing FRA grants and projects in compliance with Federal grant requirements.

Statement of Work: MTA has prepared a Scope of Work (SOW) commensurate with FRA and program standards to deliver the intended project scope outcomes and progress the Project Development Lifecycle. More information can be found in the SOW that is provided as Attachment 2, including the specific tasks, sub tasks and deliverables.

Technical Qualifications and Experience of Key Personnel: The MTA and City of Rockville team have the experience required to complete this Project. MTA has a proven track record of delivering large rail construction projects within budget and on schedule. MTA staff have experience with property and right-of-way acquisition, NEPA, and design and construction. An example of MTA's successful work includes the Camden Station Replacement Project, involving the design and construction of a new commuter rail station located adjacent to a CSXT-owned railway in downtown Baltimore. MTA will lead the 30% design activities of Brunswick Station Improvements in close coordination with CSXT. MTA, in partnership with the City of Rockville, will also lead 30% design activities of the Rockville Station Improvements in close coordination with CSXT and WMATA. MTA will be responsible for overseeing design work across each of the Project's components.

Private Sector Participation: The Project's scope will require private sector participation as it affects private right-of-way. CSXT, a private freight rail operator, will be participating in the Project by providing design standards and completing design reviews at key milestones, particularly in relation to Station Platform and Trackwork (Component 1) and Station Accessibility (Component 2) improvements at Rockville Station; and Track Reconfiguration and Related Improvements (Component 4) at Brunswick Station.

Legal, Financial, and Technical Capacity: Proposed key personnel have the technical qualifications, experience, and resource capacity to complete 30 percent preliminary engineering design efforts for the Project. The tasks and sub tasks outlined in the statement of work are appropriate to achieve the expected outcomes of the proposed Project.

- Legal Feasibility: As mentioned in the "Project Implementation and Management" section, MTA staff have the legal capacity to carry out project contracting and oversight, minimize and mitigate risks, and conform to federal requirements for Project progress reporting. MTA will request recurrent (monthly) updates from technical consultants covering the Project scope, schedule, budget, and performance to proactively address Project risks, describe cost and schedule impacts, assess mitigation options, and documenting resolutions of risks. MTA will also hold recurrent meetings (monthly) with technical consultants to go over schedule and status of preliminary engineering and environmental work.
- Financial Feasibility: MTA has a strong record of developing and delivering similar projects utilizing previous financial contributions. Additionally, by working closely with rating agencies and maintaining financially prudent criteria regarding the Maryland Transportation Trust Fund, the department has one of the highest credit ratings given to transportation agencies.
- Technical Capacity: MTA staff possess the technical qualifications and experience to lead and perform technical efforts and successfully execute the proposed Project within proposed timeframe and budget. The Project is consistent with planning guidance and documents set forth by U.S. DOT, including those required by law or State rail plans developed under the Title 49, United State Code Chapter 227. The 2022 Maryland State Rail Plan identifies MTA initiatives that will improve safety, efficiency, and reliable service. MTA initiatives to achieve this include generally improving MARC station access and the need to eliminate at-grade pedestrian track crossings along the Brunswick Line. The State Rail Plan identifies that increasing network capacity on the Brunswick Line is a necessary improvement for expanding Amtrak passenger rail service and MARC commuter rail service and to improve operational flexibility on that corridor. These initiatives and opportunities for improvement are relevant to the Station Platform and Trackwork (Component 1) and Station Accessibility (Component 2) improvements at Rockville Station, and Track Reconfiguration and Related Improvements (Component 4) improvements at Brunswick Station.

Innovation: MTA will consider innovative project delivery methods and approaches, such as Construction Manager at Risk (CMAR), Design Build (DB), and Progressive Design Build (PDB), throughout the planning and design phases to ensure that opportunities for innovation, lower cost, and quicker delivery are attainable.

9.3. Project Benefits

Effects on system and service performance: Proposed new platforms and related tracks at Brunswick and Rockville Stations will support future planning towards providing additional train capacity the Brunswick Line. These new tracks would be owned by MTA and create additional corridor capacity that could be used exclusively by MARC trains. Main line tracks currently used by MARC commuter rail trains could be freed by transferring MARC trains to MTA-owned tracks, reducing the number of overall train movements on the main line tracks of the Cumberland and Metropolitan Subdivisions that Amtrak and CSXT use. Ensuring that these main line tracks can be used by Amtrak and CSXT would improve the probability that Amtrak tracks can improve on-time performance because they would not be delayed by needing to follow MARC trains.

Effects on safety: Station accessibility improvements (within Components 2 and 4) of both the Rockville Station Improvements and Brunswick Station Improvements will ensure grade-separated bridges that remove conflict points and are consistent with strategies of the FRA's Trespassing and Suicide Prevention Toolkit. The pedestrian bridge at Brunswick Station would be new infrastructure, providing new pathways for pedestrians to cross either side of the CSXT railroad tracks that separate the existing eastbound and westbound platforms, and anticipated new center platform with the track reconfiguration, of MARC's Brunswick Station. This new bridge would enable passengers to access platforms in either direction of the Brunswick Station with less incentive to risk trespassing during periods of at-grade crossing blockages. By minimizing the probability of incidents due to pedestrian conflicts with rail traffic, the risk of serious injury or death can be reduced.

Effects on competitiveness, reliability, trip or transit time, greenhouse gas emissions, and resilience: The Project's platform and trackwork (Components 1 and 4) would enable the future design and construction of additional capacity along the Brunswick Line. This improvement will support additional rail system fluidity and the long-term separation of freight, intercity passenger, and commuter rail traffic. These modifications could improve on-time performance for Amtrak and help to improve operating speeds of CSXT and Amtrak trains. Since Amtrak and CSXT trains would no longer compete with MARC commuter rail trains for use of main tracks within CSXT right-of-way, long-distance intercity passenger rail and freight rail service could gain a competitive advantage over other travel modes such as aviation, privately-owned vehicle, and freight truck travel. This competitive edge would create an overall benefit to the national transportation system's reliability, by encouraging mode shifts away from systems such as air space and Interstate highways, relieving congestion experienced by those modes. The Project's new infrastructure would be designed for freight trains to bypass commuter rail trains, thereby optimizing freight logistics so that freight rail service can compete with freight truck trips. Relatedly, as an enabling infrastructure investment, the Project would support an acceleration of mode shifts to more efficient travel methods (such as freight rail and intercity passenger rail) and thereby reduce greenhouse gas emissions. As less carbon-intensive modes, freight rail trips that replace freight truck trips using freed capacity on the main tracks of CSXT's Cumberland and Metropolitan Subdivisions could contribute to a reduction in greenhouse gas emissions.

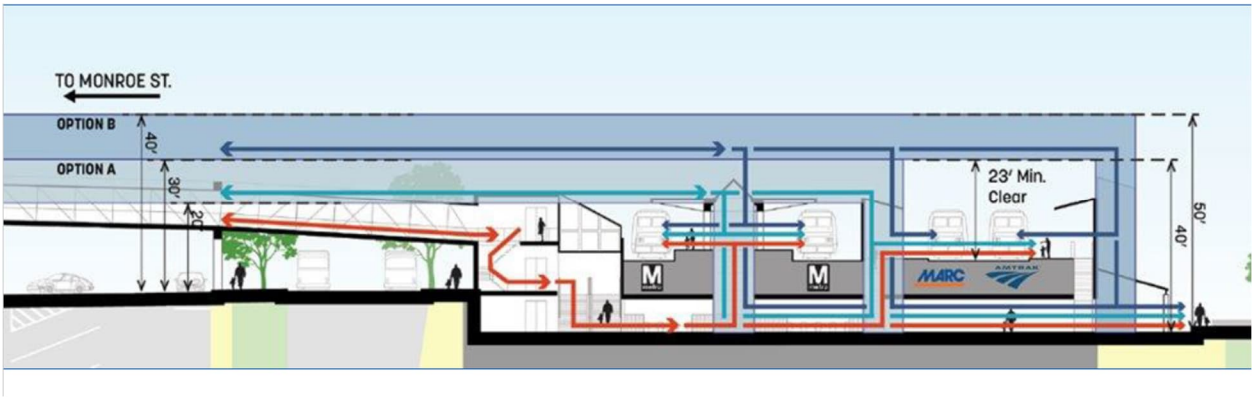
Additionally, the Project's station accessibility improvements at Brunswick Station (part of Component 4) would provide a new grade-separated pedestrian bridge that removes pedestrian-rail conflict points. By minimizing the probability of incidents due to pedestrian conflicts with rail traffic, the risk of operational downtime for rail service due to incidents can also be reduced, preserving the system's reliability and reducing average travel times.

Effects of anticipated positive economic and employment impacts: Rockville Station Improvements will add a new pedestrian bridge, platforms, and station building amenities at Rockville station. This new transit infrastructure will directly serve nearby residents and support transit-oriented development that is currently underway. These new investments would strengthen Rockville Station as a multimodal hub, and introduce improvements to mobility and accessibility for residents within walking distance. WMATA is pursuing a JDA through private-sector participation that will transform underutilized land next to Rockville Station into TOD, spurring economic development that is tied to the site's transit assets. The Rockville City Council and Mayor have approved concept plans for new uses including 1,180 residential units, a 25,000 square foot SF train hall, and 10,000 SF of open space within the WMATA property area that is to be redesigned. By enabling new residents to live in downtown Rockville and with access to multimodal transportation options, the Project will attract economic growth and generate tax revenue. The labor required to construct this development (in addition to other site area improvements and

Project elements including new station platforms, track work, and pedestrian bridges) will also help to spur construction employment.

Efficiencies from improved integration with other modes: The Project provides the foundational infrastructure to enable long-term separation of commuter rail traffic from freight rail and long-distance, intercity passenger rail. A new pedestrian bridge (Component 4) at Brunswick Station will provide safer, more efficient connections to the station's existing eastbound and westbound platforms and new center island platform. The redesign and replacement of the pedestrian bridge at Rockville Station (Component 2) would also support better multimodal integration. As mentioned, the current pedestrian bridge connects to the upper level of the Rockville Metrorail station, requiring travelers to complete two vertical movements to access the Amtrak/MARC station platforms. The new bridge would eliminate one of the vertical movements required of commuters connecting between the existing bridge and the Amtrak/MARC commuter rail platforms, shortening travel times and distances while providing a more seamless travel experience that maximizes the use of the multimodal system. The proposed bridge would overpass the Amtrak/MARC/CSXT and Metrorail tracks, corresponding with the alignment depicted as Option B in Figure 1 below, with direct access to both the Metrorail and both Amtrak/MARC station platforms (including elevator towers connecting the bridge the platform levels). MTA has advocated for the Option B alignment, based on providing a vertical clearance of 23 feet above the Amtrak/MARC tracks and with access to both Amtrak/MARC platforms. This would simplify and facilitate more efficient transfer connections between all surrounding modes and the adjacent Rockville community, including pedestrian and bicycle travel, Metrorail, Amtrak, and MARC.

Figure 1: Rockville Station Accessibility Improvements



Ability to meet existing or anticipated demand: Orienting the design of the station platform and trackwork for both stations (Components 1 and 4) to accommodate additional rail capacity along the Brunswick Line for MTA's exclusive use would help disentangle commuter rail from coordinating its schedule, frequencies, and service capacity through agreements with CSXT for use of CSXT's main line tracks. Freeing space on one of the main tracks of the Cumberland and Metropolitan Subdivisions could enable CSXT or Amtrak to consider expanding or optimizing their service with the confidence of reduced train traffic on the main line tracks and less competition with commuter rail. MTA would similarly have more autonomy to provide future service capabilities such as increasing midday service and adding reverse commute service and weekend service.

9.4. Benefit-Cost Analysis

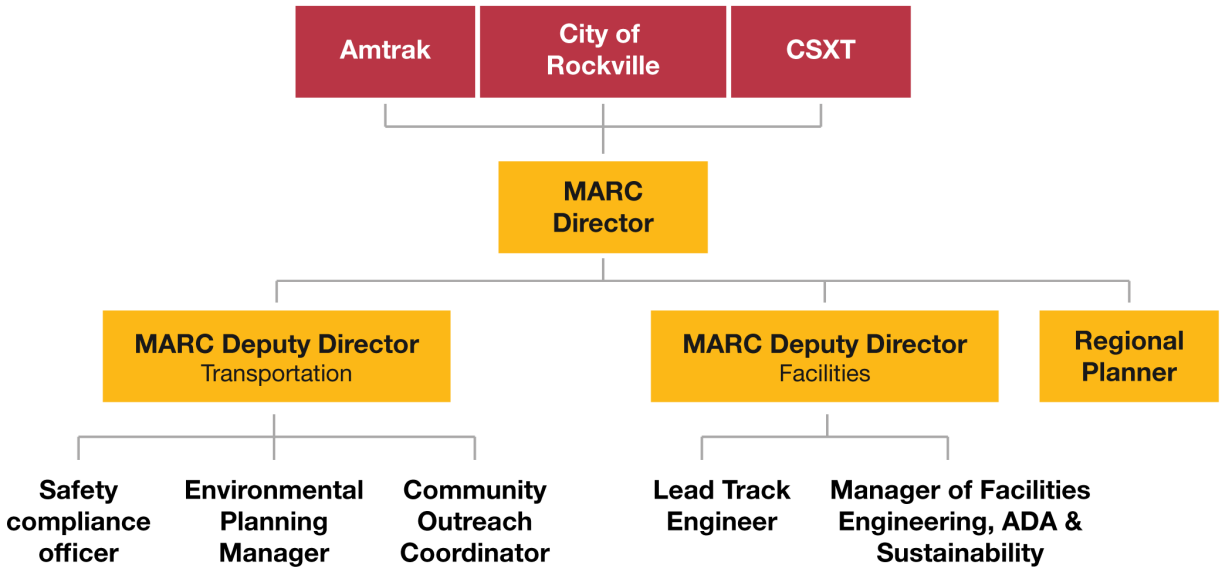
The net benefits of the Project will maximize the use of the grant funds, as evidenced by the attached, qualitatively-based Benefit-Cost Analysis (BCA). The BCA finds that the Project improvements will

produce travel time, safety, and station amenity benefits for the community. The BCA also finds that the Project opens opportunities for economic growth, improved urban density, and enhanced multimodal transportation access in downtown Rockville. New operations and maintenance costs and construction inconveniences would create some disbenefits; however, the Project benefits are expected to have long-lasting impact overall.

10. Project Implementation and Management

10.1. Team Organization

MTA, in partnership with the City of Rockville, will lead the design of the Brunswick-Rockville Improvements Project in close coordination with CSXT, Amtrak, WMATA, and the City of Brunswick. MTA has designated the MARC Director as the Project Manager responsible for oversight and implementation. The Project will be managed by a dedicated team composed of a Chief Facilities Officer, a Chief Transportation Officer, a Safety Compliance Officer, a Regional Planner, a Community Outreach Coordinator, an Environmental Planning Manager, a Manager of Facilities Engineering, ADA & Sustainability, a Lead Track Engineer, and the Rail Safety Program Manager from The Secretary's Office of MDOT. The project team will be responsible for Project Contracting, Oversight, and Change Order Management. There will also be coordination with CSXT, Amtrak, WMATA, and the City of Brunswick on an ongoing basis. CSXT, WMATA, the City of Brunswick, and the City of Rockville will review design work at key milestones, beginning with concept revisions and continuing through each project maturation milestone, finishing with the 100% design milestone. These reviews will be covered by the project budget.



Consultants, mechanical support, and transportation support personnel will supplement MTA personnel as required for the Project. As the grant recipients, MTA and the City of Rockville will coordinate with CSXT, Amtrak, City of Brunswick, the National Park Service, Montgomery County, the Maryland State Highway Administration (SHA), and all other involved stakeholders to ensure that federal grant regulatory standards are being met. Planning and preliminary engineering design for Track Reconfiguration and Related Improvements (Component 4) at Brunswick Station builds upon significant public engagement involving the participation of the City of Brunswick, residents and businesses of

Brunswick, CSXT, and other stakeholders. MTA will continue the existing public engagement approach throughout the course of the Project, utilizing both in-person and virtual engagement methods that keep the public involved with the Project's progress while also seeking input on design aspects the impact rail operators, rail passengers, and the surrounding communities.

10.2. Project Contracting and Oversight

MTA's technical consultant will be responsible for managing risk through monthly updates of scope, schedule, budget, and performance. These updates will identify project risks, describe cost and schedule impacts, propose mitigation measures, determine the person and/or team responsible for mitigation, and document when the risk is resolved. MTA will request recurrent (monthly) updates from technical consultants to review the schedule and status on the preliminary engineering design work, as well as to evaluate risks, constructability issues, and construction impacts. These meetings will involve the technical consultant and key project stakeholders who will help to address risk and mitigation strategies. MTA's technical consultant will be responsible for developing the risk register and master budget and schedule. The technical consultant will be required to update the schedule and budget monthly. The schedule will account for items such as review and comment periods, deliverables, milestones, and the critical path which will be distinguishable from non-critical activities. It will also depict activities, descriptions, durations, start and finish dates, and the logical relationships between activities.

10.3. Federal Reporting

The Maryland Department of Transportation's Office of Planning and Capital Programming, led by the Assistance Director of Rail and Intermodal Freight, will submit the required FRA progress reports, including FRA quarterly progress reports, Federal financial quarterly reports, and the final performance report.

10.4. Past Experience

As mentioned in the "Evaluation and Selection Criteria" section, the MTA team has the technical qualifications and experience to successfully complete the Project. As noted previously, MTA has demonstrated that it can deliver large rail construction projects within budget and on schedule and MTA staff have experience with property and right-of-way acquisition, NEPA, and design and implementation of large capital facilities projects.

10.5. Responsibilities after Closeout of Award

The Project will advance the design of numerous infrastructure assets, such as real property and equipment that are improved, including new pedestrian bridges, station platforms, rail tracks at Brunswick and Rockville stations. The use and maintenance of these assets will continue beyond the scope of the grant and the closeout of the award. MTA will assume the role as trustee for the real property, equipment, and intangible property that is acquired or improved by the Project. Newly-acquired or improved real property and equipment for the Project will be provided with continuous insurance coverage. As real property and equipment would be retained under MTA's stewardship, this infrastructure would be included into MTA's holistic asset management approach through the lifecycle of these assets. This includes adding the new infrastructure to MTA's asset inventory, monitoring their performance and developing conditions assessments, and developing and implementing appropriate maintenance strategies.