

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #21-29**

**AMENDMENT TO THE 2021 – 2024 BALTIMORE REGION
TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Baltimore Regional Transportation Board is the designated Metropolitan Planning Organization for the Baltimore region, encompassing the Baltimore Urbanized 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 Annapolis Transit; and

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2021-2024 Transportation Improvement Program for the Baltimore region at its August 25, 2020 meeting, with federal approval on October 19, 2020; 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 an amendment to the 2021-2024 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, MDOT MTA is requesting to add a project to the 2021-2024 TIP utilizing a Consolidated Rail Infrastructure and Safety Improvement (CRISI) discretionary grant. Grant funding will be used to replace and upgrade an old, manually-operated switch on the Northeast Corridor (NEC) mainline with an automated control switch. (see attachment); 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 Fixing America’s Surface Transportation 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*

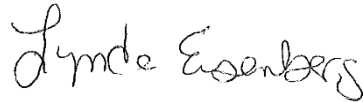
***WHEREAS**, the proposed Transportation Improvement Program amendment was presented to the Technical Committee on May 4, 2021.*

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 2021-2024 Transportation Improvement Program for the Baltimore region and finds it 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 May 25, 2021.

5-25-21

Date



Lynda Eisenberg, Chair
Baltimore Regional Transportation Board

MARC Martin's Yard Power Switch

TIP ID	70-2101-54	Year of Operation	Ongoing
Agency	MTA - Commuter Rail	Project Type	Preservation and improvements
Project Category	Commuter Rail Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	1738	Est. Total Cost	\$6,200,000

Description:

The Martin's Yard Northeast Corridor (NEC) Switch Modernization Project will replace and upgrade an old, manually-thrown switch on the NEC mainline with an automated control switch that can be integrated into Amtrak's remote operation system.

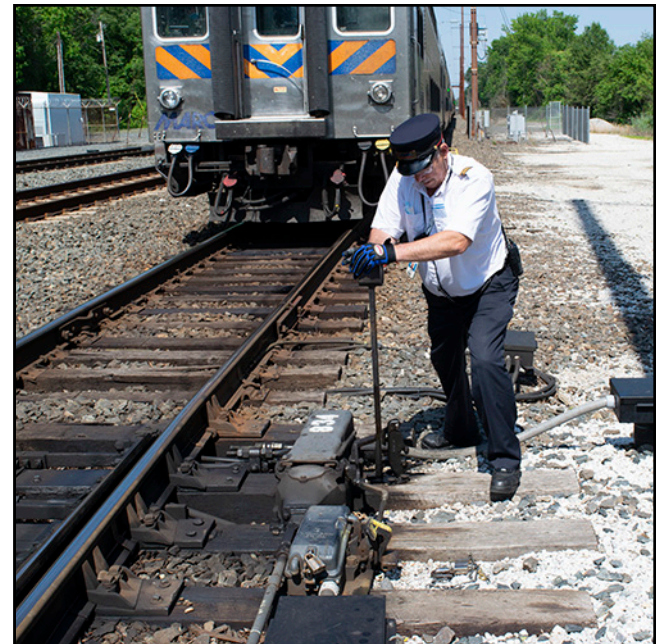
Justification:

The switch replacement will improve crew safety, improve reliability, and support increased train movements in and out of Martin's Yard as a result of an expanded Martin's Yard facility which will be constructed to absorb MARC train sets displaced from Penn Station in the wake of improvements made by Amtrak.

Amendment: This amendment adds a new project to the FY 2021-2024 TIP. MDOT MTA was awarded a Consolidated Rail Infrastructure and Safety Improvement (CRISI) Discretionary Grant from the Federal Transit Administration totaling \$3.1 million. This funding will be used to replace and upgrade a switch on the Northeast Corridor mainline with an automated control switch that can be integrated into Amtrak's remote operation system. A total of \$6.2 million is added to the FY 2021-2024 TIP for Planning and Construction (\$3.1 million federal/\$3.1 matching).

Connection to Long-Range Transportation Planning Goals:

- 1.B Improve System Safety -- Apply safety-related management and operations techniques.
- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.





MARC Martin's Yard Power Switch

(Funding in Thousands)

Consolidated Rail Infrastructure and Safety Improvement Discretionary Grant - New

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$2,945	\$2,945	\$0	\$0	\$0	\$0	\$0	\$0	\$5,890
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$155	\$155	\$0	\$0	\$0	\$0	\$0	\$0	\$310
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$3,100	\$3,100	\$0	\$0	\$0	\$0	\$0	\$0	\$6,200
Total	\$3,100	\$3,100	\$0	\$0	\$0	\$0	\$0	\$0	\$6,200