

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

BALTIMORE REGIONAL TRANSPORTATION BOARD RESOLUTION #24-22

AMENDMENT TO THE 2024-2027 BALTIMORE REGION TRANSPORTATION IMPROVEMENT PROGRAMS

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

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2024-2027 Transportation Improvement Program for the Baltimore region at its July 27, 2023 meeting, with federal approval on October 25, 2023; and

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

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

WHEREAS, the Maryland Department of Transportation, on behalf of the Maryland Transit Administration (MDOT MTA), has requested approval of four amendments to the 2024-2027 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, MDOT MTA is requesting to add the Baltimore Penn Station project to the 2024-2027 TIP. MDOT MTA requests to develop plans to improve multimodal access at, and around Baltimore Penn Station utilizing Rebuilding American Infrastructure with Sustainability and Equity (RAISE) and Consolidated Rail Infrastructure and Safety Improvement (CRISI) funding. (see attachment one); and

WHEREAS, MDOT MTA is requesting to add the Low or No Emission (Low-No) Anne Arundel County Bus Program project to the 2024-2027 TIP. MDOT MTA is adding Federal Transit Administration grant funding for the purchase of up to four low emission hybrid electric buses to support Anne Arundel County transit operations. (see attachment two); and

WHEREAS, MDOT MTA is requesting to add the Kirk Bus Facility project back into the 2024-2027 TIP. This project appeared in previous TIPs and construction is complete. This amendment will shift funds from previous fiscal years to ensure adequate federal funds in the year of obligation. (see attachment three); and

WHEREAS, MDOT MTA is requesting to amend the MARC Facilities project in the 2024-2027 TIP. This amendment adds construction funds for various improvements at Martin State Airport, BWI garage, as well as at the Elkton, Odenton, and Bayview stations. Also included is the construction of the Riverside Heavy Duty Maintenance Facility. (see attachment four); and

WHEREAS, the Transportation Improvement Program, as amended, continues to display financial reasonableness and re-affirms the appropriate project selection criteria whereby all requirements for a Transportation Improvement Program in the Infrastructure and Investment Jobs Act are met; and

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

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

WHEREAS, the proposed Transportation Improvement Program amendment was presented to the Technical Committee on April 2, 2024.

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approves the attached amendment to the 2024-2027 Transportation Improvement Programs for the Baltimore region and finds them to conform to the applicable Maryland State Implementation Plan and requirements of the 1990 Clean Air Act Amendments.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution on April 19, 2024.

April 19, 2024

Date



Anthony Russell, Chair
Baltimore Regional Transportation Board

ATTACHMENT ONE

Baltimore Penn Station Multimodal Investments

TIP ID	42-2402-64	Year of Operation	2029
Agency	MTA - Transit	Project Type	Preservation and improvements
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	TBD	Est. Total Cost	\$14,650,000

Description:

This is a set of multimodal access improvements at and around Baltimore Penn Station, funded by a RAISE grant and Congressionally Designated Spending managed as a CRISI grant. This project will include the addition of a full-time dedicated bus lane on Charles Street, new curb extensions, bus stop improvements, real-time signage, and pedestrian and bicycle access investments around and connecting to Penn Station in order to improve access to the station.

Justification:

Baltimore Penn Station is a key transit hub for MDOT MTA, with MARC service providing access to jobs in D.C., Odenton, and along the Penn Line and significant investments are being made to improve the speed, reliability, and capacity of that corridor. Having good connections to the station is essential to maximizing the potential of the MARC service and there have been repeated requests from MARC riders and community members to improve the bicycle, pedestrian, and transit access to Penn Station. Additionally, the RTP North-South corridor will likely connect to Penn Station and this provides an opportunity to plan ahead for that future service integration.

Amendment: This amendment adds a new project to the FY 2024-2027 TIP and utilizes \$6.25M in Consolidated Rail Infrastructure and Safety Improvement (CRISI) funds for engineering in FY 2024-2027 (\$5.0M federal/\$1.25M matching), \$7.4M in Rebuilding American Infrastructure with Sustainability and Equity (RAISE) funds for construction in FY 2026-2027 (\$6.0M federal/\$1.4M matching), and \$1.0M in private contributions. This funding will be used to provide a new bus lane on Charles Street, curb extensions, bike/ped improvements, bus stop improvements and real-time signage. The total estimated cost of the project is \$14.65M.

Connection to Long-Range Transportation Planning Goals:

- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.
- 3.A Improve Accessibility -- Increase transportation options and equity for all populations.
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.





Baltimore Penn Station Multimodal Investments

(Funding in Thousands)

Other - NEW

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$444	\$0	\$556	\$1,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$0	\$444	\$0	\$556	\$1,000

Rebuilding American Infrastructure with Sustainability and Equity - NEW

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$3,060	\$714	\$2,940	\$686	\$7,400
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$3,060	\$714	\$2,940	\$686	\$7,400



Baltimore Penn Station Multimodal Investments

(Funding in Thousands)

Consolidated Rail Infrastructure and Safety Improvement Discretionary Grant -NEW

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$1,300	\$325	\$200	\$50	\$1,750	\$438	\$1,750	\$438	\$6,251
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,300	\$325	\$200	\$50	\$1,750	\$438	\$1,750	\$438	\$6,251
Total	\$1,300	\$325	\$200	\$50	\$4,810	\$1,596	\$4,690	\$1,680	\$14,651

ATTACHMENT TWO

Low or No Emission (Low-no) Anne Arundel County Bus Program

TIP ID	41-2401-05	Year of Operation	2024
Agency	MTA - Transit	Project Type	Fleet improvement
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	1576	Est. Total Cost	\$2,268,000

Description:

This project provides for the purchase of up to four new low emission buses to support transit operations in Anne Arundel Co.

Justification:

The Maryland Transit Administration received funding from Anne Arundel County to purchase up to four hybrid electric buses. These new buses meet federal emission standards.

Amendment: This amendment adds a new project to the FY 2024-2027 TIP and utilizes \$2.268M in Section 5339 (c) Low or No Emission Vehicle Discretionary Grant Program funds for construction in FY 2024 (\$1.89M federal/\$0.378M matching). This funding will be used to purchase up to four (4) low-emission buses to support Anne Arundel County transit operations. The total estimated cost of the project is \$2.268M.

Connection to Long-Range Transportation Planning Goals:

5.B Implement Env. Responsible Trans. Solutions -- Reduce emissions to support health & conform to AQ standards.
5.D Implement Env. Responsible Trans. Solutions -- Reduce energy use of the transportation system.
5.H Implement Env. Responsible Trans. Solutions -- Promote policies that encourage elect/alt. fuel vehicles and infrastructure.





Low or No Emission (Low-no) Anne Arundel County Bus Program

(Funding in Thousands)

Section 5339(c) Low or No Emission Vehicle Discretionary Grant Program -ORIGINAL

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$1,890	\$378	\$0	\$0	\$0	\$0	\$0	\$0	\$2,268
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,890	\$378	\$0	\$0	\$0	\$0	\$0	\$0	\$2,268
Total	\$1,890	\$378	\$0	\$0	\$0	\$0	\$0	\$0	\$2,268

ATTACHMENT THREE

Kirk Bus Facility Replacement - Phase 1 & 2

TIP ID	40-1203-65	Year of Operation	2021
Agency	MTA - Transit	Project Type	Rehabilitation of facilities
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	0705	Est. Total Cost	\$168,100,000

Description:

Approximately 175 buses are stored, operated, and maintained at the Kirk Division Bus Facility. Operations include preventive bus maintenance, inspections, fueling, washing, administration, operator support facilities and dispatching. Phase 1 is the construction of a 100,000 square foot state-of-the-art, sustainable design, energy-efficient building that will house the preventive maintenance function of the facility, performed in an enclosed environment, thereby enabling MTA to better control noise, exhaust fumes and visibility of the buses to the surrounding community. Phase 2 is the construction of a transportation bus storage building of approximately 200,000 square feet in size. Phases 1 and 2 are complete. Project closeout activities are taking place and project completion/closeout will be in June 2023.

Justification:

The current facility supports 14 bus routes operating in Baltimore City and Baltimore County and was built over 65 years ago and cannot accommodate MTA's modern fleet or hybrid and articulated buses. A new facility is required to ensure efficient transit traffic and parking. MTA has worked with the community for many years to develop a plan to modernize the Kirk Bus Facility.

Amendment: This amendment reinserts a project to the FY 2024-2027 TIP that was in previous TIPs and adds \$8.244M including \$6.033M of Section 5307 (Urbanized Area Formula) funds for construction in FY 2024 (\$4.826M federal/\$1.207M matching) and \$2.212M of Section 5339 (Bus and Bus Facilities Formula Program) funds for construction in FY 2024 (\$1.769M federal/\$0.442 matching). This amendment shifts funds from previous years to ensure there are federal funds in the year of obligation. The total estimated cost of the project is \$168.1M.

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 Env. Responsible Trans. Solutions -- Reduce energy use of the transportation system.





MTA - Transit

2024 - 2027 Transportation Improvement Program

Transit Preservation
National Highway System

Kirk Bus Facility Replacement - Phase 1 & 2

(Funding in Thousands)

Section 5307 Urbanized Area Formula -NEW

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$4,826	\$1,207	\$0	\$0	\$0	\$0	\$0	\$0	\$6,033
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$4,826	\$1,207	\$0	\$0	\$0	\$0	\$0	\$0	\$6,033

Section 5339 (Bus and Bus Facilities Formula Program) -NEW

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$1,769	\$442	\$0	\$0	\$0	\$0	\$0	\$0	\$2,211
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,769	\$442	\$0	\$0	\$0	\$0	\$0	\$0	\$2,211
Total	\$6,595	\$1,649	\$0	\$0	\$0	\$0	\$0	\$0	\$8,244

ATTACHMENT FOUR

MARC Facilities

TIP ID	70-1503-55	Year of Operation	Ongoing
Agency	MTA - Commuter Rail	Project Type	Rehabilitation of facilities
Project Category	Commuter Rail Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Multiple	Est. Total Cost	\$67,140,000

Description:

1) MARC BWI Garage Facility- Identify and prioritize needed repairs which are then designed and constructed.

2) Construction of Riverside Heavy Maintenance Facility.

3) Renovation of MARC's Odenton, Elkton, and Bayview Stations.

Note: In addition to the matching funds listed, MTA has committed \$25.5 million in state dollars.

Amendment: This amendment to the FY 2024-2027 TIP increases funding for construction in FY 2024 by \$48.161M (\$38.529M federal/\$9.632M matching). This funding will be used to purchase property and construction of two new storage tracks at Martin Airport as well as various improvements to the BWI garage, construction of the Riverside Heavy Duty Maintenance Facility and renovations at the Elkton, Odenton, and Bayview Stations. The total estimated cost of the project increases from \$18.979M to \$67.14M.

Justification:

1)MARC BWI Garage Facility: Repairs will extend the useful life of the garages and support continued ridership on the MARC system from this location. Typical repairs include concrete crack and spall repairs, cleaning and coating structural steel, repairing welded connections.

2)Riverside Heavy Maintenance Facility: The building will provide four maintenance slots for locomotives undergoing heavy maintenance and repair which will free up maintenance slots in the existing shop for preventive maintenance and federally required inspections.

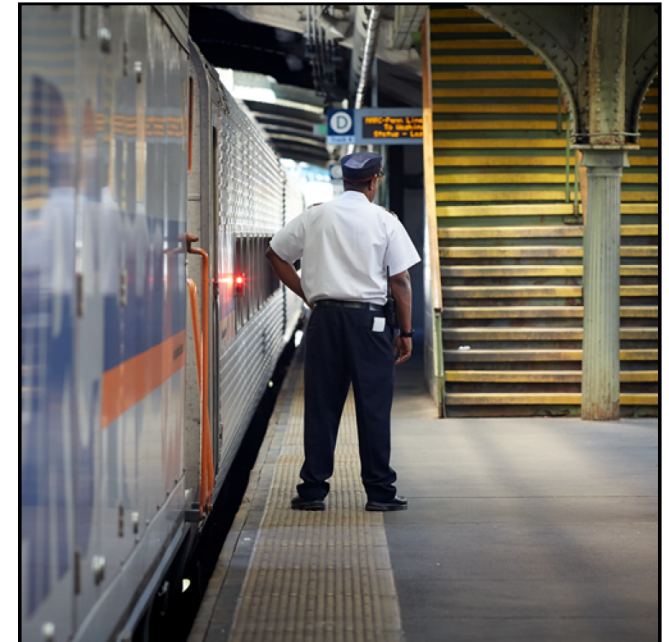
3)MARC's Odenton, Elkton, and Bayview Stations: Odenton Station serves thousands of people daily. It was constructed in 1940 with minor renovation in the early 1990's (before ADA). The project would fund renovation to make the station accessible to the maximum amount practicable along with ADA Compliance. Design and construction of the new Elkton Station in Elkton, DE and a new Bayview Station will expand and provide commuter use of the MARC system over single occupant vehicles.

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.



**MARC Facilities**

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects) -ORIGINAL

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$835	\$209	\$460	\$115	\$800	\$200	\$0	\$0	\$2,619
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$835	\$209	\$460	\$115	\$800	\$200	\$0	\$0	\$2,619

Section 5337 (State of Good Repair Formula Program) -ORIGINAL

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$2,517	\$629	\$800	\$200	\$3,931	\$983	\$5,840	\$1,460	\$16,360
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$2,517	\$629	\$800	\$200	\$3,931	\$983	\$5,840	\$1,460	\$16,360
Total	\$3,352	\$838	\$1,260	\$315	\$4,731	\$1,183	\$5,840	\$1,460	\$18,979

**MARC Facilities**

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects)

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$835	\$209	\$460	\$115	\$800	\$200	\$0	\$0	\$2,619
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$835	\$209	\$460	\$115	\$800	\$200	\$0	\$0	\$2,619

Section 5337 (State of Good Repair Formula Program) **UPDATE**

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$41,046	\$10,261	\$800	\$200	\$3,931	\$983	\$5,840	\$1,460	\$64,521
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$41,046	\$10,261	\$800	\$200	\$3,931	\$983	\$5,840	\$1,460	\$64,521
Total	\$41,881	\$10,470	\$1,260	\$315	\$4,731	\$1,183	\$5,840	\$1,460	\$67,140