



Project Information	About the Amendment
<p>Agencywide System Preservation and Improvement</p> <p>Project Sponsor Maryland Transit Administration</p> <p>Date of BRTB Approval 7/23/2019</p> <p>TIP ID 40-1801-64</p>	<p>Purpose of Amendment This amendment adds previously unobligated Section 5307 funds from FY 2017 and FY 2018 to the 2019-2022 TIP. MTA intends to obligate these funds prior to the end of FY 2019. These funds will be used for improvements including elevator and escalator upgrades throughout the Metro system, roofing repairs, drainage corrections, transit asset management, and fare collection system software upgrades. Section 5307 funds increase in the amount of \$5.986 million along with an increase of \$1.497 million in matching funds. Total funding in the TIP increases from \$20.245 million to \$27.728 million.</p> <p>Project Description This is an ongoing project to rehabilitate agency-wide facilities, systems, and infrastructure, including elevator and escalator upgrades, roofing, park-and-ride lots, concrete bus loops, drainage corrections, bridge and subway inspections, signage improvements, a treasury fare collection system, and a transit asset management system. In addition to the matching funds listed, MTA has committed \$80.4 million in state dollars.</p> <p>Conformity Status: Exempt</p>
<p>Bus System Preservation and Improvement</p> <p>Project Sponsor Maryland Transit Administration</p> <p>Date of BRTB Approval 7/23/2019</p> <p>TIP ID 40-1803-64</p>	<p>Purpose of Amendment This amendment adds previously unobligated Section 5307 flex funds from FY 2017 and FY 2018 to the 2019-2022 TIP. MTA intends to obligate these funds prior to the end of FY 2019. These funds will be used to rehabilitate historic gable windows at the Bush Division and to install a paint booth at the Washington Boulevard facility. Section 5307 flex funds increase in the amount of \$834,000 along with an increase of \$208,000 in matching funds. Total funding in the TIP increases from \$3.227 million to \$4.269 million.</p> <p>Project Description This is an ongoing project to rehabilitate bus facilities and infrastructure, including operating division and MTA offices. This ongoing project also includes funding for the BaltimoreLink project to include Bus Link Transit Hubs and Bus Link Transit Signal Priority. In addition to the matching funds listed, MTA has committed \$10.6 million in state dollars.</p> <p>Conformity Status: Exempt</p>

<p>MARC Improvements</p> <p>Project Sponsor Maryland Transit Administration</p> <p>Date of BRTB Approval 7/23/2019</p> <p>TIP ID 70-1502-54</p>	<p>Purpose of Amendment This amendment adds previously unobligated Section 5337 funds from FY 2017 and FY 2018 to the 2019-2022 TIP. MTA intends to obligate these funds prior to the end of FY 2019. These funds will be used to enhance accessibility and safety for riders including installation of an ADA compliant public address system, positive train control, and an audio/visual warning system for approaching MARC trains. Section 5337 funds increase in the amount of \$20.12 million along with an increase of \$5.03 million in matching funds. Total funding in the TIP increases from \$40.895 million to \$66.045 million.</p> <p>Project Description This project provides funding to implement ongoing improvements derived from the MARC Master Plan and Amtrak/CSX Operating Agreements. Projects include: improvements to the Penn line, improvements to the Brunswick and Camden lines, system-wide parking lot improvements, the design, procurement, and installation of an ADA compliant public address system at all MARC stations on the Brunswick, Camden, and Penn lines, implementation and development of Positive Train Control for MARC, implementation of an audio/visual warning system for approaching MARC trains, and the collaborative cost-sharing arrangement to advance development of the Northeast corridor infrastructure. In addition to the matching funds listed, MTA has committed \$15.4 million in state dollars.</p> <p>Conformity Status: Exempt</p>
<p>MARC Rolling Stock Overhauls and Replacement</p> <p>Project Sponsor Maryland Transit Administration</p> <p>Date of BRTB Approval 7/23/2019</p> <p>TIP ID 70-1501-53</p>	<p>Purpose of Amendment This amendment adds previously unobligated Section 5337 funds from FY 2017 and FY 2018 to the 2019-2022 TIP. MTA intends to obligate these funds prior to the end of FY 2019. These funds will be used for the ongoing overhaul and replacement of MARC rolling stock in accordance with the manufacturer's 10-year minor and 20-year midlife schedules. Section 5337 funds increase in the amount of \$6.651 million along with an increase of \$1.663 million in matching funds. Total funding in the TIP increases from \$38.885 million to \$47.199 million.</p> <p>Project Description This is an ongoing project for the overhaul and replacement of MARC rolling stock. The overhaul of MARC coaches and locomotives is performed in accordance with "10-year Minor" and "20-year Midlife" schedules and/or the manufacturer's schedule. MARC vehicles will be upgraded with federally-mandated Positive Train Control safety features. In addition to the matching funds listed, MTA has committed \$13.2 million in state dollars.</p> <p>Conformity Status: Exempt</p>

<p>Metro and Light Rail System Preservation and Improvement</p> <p>Project Sponsor Maryland Transit Administration</p> <p>Date of BRTB Approval 7/23/2019</p> <p>TIP ID 40-1805-64</p>	<p>Purpose of Amendment This amendment adds previously unobligated Section 5307 funds from FY 2017 and FY 2018 to the 2019-2022 TIP. MTA intends to obligate these funds prior to the end of FY 2019. These funds will be used to rehabilitate infrastructure, track, equipment, and facilities along the metro and light rail systems. Section 5307 funds increase in the amount of \$9.762 million along with an increase of \$2.44 million in matching funds. Total funding in the TIP increases from \$32.359 million to \$44.561 million.</p> <p>Project Description This is an ongoing project to rehabilitate Light Rail and Metro facilities, infrastructure, track, and equipment. In addition to the matching funds listed, MTA has committed \$209.3 million in state dollars.</p> <p>Conformity Status: Exempt</p>
<p>Small Urban Transit Systems – Capital Assistance</p> <p>Project Sponsor Maryland Transit Administration</p> <p>Date of BRTB Approval 11/27/2018</p> <p>TIP ID 40-9502-05</p>	<p>Purpose of Amendment This amendment updates FTA Section 5339 funds in FY 2019. Section 5339 funds increase in the amount of \$806,000 along with an increase of \$302,000 in matching funds. These funds will be used for one small cutaway replacement bus in Carroll County, two medium buses and mobile radios in Anne Arundel County, and two heavy duty replacement buses in Howard County. Total funding in the TIP increases from \$1.6 million to \$2.708 million.</p> <p>Project Description Capital assistance to small urban transit systems throughout the region to purchase vehicles, equipment, and facilities. The Baltimore region's small urban transit systems include Carroll Transit System, Anne Arundel County, and Howard County.</p> <p>Conformity Status: Exempt</p>

<p>Robinson Mill Road Bridge #154 over Broad Creek</p> <p>Project Sponsor Harford County</p> <p>Date of BRTB Approval 10/23/2018</p> <p>TIP ID 15-1401-13</p>	<p>Purpose of Amendment This amendment updates Surface Transportation Block Grant funds for the construction phase in FY 2019. The increase reflects the total cost for construction now that the project is ready for advertisement. Funds had been budgeted for construction in previous TIPs but the project was delayed due to difficulties with land acquisition. STBG funds in FY 2019 are now \$1.185 million along with \$380,000 in matching funds. The estimated total cost remains unchanged at \$1.815 million. The year of operation shifts from 2018 to 2019.</p> <p>Project Description This project is to replace the entire bridge that carries Robinson Mill Road over Broad Creek. The two-lane approach road on both ends of the bridge includes horizontal curves that restrict sight distance across the bridge. Three foot shoulders planned on both sides of the road.</p> <p>PE funds were in a previous TIP.</p> <p>Conformity Status: Exempt</p>
<p>I-95 Access Improvements: Construction & Right-of-Way Acquisition</p> <p>Project Sponsor Maryland Transportation Authority</p> <p>Date of BRTB Approval 9/25/2018</p> <p>TIP ID 22-1901-45</p>	<p>Purpose of Amendment This amendment adds a new project to the FY 2019-2022 TIP to support redevelopment of the Port Covington peninsula. The total cost of the project is \$495 million, with \$27.75 million in funding added to the 2019-2022 TIP.</p> <p>Project Description The Maryland Transportation Authority (MDTA) and Baltimore City Department of Transportation (BCDOT) have developed a suite of improvements to Interstate 95 (I-95) ramps and other nearby transportation facilities to support ongoing and planned redevelopment of the Port Covington peninsula in South Baltimore and to address traffic needs in the Port Covington area. The study limits for these improvements are Caton Avenue to the Fort McHenry Tunnel, involving approximately seven miles of I-95 and sections of Hanover Street, McComas Street and Key Highway.</p> <p>The total project cost is \$450 million to \$495 million and will have phased construction, with completion anticipated in 2029. The project will be funded with MDTA funds, grant monies and developer sources.</p> <p>Conformity Status: Not Exempt</p>

<p>I-95 Express Toll Lanes Northbound Extension</p> <p>Project Sponsor Maryland Transportation Authority</p> <p>Date of BRTB Approval 9/25/2018</p> <p>TIP ID 25-1801-41</p>	<p>Purpose of Amendment This amendment updates funds for the project to include the first phase of implementation of I-95 Section 200 that was announced by the Hogan Administration on June 15, 2018. Funding in the 2019-2022 TIP increases by \$622 million and the year of operation changes to 2026. The total cost of the project increases from \$210 million to \$1.1 billion. The project is funded with MDTA toll revenues.</p> <p>Project Description The I-95 Express Toll Lanes (ETL) Northbound Extension project is the first phase of implementation of I-95 Section 200. The project will be funded by MDTA toll revenues and includes the provision of two additional ETLs for more than 10 miles on I-95 from north of MD 43 in Baltimore County to north of MD 24 in Harford County. This section includes reconstruction of the I-95 interchanges at MD 152 and MD 24 to provide access from the northbound ETL. The project involves significant bridge improvements, including reconstruction of the overpasses at Raphel Road, Bradshaw Road, Old Joppa Road, and Clayton Road to accommodate the larger area needed for the ETLs. Additionally, the I-95 northbound bridges over the Big Gunpowder Falls, Little Gunpowder Falls and Winters Run will be widened and improved. The project will also include the installation of five new noise walls along the corridor on both sides of I-95.</p> <p>Conformity Status: Not Exempt</p>
<p>Beyond the Bus Stop</p> <p>Project Sponsor Maryland Transit Administration</p> <p>Date of BRTB Approval 9/25/2018</p> <p>TIP ID 40-1901-69</p>	<p>Purpose of Amendment This amendment adds a new project to the 2019-2022 TIP using a federal Bus and Bus Facilities discretionary grant in the amount of \$2.6 million along with \$650,000 in matching funds. MTA will use the funds to improve amenities for riders and operators at bus stops. The amendment adds \$3.25 million to the 2019-2022 TIP.</p> <p>Project Description The Beyond the Bus Stop program aims to improve amenities for both riders and operators at bus stops around the network. The Beyond the Bus Stop program will improve the customer experience by adding real-time information signage and shelter improvements to bus stops, including some multi-modal transfers. The program also includes constructing comfort stations at Cedonia Loop and Patapsco Light Rail Station for use by MTA operators. Blue Light phones will also be added at these locations.</p> <p>In addition to the matching funds listed, MTA has committed \$2.35 million in state dollars.</p> <p>Conformity Status: Exempt</p>