



U.S. Department  
of Transportation

**Federal Transit  
Administration**

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

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August 6, 2024

Mr. Geoff Anderson  
Acting Director, Office of Planning and Capital Programming  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, MD 21076

**Re: Amendment to the FY 2022-2025 Maryland Statewide Transportation Improvement Program, MDOT Control #22-153**

Dear Mr. Anderson:

The Maryland Department of Transportation (MDOT) requested approval of an Amendment to the FY 2022-2025 Statewide Transportation Improvement Program (STIP) (Control #22-152 dated July 30, 2024). This amendment makes changes to four existing Maryland Transit Administration (MTA) projects, as detailed in the following table.

Project	STIP #	Amendment Action	Federal Funding Source	Net Federal Funding Change
Agencywide System Preservation and Improvement	40-1801-64	Increase capital funds	5307	\$11,615,000
Metro and Light Rail System Preservation and Improvement	40-1805-64	Shift capital funds to reflect the anticipated year of obligation	5307	\$34,828,000
MARC Facilities	70-1503-55	Decrease capital funds	5337	-\$15,385,000
MARC Improvements	70-1502-54	Increase capital funds	5337	\$14,958,000
		Increase capital funds	3028	\$385,000

These project changes were approved by the Baltimore Regional Transportation Board (BRTB) with inclusion into its FY2024-2027 Transportation Improvement Program (TIP) on July 23, 2024.

Per agreement, a joint Federal Transit Administration (FTA)/Federal Highway Administration (FHWA) approval of this STIP Amendment is not required. The changes to STIP #40-1801-64, #40-1805-64, #70-1503-55, and the 5337 funding on #70-1502-54 are funds administered by the FTA. Positive Train Control (3028) grant program funds are administered by the Federal Railroad Administration, and do not require FTA or FHWA approval. Further, the change in Positive Train Control grant program funds is less than one percent of total project cost, and would by itself constitute an administrative modification.

Based on our review of the information provided, the FTA hereby approves this Amendment to the STIP and finds it consistent with the requirements of 23 U.S.C. 135 and 49 U.S.C. 5304. This approval does not constitute an obligation of Federal funds. FTA finalizes Federal funding for projects included in the STIP upon approval of a grant application.

Dan Sommerville is available at [daniel.sommerville@dot.gov](mailto:daniel.sommerville@dot.gov) if you have questions concerning this approval.

Sincerely,

Laura Keeley, Planning and Program Development Director  
FTA Region III

CC: Michelle Martin, MDOT  
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