

July 10, 2025

Ms. Valeriya Remezova
Division Administrator
Attn: Ms. Jasmine Champion
Federal Highway Administration
Maryland Division
George H. Fallon Federal Building
31 Hopkins Plaza, Suite 1520
Baltimore MD 21201

Ms. Terry Garcia Crews
Regional Administrator
Attn: Mr. Dan Koenig
Federal Transit Administration, Region III
1835 Market Street, Suite 1910
Philadelphia PA 19103-2968
Dear Ms. Remezova and Ms. Crews:

The Maryland Department of Transportation (MDOT) hereby requests approval of an administrative modification to the Fiscal Year (FY) 2025-2028 Maryland Statewide Transportation Improvement Program (STIP) for projects contained in the Baltimore Regional Transportation Planning Board (BRTB) FY 2025-2028 Transportation Improvement Program (TIP) on behalf of the Maryland Transit Administration (MTA). This amendment was approved by the BRTB Executive Committee on July 7, 2025.

Project Name	STIP #	Funding Source	FY25-FY28 Net Federal Change (in 000's)
Eastern Bus Facility	40-2301-65	5339	\$0
Penn-Camden Connector	42-2403-64	5337	\$938
MARC Facilities	70-1503-55	5337	\$0

The MDOT has assigned Control #25-11 for this modification to the STIP, and the supporting documentation is attached.

Ms. Valeriya Remezova
Ms. Terry Garcia Crews
Page Two

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

Sincerely,

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

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

Attachment

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



July 8, 2025

Mr. Geoff Anderson, Chief
Office of Planning, Programming, and Delivery
Attn: Mr. Dan Janousek
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076-1415

Dear Mr. Anderson:

Enclosed are three Administrative Modifications to the 2025-2028 Baltimore Region Transportation Improvement Program (TIP) as approved by the Baltimore Regional Transportation Board (BRTB) Executive Committee on July 7, 2025. The documentation enclosed supports changes to the 2025-2028 TIP for three Maryland Transit Administration (MDOT MTA) projects.

- **Eastern Bus Facility: 40-2301-65**
- **Penn-Camden Connector: 42-2403-64**
- **MARC Facilities: 70-1503-55**

These minor changes are within the framework for Administrative Modifications and does not affect the regional conformity determination. The MDOT MTA have affirmed that fiscal constraint for their Program of Projects remains intact.

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



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

Sincerely,

A handwritten signature in black ink, appearing to read "T. Lang", written over a light gray rectangular background.

Todd R. Lang, Director
Transportation Planning

Enclosures

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



Summary of FY 2025-2028 TIP Changes

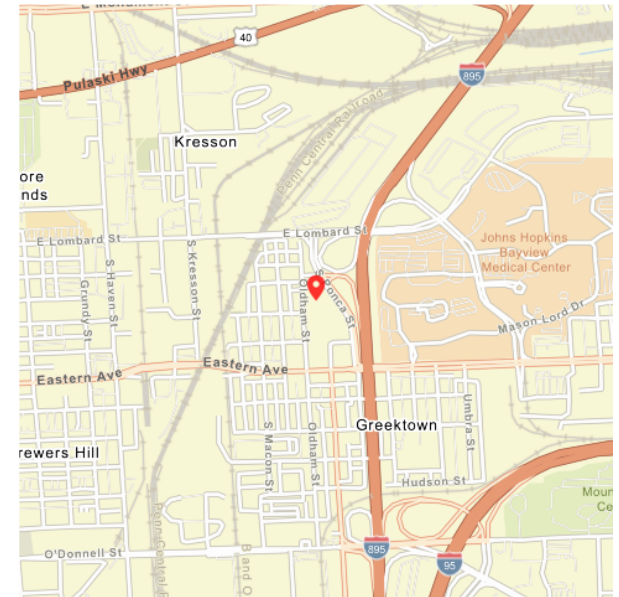
Project Title	TIP Change Reason	Description	Type of Change
Eastern Bus Facility 40-2301-65	This administrative modification shifts \$5.134M in federal 5339 funds and \$1.283M in state match for construction from FY 2028 to FY 2025. Work on the replacement facility has begun, and this funding shift will cover incurred costs. The total estimated cost remains \$194.138M.	<p>The purpose of this project is to re-develop Eastern Bus Division as an electric bus division. Assuming a 190 bus fleet, construction would take >4 years. This facility would provide a single building with 110,000 square feet of combined maintenance, washing, fueling, and bus operations space. Major facility components include bus parking (190 buses), employee parking (216 spaces), battery electric bus charging infrastructure, solar energy collection system, administrative offices, conference rooms, training rooms, dispatch facilities, fuel lanes (2), wash lanes (2), vaulting, repair bays (16-18), general machine shop, parts storage, break room, restrooms/showers, fuel storage and storm water management. Note: In addition to the matching funds listed, MDOT MTA has committed \$156 million in state dollars.</p> <p>Conformity Status: Exempt</p>	Admin Mod



Penn-Camden Connector 42-2403-64	This administrative modification adds \$1.226M (\$0.938M federal Section 5337 funds/\$0.288M state match) for engineering in FY 2025. Additional funds will support the design process. The total estimated cost increases from \$232.9M to \$234.1M.	The Penn-Camden Connector project provides a connection track between the Northeast Corridor and the CSX-owned MARC Camden Line, utilizing mostly existing railroad right-of-way north of BWI Marshall Airport to allow Penn Line trains to access storage and maintenance at the Riverside Yard. The project includes repurposing CSX-owned Mount Clare Yard into a MARC layover facility. Conformity Status: Exempt	Admin Mod
MARC Facilities 70-1503-55	This administrative modification shifts \$11.393M (\$10.053M federal Section 5337 funds/\$1.340M in state match) from FY 2027 to FY 2025 and \$1.174M in state match from FY 2028 to FY 2025. Shifted funds will assist in expediting projects under the grant. The total estimated cost remains \$100.964M.	This project includes equipment and improvements to the MARC Maintenance facilities such as the Riverside and Martin State Airport maintenance facilities. The project also includes MARC station improvements along the MARC Camden and MARC Penn Lines in the Baltimore region, such as Bayview, BWI, Martin's, and West Baltimore. The improvements to the stations can include platforms, track crossings, parking, bus bays, or other items to maintain a state of good repair. Conformity Status: Exempt	Admin Mod

40-2301-65 - Eastern Bus Facility

Agency	MTA - Transit
Year of Operation	2028
Project Category	Transit Preservation
Project Type	Rehabilitation of facilities (TP)
Conformity	Exempt
Functional Classification	NA
CIP ID	-
CTP ID	1547
Route/Road Name	NA
Length	NA
Existing Lanes	NA
Proposed Lanes	NA
Estimated Total Cost	\$194,144,000



Project Description	The purpose of this project is to re-develop Eastern Bus Division as an electric bus division. Assuming a 190 bus fleet, construction would take > 4 years. This facility would provide a single building with 110,000 square feet of combined maintenance, washing, fueling, and bus operations space. Major facility components include bus parking (190 buses), employee parking (216 spaces), battery electric bus charging infrastructure, solar energy collection system, administrative offices, conference rooms, training rooms, dispatch facilities, fuel lanes (2), wash lanes (2), vaulting, repair bays (16-18), general machine shop, parts storage, break room, restrooms/showers, fuel storage and storm water management. Note: In addition to the matching funds listed, MDOT MTA has committed \$156 million in state dollars.
Project Benefits	The new facility will be purpose-built for battery-electric buses (BEBs) and will include space for administration, training, bus maintenance, bus operations and bus charging/storage. The reconstruction of this division is an integral component of MDOT MTA's transition to 50% zero-emissions buses by 2030, as it will provide the charging and storage capacity for approximately 200 BEBs with a target opening date of 2028. The existing Eastern Bus Division is reaching the end of its useful life and does not have sufficient capacity to meet MDOT MTA's operational needs.
Connection to Long-Range Transportation Planning Goals	2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops 5.D Implement Environmentally Responsible Transportation Solutions -- Reduce energy use of the transportation system
Project Changes	This administrative modification shifts \$5.134M in federal 5339 funds and \$1.283M in state match for construction from FY 2028 to FY 2025. Work on the replacement facility has begun, and this funding shift will cover incurred costs. The total estimated cost remains \$194.144M.

UPDATED

Phase	Fund Source	FY2025	FY2026	FY2027	FY2028	Total
CON	5307C	\$17,346,188	\$65,019,470	\$35,761,578	\$22,143,103	\$140,270,339
CON	5339	\$5,134,446	\$4,893,144	\$5,017,538	-	\$15,045,128
CON	5339C	-	-	\$1,254,385	-	\$1,254,385
CON	State	\$5,620,159	\$17,478,154	\$8,940,395	\$5,535,776	\$37,574,484
Total CON		\$28,100,793	\$87,390,768	\$50,973,896	\$27,678,879	\$194,144,336
Active TIP Years		\$28,100,793	\$87,390,768	\$50,973,896	\$27,678,879	\$194,144,336
Total Programmed		\$28,100,793	\$87,390,768	\$50,973,896	\$27,678,879	\$194,144,336

PREVIOUS

Phase	Fund Source	FY2025	FY2026	FY2027	FY2028	Total
CON	5307C	\$17,346,188	\$65,019,470	\$35,761,578	\$22,143,103	\$140,270,339
CON	5339	-	\$4,893,144	\$5,017,538	\$5,134,446	\$15,045,128
CON	5339C	-	-	\$1,254,385	-	\$1,254,385
CON	State	\$4,336,547	\$17,478,154	\$8,940,395	\$6,819,388	\$37,574,484
Total CON		\$21,682,735	\$87,390,768	\$50,973,896	\$34,096,937	\$194,144,336
Active TIP Years		\$21,682,735	\$87,390,768	\$50,973,896	\$34,096,937	\$194,144,336
Total Programmed		\$21,682,735	\$87,390,768	\$50,973,896	\$34,096,937	\$194,144,336


MARYLAND STATEWIDE TIP FY 2025-2028

MDOT TIP ID: 40-2301-65

SUMMARY TABLE

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Eastern Bus Facility	B	Exempt		\$ 156,567	\$ 37,571	\$ 194,138
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	MTA	BRTB	Multiple	\$ -	\$ -	\$ -
Description	The purpose of this project is to re-develop Eastern Bus Division as an electric bus division. Assuming a 190 bus fleet, construction would take >4 years. This facility would provide a single building with 110,000 square feet of combined maintenance, washing, fueling, and bus operations space. Major facility components include bus parking (190 buses), employee parking (216 spaces), battery electric bus charging infrastructure, solar energy collection system, administrative offices, conference rooms, training rooms, dispatch facilities, fuel lanes (2), wash lanes (2), vaulting, repair bays (16-18), general machine shop, parts storage, break room, restrooms/showers, fuel storage and storm water management. Note: In addition to the matching funds listed, MDOT MTA has committed \$156 million in state dollars.					
Justification	The new facility will be purpose-built for battery-electric buses (BEBs) and will include space for administration, training, bus maintenance, bus operations and bus charging/storage. The reconstruction of this division is an integral component of MDOT MTA's transition to 50% zero-emissions buses by 2030, as it will provide the charging and storage capacity for approximately 200 BEBs with a target opening date of 2028. The existing Eastern Bus Division is reaching the end of its useful life and does not have sufficient capacity to meet MDOT MTA's operational needs.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria			Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total				
<input type="checkbox"/> A) Adds new individual projects to the current STIP <input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other	Current (000s)	Total	\$	21,682	\$	87,389	\$	50,972	\$	34,095	\$	194,138
		Federal	\$	17,346	\$	69,912	\$	42,032	\$	27,277	\$	156,567
		State/Local	\$	4,336	\$	17,477	\$	8,940	\$	6,818	\$	37,571
	Proposed (000s)	Total	\$	28,099	\$	87,389	\$	50,972	\$	27,678	\$	194,138
		Federal	\$	22,480	\$	69,912	\$	42,032	\$	22,143	\$	156,567
		State/Local	\$	5,619	\$	17,477	\$	8,940	\$	5,535	\$	37,571
	Change (000s)	Total	\$	6,417	\$	-	\$	-	\$	(6,417)	\$	-
		Federal	\$	5,134	\$	-	\$	-	\$	(5,134)	\$	-
		State/Local	\$	1,283	\$	-	\$	-	\$	(1,283)	\$	-
	 MARYLAND DEPARTMENT OF TRANSPORTATION											

PHASE DETAIL

Current		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	5307	\$ 17,346	\$ 4,336	\$ 65,019	\$ 16,254	\$ 35,761	\$ 8,940	\$ 22,143	\$ 5,535	\$ 140,269	\$ 35,065	\$ 175,334
CO	5339(c)	\$ -	\$ -	\$ -	\$ -	\$ 1,254	\$ -	\$ -	\$ -	\$ 1,254	\$ -	\$ 1,254
CO	5339	\$ -	\$ -	\$ 4,893	\$ 1,223	\$ 5,017	\$ -	\$ 5,134	\$ 1,283	\$ 15,044	\$ 2,506	\$ 17,550
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 17,346	\$ 4,336	\$ 69,912	\$ 17,477	\$ 42,032	\$ 8,940	\$ 27,277	\$ 6,818	\$ 156,567	\$ 37,571	\$ 194,138

Proposed		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	5307	\$ 17,346	\$ 4,336	\$ 65,019	\$ 16,254	\$ 35,761	\$ 8,940	\$ 22,143	\$ 5,535	\$ 140,269	\$ 35,065	\$ 175,334
CO	5339(c)	\$ -	\$ -	\$ -	\$ -	\$ 1,254	\$ -	\$ -	\$ -	\$ 1,254	\$ -	\$ 1,254
CO	5339	\$ 5,134	\$ 1,283	\$ 4,893	\$ 1,223	\$ 5,017	\$ -	\$ -	\$ -	\$ 15,044	\$ 2,506	\$ 17,550
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 22,480	\$ 5,619	\$ 69,912	\$ 17,477	\$ 42,032	\$ 8,940	\$ 22,143	\$ 5,535	\$ 156,567	\$ 37,571	\$ 194,138

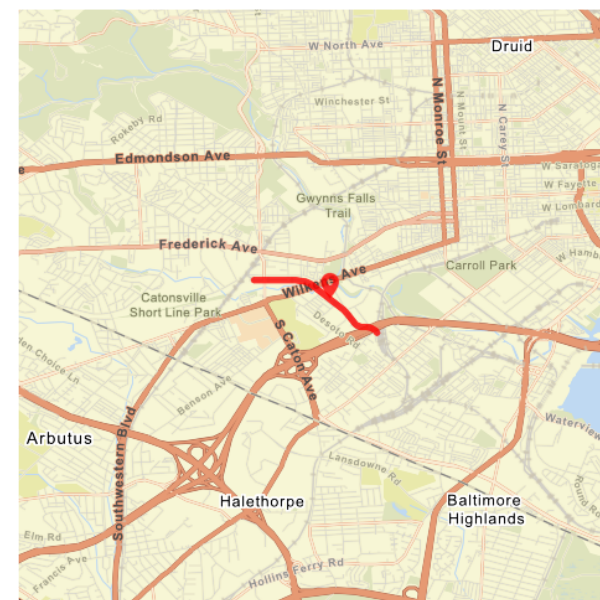
Change		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	5339(c)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	5339	\$ 5,134	\$ 1,283	\$ -	\$ -	\$ -	\$ -	\$ (5,134)	\$ (1,283)	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 5,134	\$ 1,283	\$ -	\$ -	\$ -	\$ -	\$ (5,134)	\$ (1,283)	\$ -	\$ -	\$ -

TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	\$ -	Federal	\$ 156,567	Federal	\$ -	Federal	\$ 156,567
State/Local	\$ -	State/Local	\$ 37,571	State/Local	\$ -	State/Local	\$ 37,571
Total	\$ -	Total	\$ 194,138	Total	\$ -	Total	\$ 194,138

42-2403-64 - Penn-Camden Connector

Agency	MTA - Transit
Year of Operation	2033
Project Category	Transit Capacity
Project Type	Transit capacity expansion (TC)
Conformity	Exempt
Functional Classification	NA
CIP ID	-
CTP ID	-
Route/Road Name	NA
Length	NA
Existing Lanes	NA
Proposed Lanes	NA
Estimated Total Cost	\$232,900,000



Project Description	The Penn-Camden Connector project provides a connection track between the Northeast Corridor and the CSX-owned MARC Camden Line, utilizing mostly existing railroad right-of-way north of BWI Marshall Airport to allow Penn Line trains to access storage and maintenance at the Riverside Yard. The project includes re-purposing CSX-owned Mount Clare Yard into a MARC layover facility.
Project Benefits	This connection will allow MARC to more efficiently bring its locomotives to MARC's Riverside Maintenance Facility, which is MARC's only backshop for locomotive servicing and maintenance. The connector will also allow MARC to store trainsets at a rail yard (Mt. Clare Yard) adjacent to Penn-Camden Connector, eliminating the need to store trains overnight at Amtrak's Penn Station.
Connection to Long-Range Transportation Planning Goals	1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.
Project Changes	This administrative modification adds \$1.226M (\$0.938M federal 5337 funds/\$0.288M state match) for engineering in FY 2025. Additional funds will support the design process. The total estimated cost increases from \$232.9M to \$234.1M.

UPDATED

Phase	Fund Source	FY2025	FY2026	FY2027	FY2028	Total
ENG	5337	<u>\$1,149,000</u>	-	-	-	<u>\$1,149,000</u>
ENG	CRISI	\$8,800,000	-	-	-	\$8,800,000
ENG	State	<u>\$2,488,000</u>	-	-	-	<u>\$2,488,000</u>
Total ENG		<u>\$12,437,000</u>	-	-	-	<u>\$12,437,000</u>
Active TIP Years		<u>\$12,437,000</u>	-	-	-	<u>\$12,437,000</u>
Total Programmed		<u>\$12,437,000</u>	-	-	-	<u>\$12,437,000</u>

PREVIOUS

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


MARYLAND STATEWIDE TIP FY 2025-2028

MDOT TIP ID: 42-2403-64

SUMMARY TABLE

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Penn Camden Connector	B	Exempt		\$ 9,011	\$ 2,253	\$ 11,264
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	MTA	BRTB	1570	\$ 938	\$ 235	\$ 1,173
Description	The Penn-Camden Connector project provides a connection track between the Northeast Corridor and the CSX-owned MARC Camden Line, utilizing mostly existing railroad right-of-way north of BWI Marshall Airport to allow Penn Line trains to access storage and maintenance at Riverside Yard. The project includes repurposing CSX-owned Mount Clare Yard into a MARC layover facility.					
Justification	The connection will allow MARC to more efficiently bring its locomotives to MARC's Riverside Maintenance Facility, which is MARC's only backshop for locomotive servicing and maintenance. The connector will also allow MARC to store trainsets at a rail yard (Mt. Clare Yard) adjacent to Penn-Camden Connector, eliminating the need to store trains overnight at Amtrak's Penn Station.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria			Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total
<div><input type="checkbox"/> A) Adds new individual projects to the current STIP</div> <div><input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change</div> <div><input type="checkbox"/> C) Removes or deletes individual listed project from the STIP</div> <div><input type="checkbox"/> D) Other</div>	 MARYLAND DEPARTMENT OF TRANSPORTATION	Current (000s)	Total	\$ 11,264	\$ -	\$ -	\$ -	\$ 11,264
			Federal	\$ 9,011	\$ -	\$ -	\$ -	\$ 9,011
			State/Local	\$ 2,253	\$ -	\$ -	\$ -	\$ 2,253
		Proposed (000s)	Total	\$ 12,437	\$ -	\$ -	\$ -	\$ 12,437
			Federal	\$ 9,949	\$ -	\$ -	\$ -	\$ 9,949
			State/Local	\$ 2,488	\$ -	\$ -	\$ -	\$ 2,488
		Change (000s)	Total	\$ 1,173	\$ -	\$ -	\$ -	\$ 1,173
			Federal	\$ 938	\$ -	\$ -	\$ -	\$ 938
			State/Local	\$ 235	\$ -	\$ -	\$ -	\$ 235

PHASE DETAIL

Current		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	CRISI	\$ 8,800	\$ 2,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,800	\$ 2,200	\$ 11,000
PE	5337	\$ 211	\$ 53	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 211	\$ 53	\$ 264
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 9,011	\$ 2,253	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,011	\$ 2,253	\$ 11,264

Proposed		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	CRISI	\$ 8,800	\$ 2,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,800	\$ 2,200	\$ 11,000
PE	5337	\$ 1,149	\$ 288	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,149	\$ 288	\$ 1,437
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 9,949	\$ 2,488	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,949	\$ 2,488	\$ 12,437

Change		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	CRISI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	5337	\$ 938	\$ 235	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 938	\$ 235	\$ 1,173
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 938	\$ 235	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 938	\$ 235	\$ 1,173

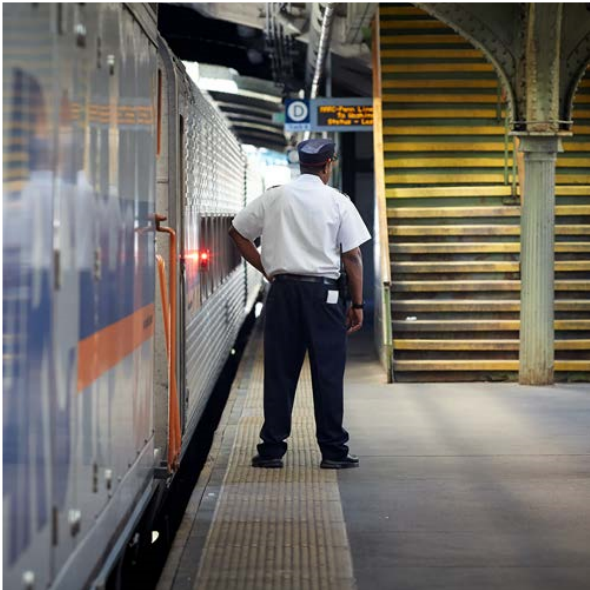
TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	\$ -	Federal	\$ 9,949	Federal	\$ -	Federal	\$ 9,949
State/Local	\$ -	State/Local	\$ 2,488	State/Local	\$ -	State/Local	\$ 2,488
Total	\$ -	Total	\$ 12,437	Total	\$ -	Total	\$ 12,437

70-1503-55 - MARC Facilities

This project includes equipment and improvements to the MARC Maintenance facilities such as the Riverside and Martin State Airport maintenance facilities. The project also includes MARC station improvements along the MARC Camden and MARC Penn Lines in the Baltimore region, such as Bayview, BWI, Martin's, and West Baltimore. The improvements to the stations can include platforms, track crossings, parking, bus bays, or other items to maintain a state of good repair.

Agency	MTA - Commuter Rail
Year of Operation	Ongoing
Project Category	Commuter Rail Preservation
Project Type	Rehabilitation of facilities (CRP)
Conformity	Exempt
Functional Classification	NA
CIP ID	-
CTP ID	Multiple
Route/Road Name	NA
Length	NA
Existing Lanes	NA
Proposed Lanes	NA
Estimated Total Cost	\$100,964,200



Project Benefits	The improvements and equipment for the maintenance facilities are necessary to maintain a state of good repair and to perform necessary repairs to keep the existing MARC fleet in a state of good repair and in service. The improvements to the stations will help improve accessibility for commuters and to maintain a state of good repair.
Connection to Long-Range Transportation Planning Goals	1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders
Project Changes	This administrative modification shifts \$11.393M (\$10.053M federal 5337 funds/\$1.340M in state match) from FY 2027 to FY 2025 and \$1.174M in state match from FY 2028 to FY 2025. Shifted funds will assist in expediting projects underneath the grant. The total estimated cost remains \$100.964M.

UPDATED

Phase	Fund Source	FY2025	FY2026	FY2027	FY2028	Total
CON	5307C	\$289,000	-	-	-	\$289,000
CON	5337	<u>\$38,053,000</u>	\$3,731,200	<u>\$43,547,000</u>	\$4,800,000	<u>\$90,131,200</u>
CON	State	<u>\$9,586,000</u>	\$932,000	<u>-</u>	\$26,000	<u>\$10,544,000</u>
Total CON		<u>\$47,928,000</u>	\$4,663,200	<u>\$43,547,000</u>	\$4,826,000	<u>\$100,964,200</u>
Active TIP Years		<u>\$47,928,000</u>	\$4,663,200	<u>\$43,547,000</u>	\$4,826,000	<u>\$100,964,200</u>
Total Programmed		<u>\$47,928,000</u>	\$4,663,200	<u>\$43,547,000</u>	\$4,826,000	<u>\$100,964,200</u>

PREVIOUS

Phase	Fund Source	FY2025	FY2026	FY2027	FY2028	Total
CON	5307C	\$289,000	-	-	-	\$289,000
CON	5337	\$28,000,000	\$3,731,200	\$53,600,000	\$4,800,000	\$90,131,200
CON	State	\$7,072,000	\$932,000	\$1,340,000	\$1,200,000	\$10,544,000
Total CON		\$35,361,000	\$4,663,200	\$54,940,000	\$6,000,000	\$100,964,200
Active TIP Years		\$35,361,000	\$4,663,200	\$54,940,000	\$6,000,000	\$100,964,200
Total Programmed		\$35,361,000	\$4,663,200	\$54,940,000	\$6,000,000	\$100,964,200

MARYLAND STATEWIDE TIP FY 2025-2028

MDOT TIP ID: 70-1503-55

SUMMARY TABLE

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MARC Facilities	B	Exempt		\$ 90,420	\$ 10,544	\$ 100,964
				Net Funding Change (000s)		
	Administration	Area/MPO	CTP Page	Federal	State/Local	Total
	MTA	BRTB	Multiple	\$ -	\$ -	\$ -
Description	This project includes equipment and improvements to the MARC Maintenance facilities such as the Riverside and Martin State Airport maintenance facilities. The project also includes MARC station improvements along the MARC Camden and MARC Penn Lines in the Baltimore region, such as Bayview, BWI, Martin's, and West Baltimore. The improvements to the stations can include platforms, track crossings, parking, bus bays, or other items to maintain a state of good repair.					
Justification	The improvements and equipment for the maintenance facilities are necessary to maintain a state of good repair and to perform necessary repairs to keep the existing MARC fleet in a state of good repair and in service. The improvements to the stations will help improve accessibility for commuters and to maintain a state of good repair.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total
<input type="checkbox"/> A) Adds new individual projects to the current STIP <input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other	Current (000s)	Total	\$ 35,361	\$ 4,663	\$ 54,940	\$ 6,000	\$ 100,964
		Federal	\$ 28,289	\$ 3,731	\$ 53,600	\$ 4,800	\$ 90,420
		State/Local	\$ 7,072	\$ 932	\$ 1,340	\$ 1,200	\$ 10,544
	Proposed (000s)	Total	\$ 47,928	\$ 4,663	\$ 43,547	\$ 4,826	\$ 100,964
		Federal	\$ 38,342	\$ 3,731	\$ 43,547	\$ 4,800	\$ 90,420
		State/Local	\$ 9,586	\$ 932	\$ -	\$ 26	\$ 10,544
	Change (000s)	Total	\$ 12,567	\$ -	\$ (11,393)	\$ (1,174)	\$ -
		Federal	\$ 10,053	\$ -	\$ (10,053)	\$ -	\$ -
		State/Local	\$ 2,514	\$ -	\$ (1,340)	\$ (1,174)	\$ -

PHASE DETAIL

Current		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	5337	\$ 28,000	\$ 7,000	\$ 3,731	\$ 932	\$ 53,600	\$ 1,340	\$ 4,800	\$ 1,200	\$ 90,131	\$ 10,472	\$ 100,603
CO	5307	\$ 289	\$ 72	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 289	\$ 72	\$ 361
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 28,289	\$ 7,072	\$ 3,731	\$ 932	\$ 53,600	\$ 1,340	\$ 4,800	\$ 1,200	\$ 90,420	\$ 10,544	\$ 100,964
Proposed		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	5337	\$ 38,053	\$ 9,514	\$ 3,731	\$ 932	\$ 43,547	\$ -	\$ 4,800	\$ 26	\$ 90,131	\$ 10,472	\$ 100,603
CO	5307	\$ 289	\$ 72	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 289	\$ 72	\$ 361
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 38,342	\$ 9,586	\$ 3,731	\$ 932	\$ 43,547	\$ -	\$ 4,800	\$ 26	\$ 90,420	\$ 10,544	\$ 100,964
Change		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	5337	\$ 10,053	\$ 2,514	\$ -	\$ -	\$ (10,053)	\$ (1,340)	\$ -	\$ (1,174)	\$ -	\$ -	\$ -
CO	5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 10,053	\$ 2,514	\$ -	\$ -	\$ (10,053)	\$ (1,340)	\$ -	\$ (1,174)	\$ -	\$ -	\$ -
TOTAL PROJECT COST												
Prior Cost (≤ FY 2024)				STIP Cost (FY 2025-2028)				Balance to Complete (≥ FY 2029)				Total Project Cost
Federal		\$ -		Federal		\$ 90,420		Federal		\$ -		\$ 90,420
State/Local		\$ -		State/Local		\$ 10,544		State/Local		\$ -		\$ 10,544
Total		\$ -		Total		\$ 100,964		Total		\$ -		\$ 100,964