

RAISE Transit Priority Project

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|--------------------------|----------------------|--------------------------|---|
| TIP ID | 12-2201-64 | Year of Operation | 2028 |
| Agency | Baltimore City | Project Type | Preservation and improvements |
| Project Category | Transit Preservation | Functional Class | Varies |
| Conformity Status | Exempt | Physical Data | 10.5 miles of roadways, existing number of lanes maintained |
| CIP or CTP ID(s) | 508-137 | Est. Total Cost | \$54,474,541 |

Description:

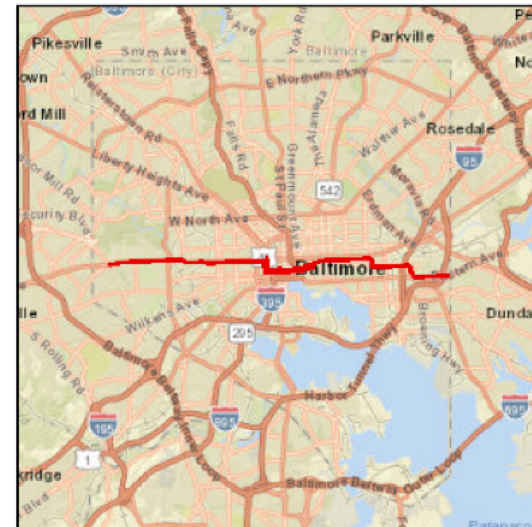
The RAISE Transit Priority Project (Formerly: East-West Priority Corridor) proposes a comprehensive suite of investments that will facilitate more efficient transit trips, improve multi-modal connections, and address existing safety issues. This project applies strategies from the Transit Priority Toolkit 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.

Justification:

Improved bus service between East and West Baltimore will decrease emissions, encourage mode shift, and provide faster more reliable transit options.

Connection to Long-Range Transportation Planning Goals:

- 3.A Improve Accessibility -- Increase transportation options and equity for all segments of the population.
- 4.A Increase Mobility -- Coordinate with MDOT and Local agencies to improve travel time reliability through performance-based planning and programming
- 7.E Promote Prosperity and Economic Opportunity -- Coordinate with communities to provide context-sensitive infrastructure.



Background



- This project includes a comprehensive suite of investments that will facilitate more efficient transit trips and address existing issues along the CityLink Blue and Orange routes.
- This amendment to the FY2024-2027 TIP increases the FY total amount to \$54.4M.

Recommendation



- This project was previously exempt
- We are recommending the status remain as exempt.



2024-2027 TIP Amendment: MARC Facilities

April 2024



MARC Facilities

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|--------------------------|----------------------------|--------------------------|------------------------------|
| 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.

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.



Background



- This project is a grouped project for improvements to MARC Facilities within the Baltimore region. This includes:
 - Station upgrades
 - Maintenance facility upgrades
 - Track improvements
- This amendment to the FY 2024-2027 TIP increases construction in FY 2024 by \$48.16M
- The total estimated cost of the project increases from \$18.98M to \$67.14M

Recommendation

- This project was previously exempt
- We are recommending the status remain as exempt.



2024-2027 TIP Amendment: Kirk Bus Facility

April 2024



Kirk Bus Facility Replacement - Phase 1 & 2

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|--------------------------|----------------------|--------------------------|------------------------------|
| 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.

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.



Background



- This amendment reinserts the Kirk Bus Facility project to the FY 2024-2027 TIP that was in previous TIPs and adds \$8.244M to the project.
- The shift of funds from previous years is to ensure there are federal funds in the year of obligation.

Recommendation

- This project was previously exempt
- We are recommending the status remain as exempt.



2024-2027 TIP Amendment: Low or No Emission (Low-no) Anne Arundel County Bus Program

April 2024



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

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|--------------------------|-----------------------------|--------------------------|-------------------|
| 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.



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.

Background



- **Maryland Transit Administration will receive funding on behalf of Anne Arundel County.**
- **The project provides for the purchase of up to four new low emission diesel-electric hybrid buses as part of their five-year plan to transition to a zero-emission fleet in Anne Arundel County.**

Recommendation

- This is a new project that will help reduce emissions
- We are recommending this project to be exempt

Background



- This new project consists of a set of multimodal improvements at and around Baltimore Penn Station.
- The 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 as to improve access to the station.
- This project is funded by a RAISE grant and Congressionally Designated Spending managed as a CRISI grant.
- The total estimated cost of the project is \$14.65M.

Recommendation

- This is a new project that will help reduce emissions
- We are recommending this project to be exempt