

**Proposed Amendments to the 2024-2027 TIP (April 2024) – Conformity Exemption Status**

Project	Reason for Amendment	Project Description	Proposed Conformity Status
<p>A</p> <p>RAISE Transit Priority Project 12-2201-64</p>	<p>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>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>Exempt</p>
<p>B</p> <p>Kirk Bus Facility Replacement – Phase 1 &amp; 2</p>	<p>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>Approximately 175 buses are stored, operated and maintained at the Kirk Division Bus Facility. Phase 1 is the construction of a 100,000 sf building that will house the preventative maintenance function of the facility, performed in an enclosed environment. Phase 2 is the construction of a transportation bus storage building, approximately 200,000 sf in size. Phases 1 and 2 are complete.</p>	<p>Exempt</p>
<p>C</p> <p>Low or No Emission (Low-no) Anne Arundel County Bus Program</p>	<p>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>This project provides for the purchase of up to four new low emission buses to support transit operations in Anne Arundel Co.</p>	<p>Exempt</p>

Project		Reason for Amendment	Project Description	Proposed Conformity Status
D	MARC Facilities	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.	<p>This project involves 3 items:</p> <ol style="list-style-type: none"> <li>1) MARC BWI Garage Facilities – Identify and prioritize needed repairs which are then designed and constructed</li> <li>2) Construction of Riverside Heavy Maintenance Facility</li> <li>3) Renovation of MARC’s Odenton, Elkton, and Bayview Stations</li> </ol> <p>Note: In addition to the matching funds listed, MTA has committed \$25.5 million in state dollars.</p>	Exempt
E	Baltimore Penn Station Multimodal Investments	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>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.</p>	Exempt

**Do the proposed TIP amendments require a conformity determination?**

No. These projects are exempt from the requirement to determine conformity in accordance with Section 93.126 of the Conformity Rule.

Project	Exempt status – Sec. 93.126, Table 2
A	- Operating assistance to transit agencies
B	- Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771.
C	- Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
D	- Reconstruction or renovation of transit buildings and structures
E	- Bicycle and pedestrian facilities.