



Project Information	About the Amendment
<p>Governor Bridge Road over Little Patuxent River</p> <p>Project Sponsor Anne Arundel County</p> <p>Date of BRTB Approval September 19, 2023</p> <p>TIP ID 11-2404-13</p>	<p>Purpose of Amendment This amendment adds a new project to the FY 2024-2027 TIP and utilizes Highway Bridge Rehabilitation and Reconstruction Program (HBRRP) funds. This project will include \$500,000 (\$400,000 federal/\$100,000 matching) of HBRRP for engineering in FY 2024-2025 and \$4,500,000 (\$3,600,000 federal/\$900,000 matching) for construction in FY 2026-2027. The bridge has been closed as a result of unsafe conditions since March 2015. Funding for this project is necessary to reconstruct the bridge in order to reopen and provide a safe connection between Anne Arundel and Prince Georges County. This bridge replacement project has a total cost of \$11.536 million, which is being split equally between Anne Arundel County and Prince George’s County.</p> <p>Project Description This project replaces the existing Governor’s Bridge Road bridge over the Patuxent River that connects, and is jointly owned by Prince George’s County and Anne Arundel County. This single lane Pratt through-truss bridge was built in 1920 and has been designated as a historic structure. The bridge is prone to flooding and the Patuxent River overtopping the deck. It is considered structurally deficient. The total cost of the full bridge reconstruction project shared by Prince George's and Anne Arundel counties is \$11.536 million.</p> <p>Conformity Status: Exempt</p>
<p>Martin Airport – All Stations Accessibility Program</p> <p>Project Sponsor MDOT MTA</p> <p>Date of BRTB Approval September 19, 2023</p> <p>TIP ID 73-2401-64</p>	<p>Purpose of Amendment This amendment adds a new project to the FY 2024-2027 TIP and utilizes All Stations Accessibility Program (ASAP) funds. This project will include \$8.91 million (\$7.11 million federal/\$1.8 million matching) for engineering in FY 2024-2025. This funding will be used to prepare NEPA documents and develop construction plans for future improvements. The total cost for engineering and environmental work is \$8.91 million.</p> <p>Project Description Development of plans and completion of environmental work for the future renovation of the Martin Airport station on its Penn commuter rail line to make it safer and fully accessible. The station, located north of Baltimore currently requires riders to cross multiple tracks to board the train.</p> <p>Conformity Status: Exempt</p>

<p>SE Baltimore Freight Corridor: Colgate Creek Bridge Replacement</p> <p>Project Sponsor Baltimore City</p> <p>Date of BRTB Approval November 28, 2023</p> <p>TIP ID: 12-1609-13</p>	<p>Purpose of Amendment This amendment adds a new project to the FY 2024-2027 TIP. This project appeared in previous TIPs but was not in the FY 2023-2026 TIP. This amendment will include \$2.5 million (\$2.0 million federal/\$500,000 matching) of NHPP funding for construction in FY 2024. This funding is necessary as a result of unexpected construction costs and escalating material costs. The estimated total cost of this project is \$22,000,000.</p> <p>Project Description This project replaces a structurally deficient, functionally obsolete bridge on Broening Highway over Colgate Creek, enabling trucks to reroute away from residential communities and addressing major impacts to residents' quality of life. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.</p> <p>Conformity Status: Exempt</p>
<p>Wilkens Avenue Bridge over Gwynns Falls</p> <p>Project Sponsor Baltimore City</p> <p>Date of BRTB Approval November 28, 2023</p> <p>TIP ID: 12-1403-13</p>	<p>Purpose of Amendment This amendment adds a new project to the FY 2024-2027 TIP. This project appeared in previous TIPs but was not in the FY 2023-2026 TIP. This amendment will include \$3.8 million (\$3.04 federal/\$760,000 matching) of NHPP funding for construction in FY 2024. This funding is needed to re-advertise the project as a result of unexpected procurement issues which have delayed the original advertisement and to reflect current construction costs. The estimated total cost of this project is \$18,600,000.</p> <p>Project Description This project involves replacement of the bridge, which has deteriorated beyond repair. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks. Engineering for this project was originally authorized in FY 2013 under TIP ID 12-1030-13.</p> <p>Conformity Status: Exempt</p>
<p>Baltimore City Greenway Trail Network – Eastern Segment</p> <p>Project Sponsor Baltimore City</p> <p>Date of BRTB Approval November 28, 2023</p> <p>TIP ID: 12-2406-03</p>	<p>Purpose of Amendment This amendment adds a new project to the FY 2024-2027 TIP. This project will add \$2.5 million in federal earmark funds and \$1.5 million in State Capital Grant funds. The total estimated cost is \$4.0 for Right of Way acquisition.</p> <p>Project Description The Baltimore City Greenway Trail Network is a system of urban trails that, when completed, will link together diverse neighborhoods, cultural amenities, and outdoors activities that make up the landscape of Baltimore City. The Eastern Segment will connect to some of East Baltimore’s most popular destinations, by creating a linear park on a former railroad right-of-way that weaves together multiple neighborhoods and developing pedestrian and bicycle infrastructure as a means of alternative transportation and option for healthy recreation.</p> <p>Conformity Status: Exempt</p>

<p>Annapolis Electric Passenger Ferry Pilot Program</p> <p>Project Sponsor City of Annapolis</p> <p>Date of BRTB Approval December 19, 2023</p> <p>TIP ID: 18-2401-99</p>	<p>Purpose of Amendment This amendment adds a new project to the FY 2024-2027 TIP and utilizes Section 5307(h) Passenger Ferry Grant Discretionary Program funds. This project will include \$1.4 million (\$1.19 million federal/\$210,000 matching) for construction in FY 2024-2025, \$1.8 million (\$1.53 million federal/\$270,000 matching) of "Other" funds for purchase of electric ferry boats in FY 2024, and \$300,000 (\$255,000 federal/\$45,000 matching) for engineering in FY 2024. The estimated total cost of this project is \$3,500,000.</p> <p>Project Description The Annapolis Electric Ferry Pilot Program is a new passenger ferry service that will connect the Eastport and Downtown areas of Annapolis across the Spa Creek. Total project cost is \$3,500,000 consisting of \$2,975,000 in federal funds and \$525,000 in local matching funds.</p> <p>The program consists of the following: (a) Procurement of up to two (2) battery electric passenger ferry vessels (\$1,800,000): federal funds - \$1,530,000; local funds - \$270,000. (b) Landing improvements (\$1,500,000): federal funds - \$1,275,000; local funds - \$225,000. (c) Charging infrastructure (\$200,000): federal funds - \$170,000; local funds - \$30,000.</p> <p>Conformity Status: Exempt</p>
<p>Baltimore City Ferry Service Improvements</p> <p>Project Sponsor MDOT MTA</p> <p>Date of BRTB Approval December 19, 2023</p> <p>TIP ID: 42-2401-99</p>	<p>Purpose of Amendment This amendment adds a new project to the FY 2024-2027 TIP and utilizes Section 5307(h) Passenger Ferry Grant Discretionary Program funds. This project will include \$9.376 million (\$8.061 million federal/\$1.315 million matching) for construction in FY 2024. Funding will be used to improve ADA access between the existing ferry landing and ferry deck as well as replace the current diesel ferry boats with hybrid-electric light-duty ferry boats. The estimated total cost of this project is \$9.376 million.</p> <p>Project Description This project will improve ADA access between the existing ferry landing and ferry deck and replace the existing light-duty ferry boats with new US Coast Guard approved hybrid-electric powered ferry boats. Baltimore City pledges the matching funds necessary for the project and is ready to procure the landings so that Baltimore residents can benefit from improved ferry services.</p> <p>Conformity Status: Exempt</p>

<p>Aberdeen Transit Oriented Development Station Square Project</p> <p>Project Sponsor Harford County</p> <p>Date of BRTB Approval February 27, 2024</p> <p>TIP ID: 15-2405-55</p>	<p>Purpose of Amendment This amendment adds a new project to the FY 2024-2027 TIP utilizing FTA Community Project funds (CPF). The project includes \$5.0 million (\$4.0M FTA CPF/\$1.0M matching) for engineering in FY 2024. Project must be in the TIP to utilize the FTA CPF FY 2023 award. Engineering funds will be used for demolition plans, pedestrian underpass, and new bus bays for buses. The total estimated cost is \$5.0M.</p> <p>Project Description The Aberdeen TOD Station Square project includes: 1) acquisition & demo of an existing gas station, 2) demo & removal of the existing non-compliant concrete pedestrian overpass, stairs, walkway & switchback, 3) construction of a new ADA compliant pedestrian underpass with terraced plazas and sidewalks, and 4) New bus bays to accommodate Harford Transit LINK and MTA buses. The City of Aberdeen was awarded a FY 2023 FTA Congressionally Directed Community Project allocation of \$4.0 million for the TOD Station Square Project, Phase I that includes updated cost estimates, meeting the NEPA requirements, acquisition, demolition, and preliminary geotechnical and environmental studies. The TOD Station Square Project complements Amtrak’s proposed investment in 2030 of \$5.0 million to the Train Station to improve their existing infrastructure and meet ADA requirements.</p> <p>Conformity Status: Exempt</p>
<p>I-70 : MD 32 to I-695</p> <p>Project Sponsor MDOT SHA</p> <p>Date of BRTB Approval March 26, 2024</p> <p>TIP ID: 60-2301-41</p>	<p>Purpose of Amendment This amendment to the FY 2024-2027 TIP modifies the scope of the TSMO System 1 project. The revisions to the project scope eliminate the proposed work on the US 29 and US 40 corridors which will proceed as separate district projects in the future. Since the only remaining segment is from MD 32 to I-695, the project title has also been revised. As a result of removal of the US 29 and US 40 corridors, NHPP funding for construction and Right of Way has been removed. STBG and NHPP Funding for engineering have been added for FY 2024-2027. The revised total estimated cost is now \$9.226 million.</p> <p>Project Description This project will add intelligent transportation system and geometric improvements to address safety and operations along I-70 from MD 32 to I-695.</p> <p>Conformity Status: Exempt</p>

<p>National Electric Vehicle Infrastructure (NEVI)</p> <p>Project Sponsor MDOT SHA</p> <p>Date of BRTB Approval March 26, 2024</p> <p>TIP ID: 60-2401-09</p>	<p>Purpose of Amendment This amendment adds a new project to the FY 2024-2027 TIP; The National Electric Vehicle Infrastructure (NEVI) project. This amendment adds \$17.853 million in NEVI funds for engineering and construction in FY 2024-2027. Matching NEVI funds of \$4.284 for construction will come from the private contractor responsible for installation of charging stations. The total estimated cost is \$29.054 million.</p> <p>Project Description The National Electric Vehicle Infrastructure (NEVI) Program will create a network of convenient, reliable, affordable, and equitable electric vehicle chargers along Maryland’s designated alternative fuel corridors, which are major highways, and within communities along public roads or publicly accessible locations. Contributions from third parties will be utilized to match federal funds.</p> <p>Conformity Status: Exempt</p>
<p>RAISE Transit Priority Project</p> <p>Project Sponsor Baltimore City</p> <p>Date of BRTB Approval April 19, 2024</p> <p>TIP ID: 12-2201-64</p>	<p>Purpose of Amendment This amendment to the FY 2024-2027 TIP will add Rebuilding American Infrastructure with Sustainability and Equity (RAISE) funds to FY 2024 that were allocated in FY 2023 but were not obligated. This amendment will add \$36.854 million (\$14.24 million federal/\$22.614 million matching) in construction funds in FY 2024 and \$4.0 million (\$1.76 million federal/\$2.24 million matching) in engineering funds in FY 2024. The total estimated cost increases from \$51.52 million to \$54.47 million.</p> <p>Project Description The RAISE Transit Priority Project (Formerly: East-West Priority Corridor) proposes a comprehensive suite of investments that will facilitate more efficient transit trips, improve multi-modal connections, and address existing safety issues. This project applies strategies from the Transit Priority Toolkit to directly address existing challenges in the corridor, offering near-term investments to better connect people to jobs, education, amenities, and leisure activities while the region considers long-term options via the Regional Transit Plan. Planned strategies include dedicated bus lanes, peak only bus lanes, intersection queue jump for buses, transit signal priority, bus stop optimization, accessibility improvements, and bus bulbs. The corridor is currently served by multiple bus routes, including both the CityLink Blue and Orange. The state of Maryland is providing matching funds for this project.</p> <p>Conformity Status: Exempt</p>

<p>Kirk Bus Facility Replacement – Phase 1 & 2</p> <p>Project Sponsor MDOT MTA</p> <p>Date of BRTB Approval April 19, 2024</p> <p>TIP ID: 40-1203-65</p>	<p>Purpose of 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.</p> <p>Project 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.</p> <p>In addition to the matching funds listed, MTA has committed \$33 million in state dollars.</p> <p>Conformity Status: Exempt</p>
<p>Low or No Emission (Low-No) Anne Arundel County Bus Program</p> <p>Project Sponsor MDOT MTA</p> <p>Date of BRTB Approval April 19, 2024</p> <p>TIP ID: 41-2401-05</p>	<p>Purpose of 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.</p> <p>Project Description This project provides for the purchase of up to four new low emission buses to support transit operations in Anne Arundel County.</p> <p>Conformity Status: Exempt</p>

<p>MARC Facilities</p> <p>Project Sponsor MDOT MTA</p> <p>Date of BRTB Approval April 19, 2024</p> <p>TIP ID: 70-1503-55</p>	<p>Purpose of 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.</p> <p>Project Description This project provides for the purchase of up to four new low emission buses to support transit operations in Anne Arundel County.</p> <p>Conformity Status: Exempt</p>
<p>Baltimore Penn Station Multimodal Investments</p> <p>Project Sponsor MDOT MTA</p> <p>Date of BRTB Approval April 19, 2024</p> <p>TIP ID: 42-2402-64</p>	<p>Purpose of 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.</p> <p>Project 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.</p> <p>Conformity Status: Exempt</p>

<p>Penn-Camden Connector</p> <p>Project Sponsor MDOT MTA</p> <p>Date of BRTB Approval May 28, 2024</p> <p>TIP ID: 42-2403-64</p>	<p>Purpose of Amendment This amendment adds a new project to the FY 2024-2027 TIP and utilizes \$11.0 million in Consolidated Rail Infrastructure and Safety Improvement (CRISI) funds for engineering in FY 2025 (\$8.8 million federal/\$2.2 million matching). This funding will be used to develop 30% design for a new track connection between the Northeast Corridor and the MARC Camden Line. The Mount Clare Yard will also be repurposed into a MARC layover facility. The total estimated cost of the project is \$232.9 million.</p> <p>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 repurposing CSX-owned Mount Clare Yard into a MARC layover facility.</p> <p>Conformity Status: Exempt</p>
<p>Francis Scott Key Bridge Reconstruction</p> <p>Project Sponsor MDOT MdTA</p> <p>Date of BRTB Approval May 28, 2024</p> <p>TIP ID: 20-2401-44</p>	<p>Purpose of Amendment This amendment adds a new project to the FY 2024-2027 TIP. The amendment adds \$100,000 in state funds for Planning in FY 2024. This project is necessary to rebuild the collapsed structure along I-695 and reopen this critical route for commuter and goods movement. The estimated total cost of the project is \$1.84 billion.</p> <p>Project Description This project will rebuild the Francis Scott Key Bridge in its previous location along the same alignment. This includes removal of the remaining standing substructure and superstructure elements to make way for the new structure.</p> <p>Conformity Status: Exempt</p>

<p>Bus and Paratransit Vehicle Overhaul and Replacement</p> <p>Project Sponsor MDOT MTA</p> <p>Date of BRTB Approval June 25, 2024</p> <p>TIP ID: 40-1802-05</p>	<p>Purpose of Amendment This amendment increases Section 5307 funds by \$10.4M (\$6.7M federal/\$3.7M matching), Section 5339 funds by \$3.3M (\$2.6M federal/\$0.7 matching) and CMAQ funds by \$51.5M (\$42.3 federal/\$9.2 matching) in FY 2024 for construction. These increases are a result of shifting funds from previous years to the correct year of obligation. The total cost increases from \$97.5M to \$162.78M.</p> <p>Project Description This project provides for routine replacement of buses past their useful service life. Planned purchases include 310 forty-foot clean diesel buses and 40 sixty-foot clean diesel articulated buses. MTA continuously receives deliveries of buses for MTA service. MTA also proactively repairs and replaces bus components at key points in the vehicle's life, including the engine, battery, brakes, suspension, body, paint, and wheelchair/ADA, electrical, pneumatic systems, and other components as needed. Batteries in hybrid electric buses batteries near the end of their useful life will be replaced. Project also covers the purchase of paratransit vehicles under MTA's Mobility program, a specialized door-to-door service for people with disabilities who are not able to ride fixed route public transportation, including lift equipped buses. In addition to the matching funds listed, MTA has committed \$76 million in state dollars.</p> <p>Conformity Status: Exempt</p>
<p>Small Urban Transit Systems – Capital Assistance</p> <p>Project Sponsor MDOT MTA</p> <p>Date of BRTB Approval June 25, 2024</p> <p>TIP ID: 40-9502-05</p>	<p>Purpose of Amendment This amendment shifts funds from previous TIP years to reflect the proper year of obligations. Section 5307 funds increase by \$10.1M (\$6.4M federal/\$3.7M matching) in FY 2024 for construction. CMAQ funds increases \$51.5M (\$42.3 federal/\$9.2 matching). The total estimated cost of the project increases from \$1.6 million to \$11.1 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 system includes Carroll Transit System, Anne Arundel County, The City of Annapolis, and Howard County. Planned purchases include small bus replacements, minivan replacements, heavy duty bus replacements, and continued preventative maintenance.</p> <p>Conformity Status: Exempt</p>

<p>Metro and Light Rail Rolling Stock Overhauls and Replacements</p> <p>Project Sponsor MDOT MTA</p> <p>Date of BRTB Approval June 25, 2024</p> <p>TIP ID: 40-1804-63</p>	<p>Purpose of Amendment This amendment shifts funds from previous years to the correct year of obligation. Section 5307 funds increase in FY 2024 for construction by \$14.5 million (\$11.6 million federal/\$2.9 matching) Additionally, CMAQ funding increases in FY 2024 by \$26.6 million (\$20.0 federal/\$6.6 matching). The total estimated cost of the project increases from \$152.9 million to \$194.0 million.</p> <p>Project Description Mid-life Overhaul of 53 Light Rail Vehicles and upgrades to various systems/sub-systems to address obsolete parts, improve safety and vehicle performance, and enhance passenger comfort. The overhaul has been engineered to provide an additional 15 years of service of the light rail vehicle fleet. Metro cars were designed with a 30 year life and are due for replacement. The Automatic Train Protection system is experiencing reliability issues due to its age and obsolete parts thus increasing maintainability issues across its various systems/sub-systems. The replacement of Metro Cars and Train Control System with modern, reliable equipment will enhance passenger comfort, ensure better reliability and improve safety. In addition to the matching funds listed, MTA has committed \$116 million in state dollars.</p> <p>Conformity Status: Exempt</p>
<p>Ridesharing – Baltimore Region</p> <p>Project Sponsor MDOT MTA</p> <p>Date of BRTB Approval June 25, 2024</p> <p>TIP ID: 40-9901-01</p>	<p>Purpose of Amendment This amendment shifts funds from previous TIP years to reflect the proper year of obligations. CMAQ funds increase by \$1.39 million (\$1.39 million federal/\$0 matching) in FY 2024. The total estimated cost of the project increases from \$2.67 million to \$4.06 million.</p> <p>Project Description The ridesharing project covers the activities of the ridesharing program in all jurisdictions in the Baltimore region, including the Guaranteed Ride Home (GRH) Program. Entities eligible to receive funding include Baltimore City, the Baltimore Metropolitan Council, and Anne Arundel, Howard, and Harford counties.</p> <p>Conformity Status: Exempt</p>

<p>Francis Scott Key Bridge Reconstruction</p> <p>Project Sponsor MDOT MdTA</p> <p>Date of BRTB Approval June 25, 2024</p> <p>TIP ID: 20-2401-44</p>	<p>Purpose of Amendment This amendment adds \$79.45 million state funds in FY 2025 for construction (\$60,000,000), engineering (\$18,750,000) and planning (\$700,000). This amendment is necessary as a result of FHWA requiring construction funds to be programmed in FY 25 which will allow FHWA to approve construction funds in FY 25 prior to approval of the FY2025-2028 TIP. The estimated total cost of the project remains \$1.837 billion.</p> <p>Project Description This project will rebuild the Francis Scott Key Bridge in its previous location along the same alignment. This includes removal of the remaining standing substructure and superstructure elements to make way for the new structure.</p> <p>Conformity Status: Exempt</p>
<p>Agencywide System Preservation and Improvement</p> <p>Project Sponsor MDOT MTA</p> <p>Date of BRTB Approval July 23, 2024</p> <p>TIP ID: 40-1801-64</p>	<p>Purpose of Amendment This amendment shifts funds from the FY 20 5307 grant to the correct year of obligation. Section 5307 funds increase in FY 2024 for construction by \$14.5 million (\$11.6 million federal/\$2.9 matching). The total estimated cost of the project increases from \$33.9 million to \$48.4 million.</p> <p>Project Description This is an ongoing project to rehabilitate agency-wide facilities, systems, and infrastructure. Rehabilitation projects include roofing and pavement for facilities, a system network migration and upgrade, systemwide escalators, and modernization of 40 elevators system-wide. In addition to the matching funds listed, MDOT MTA has committed \$139 million in state dollars.</p> <p>Conformity Status: Exempt</p>
<p>Metro and Light Rail System Preservation and Improvement</p> <p>Project Sponsor MDOT MTA</p> <p>Date of BRTB Approval July 23, 2024</p> <p>TIP ID: 40-1805-64</p>	<p>Purpose of Amendment This amendment shifts funds from the FY 20 5307 grant to the correct year of obligation. Section 5307 funds increase in FY 2024 for construction by \$43.5 million (\$34.8 million federal/\$8.7 matching). The total estimated cost of the project increases from \$88.9 million to \$132.4 million.</p> <p>Project Description This is an ongoing project to rehabilitate Light Rail and Metro facilities, infrastructure, track and equipment, including replacing interlockings, repairing tunnel liners and doors, and the design and installation of new fiber optic cables. In addition to the matching funds listed, MTA has committed \$220 million in state dollars.</p> <p>Conformity Status: Exempt</p>

<p>MARC Facilities</p> <p>Project Sponsor MDOT MTA</p> <p>Date of BRTB Approval July 23, 2024</p> <p>TIP ID: 70-1503-55</p>	<p>Purpose of Amendment This amendment deletes \$19.2 million in Section 5337 funding (\$15.38 million federal/\$3.84 matching) in FY 2024. This decrease in FY 2024 funding corrects an earlier amendment that inadvertently added funds to MARC Facilities project vs MARC Improvements. There is a corresponding Amendment to the MARC Improvement project. The Total Estimated Cost decreases from \$67.14 million to \$47.91 million.</p> <p>Project Description 1) MARC BWI Garage Facility – Identify and prioritize needed repair which are then designed and constructed. 2) MARC Maintenance Facility Improvements in the Baltimore Region including the Riverside Heavy Maintenance Facility. 3) Renovations of MARC stations in the Baltimore Region including West Baltimore, Elkton, and Bayview stations. Note: In addition to the matching funds listed, MTA has committed \$21.7 million in state dollars.</p> <p>Conformity Status: Exempt</p>
<p>MARC Improvements</p> <p>Project Sponsor MDOT MTA</p> <p>Date of BRTB Approval July 23, 2024</p> <p>TIP ID: 70-1502-54</p>	<p>Purpose of Amendment This amendment adds \$18.7 million in Section 5337 funding (\$14.96 million federal/\$3.74 matching) in FY 2024 and \$0.46 million in Section 3028 funding (\$0.385 million federal/\$0.077 Matching) in FY 2024. This increase in FY 2024 funding corrects an earlier amendment that inadvertently added funds to MARC Facilities project vs MARC Improvements. There is a corresponding Amendment to the MARC Facilities project. The Total Estimated Cost increases from \$55.78 million to \$74.9 million.</p> <p>Project Description This project provides funding to implement ongoing improvements derived from the MARC Master Plan and Amtrak/CSX Operating Agreements. In addition to the matching funds listed, MTA has committed \$24 million in state dollars.</p> <p>Conformity Status: Exempt</p>