



Wes Moore
Governor
Aruna Miller
Lieutenant Governor
Paul J. Wiedefeld
Secretary

June 28, 2024

Ms. Valeriya Remezova
Division Administrator
Attn: Ms. Jasmine Champion
Federal Highway Administration
Maryland Division
George H. Fallon Federal Building
31 Hopkins Plaza, Suite 1520
Baltimore MD 21201

Ms. Terry Garcia Crews
Regional Administrator
Attn: Mr. Daniel Koenig
Federal Transit Administration, Region III
1835 Market Street, Suite 1910
Philadelphia PA 19103-2968

Dear Ms. Remezova and Ms. Crews:

The Maryland Department of Transportation (MDOT) hereby requests an amendment to the Fiscal Year (FY) 2022-2025 Maryland Statewide Transportation Improvement Program (STIP) for four projects in the Baltimore Regional Transportation Planning Board (BRTB) FY 2024-2027 Transportation Improvement Program (TIP) on behalf of the Maryland Transit Administration (MTA).

The BRTB approved the amendment on June 25, 2024. The supporting documentation is attached and MDOT has assigned Control #22-142 for this amendment to the STIP.

Ms. Valeriya Remezova
Ms. Terry Garcia Crews
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Project Name	STIP #	TIP #	Funding Source	FY22-FY25 Net Federal Change (in 000's)
Bus and Paratransit Vehicle Overhaul and Replacement	40-1802-05	40-1802-05	5307 5339 CMAQ	51,404
Metro and Light Rail Rolling Stock Overhauls and Replacement	40-1804-63	40-1804-63	5307 5337 CMAQ	41,621
Ridesharing – Baltimore Region	40-9901-01	40-9901-01	CMAQ	1,391
Small Urban Transit Systems – Capital Assistance	40-9502-05	40-9502-05	5307 5339	7,548

The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained. Should you have additional questions or concerns, please contact me at 410-865-1098, toll free 888-713-1414 or via e-mail at djanousek@mdot.maryland.gov.

Sincerely,



Dan Janousek
Regional Planner
Office of Planning and Capital Programming

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPCP, MDOT
Mr. Dan Sommerville, Regional Planner, Federal Transit Administration (FTA)



June 25, 2024

Mr. Geoff Anderson, Chief
Office of Planning, Programming, and Delivery
Attn: Mr. Dan Janousek
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076-1415

Dear Mr. Anderson:

Enclosed is one amendment to the *2024-2027 Baltimore Region Transportation Improvement Program (TIP)* as approved by the Baltimore Regional Transportation Board (BRTB) on June 25, 2024. The documentation enclosed supports changes to the *2024-2027 TIP* for four MDOT MTA projects.

- **Bus and Paratransit Vehicle Overhaul and Replacement: 40-1802-05**
- **Small Urban Transit Systems – Capital Assistance: 40-9502-05**
- **Metro and Light Rail Rolling Stock Overhauls and Replacement: 40-1804-63**
- **Ridesharing – Baltimore Region: 40-9901-01**

This amendment was presented to the Technical Committee on June 4, 2024. The Interagency Consultation Group (ICG) has also determined these projects to be exempt according to the conformity rule.

MDOT MTA has affirmed that fiscal constraint for their program of projects remains intact and have made a commitment to the match required.

Pursuant to the prescribed TIP amendment process MOU signed in 2014, the BRTB approved Resolution #24-25 to support these changes to the *2024-2027 TIP*.



If you have any questions, please feel free to call me.

Sincerely,

A handwritten signature in black ink, appearing to read "Todd R. Lang", written over a light blue rectangular background.

Todd R. Lang, Director
Transportation Planning

Enclosures

cc: Mr. Eric Beckett, MDOT MTA
Ms. Erika Falk, MDOT MTA
Ms. Jamie Richardson, MDOT MTA



Summary of FY 2024-2027 TIP Changes

Project Title	TIP Change Reason	Description	Type of Change
Bus and Paratransit Vehicle Overhaul and Replacement 40-1802-05	This amendment increases Section 5307 funds by \$10.1M (\$6.4M 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 \$162.5M.	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 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. Conformity Status: Exempt	Amendment Resolution #24-25
Small Urban Transit Systems – Capital Assistance 40-9502-05	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. The total estimated cost of the project increases from \$1.6 million to \$11.1 million.	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. Conformity Status: Exempt	Amendment Resolution #24-25



Project Title	TIP Change Reason	Description	Type of Change
Metro and Light Rail Rolling Stock Overhauls and Replacement 40-1804-63	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). The total estimated cost of the project increases from \$152.9 million to \$194.0 million.	<p>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>	Amendment Resolution #24-25
Ridesharing – Baltimore Region 40-9901-01	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>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>	Amendment Resolution #24-25

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #24-25**

**AMENDMENT TO THE 2024-2027 BALTIMORE REGION
TRANSPORTATION IMPROVEMENT PROGRAMS**

WHEREAS, the Baltimore Regional Transportation Board is the designated Metropolitan Planning Organization for the Baltimore region, encompassing the Baltimore Urban 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 the RTA of Central Maryland; and

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2024-2027 Transportation Improvement Program for the Baltimore region at its July 27, 2023 meeting, with federal approval on October 25, 2023; 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 four amendments to the 2024-2027 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, MDOT MTA is requesting to amend the FY 2024-2027 TIP for the Bus and Paratransit Vehicle Overhaul and Replacement project. This amendment will shift \$10.4 million in Section 5307 funds, \$3.3 million in Section 5339 funds, and \$51.5 million in CMAQ funds from previous TIP years to FY 2024 to reflect the proper year of obligation. (see attachment); and

WHEREAS, MDOT MTA is requesting to amend the FY 2024-2027 TIP for the Metro and Light Rail Rolling Stock Overhaul and Replacement project. This amendment will shift \$14.5 million in Section 5307 funds and \$26.6 million in CMAQ funds from previous TIP years to FY 2024 to reflect the proper year of obligation. (see attachment); and

WHEREAS, MDOT MTA is requesting to amend the FY 2024-2027 TIP for the Small Urban Transit Systems – Capital Assistance project. This amendment will shift \$73,000 in

Section 5307 funds and \$9.4 million in Section 5339 funds from previous TIP years to FY 2024 to reflect the proper year of obligation. (see attachment); and

WHEREAS, MDOT MTA is requesting to amend the FY 2024-2027 TIP for the Ridesharing – Baltimore Region project. This amendment will shift \$1.39 million in CMAQ funds from previous TIP years to FY 2024 to reflect the proper year of obligation.

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 Infrastructure and Investment Jobs 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 these projects are 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 June 4, 2024.

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 2024-2027 Transportation Improvement Programs for the Baltimore region and finds them 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 #24-25 on June 25, 2024.

06/25/2024

Date



Anthony Russell, Chair
Baltimore Regional Transportation Board

Bus and Paratransit Vehicle Overhaul and Replacement

TIP ID	40-1802-05	Year of Operation	Ongoing
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)	Multiple	Est. Total Cost	\$162,782,000

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. This project also covers the purchase of paratransit vehicles under MTA's Mobility program which is 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.

Justification:

In order to reduce operating and maintenance costs, the MTA is committed to procuring new buses to support fleet capacity requirements and to replace aging equipment. This systematic replacement reduces high out of commission rates and the excessive major repair problems that arise from retaining buses beyond their economic life. Replacement with clean diesel buses helps meet higher federal emissions standards. To improve bus reliability, the mini overhaul program for bus vehicles will simultaneously increase vehicle lifespan, improve maintenance efficiency, reduce mechanical breakdowns, mitigate safety risks, develop the workforce through training, and create cost savings. Funds are also needed to provide paratransit vehicles within the Baltimore region. MTA's Mobility program satisfies the American with Disabilities Act (ADA) provisions adopted by the Federal Transit Administration.

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.

Connection to Long-Range Transportation Planning Goals:

- 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
- 3.A Improve Accessibility -- Increase transportation options and equity for all populations.
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.





Bus and Paratransit Vehicle Overhaul and Replacement

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects) -ORIGINAL

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$11,136	\$2,784	\$14,643	\$3,660	\$4,957	\$1,239	\$3,800	\$950	\$43,169
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$11,136	\$2,784	\$14,643	\$3,660	\$4,957	\$1,239	\$3,800	\$950	\$43,169

Section 5339 (Bus and Bus Facilities Formula Program) -ORIGINAL

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$349	\$87	\$4,794	\$1,199	\$0	\$0	\$0	\$0	\$6,429
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$349	\$87	\$4,794	\$1,199	\$0	\$0	\$0	\$0	\$6,429



Bus and Paratransit Vehicle Overhaul and Replacement

(Funding in Thousands)

Congestion Mitigation and Air Quality -ORIGINAL

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$14,178	\$3,544	\$2,079	\$520	\$15,889	\$3,972	\$6,201	\$1,550	\$47,933
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$14,178	\$3,544	\$2,079	\$520	\$15,889	\$3,972	\$6,201	\$1,550	\$47,933
Total	\$25,663	\$6,415	\$21,516	\$5,379	\$20,846	\$5,211	\$10,001	\$2,500	\$97,531



Bus and Paratransit Vehicle Overhaul and Replacement

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects) -UPDATE

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$17,842	\$6,510	\$14,643	\$3,660	\$4,957	\$1,239	\$3,800	\$950	\$53,601
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$17,842	\$6,510	\$14,643	\$3,660	\$4,957	\$1,239	\$3,800	\$950	\$53,601

Section 5339 (Bus and Bus Facilities Formula Program)

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$3,000	\$750	\$4,794	\$1,199	\$0	\$0	\$0	\$0	\$9,743
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$3,000	\$750	\$4,794	\$1,199	\$0	\$0	\$0	\$0	\$9,743



Bus and Paratransit Vehicle Overhaul and Replacement

(Funding in Thousands)

Congestion Mitigation and Air Quality -UPDATE

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$56,504	\$12,723	\$2,079	\$520	\$15,889	\$3,972	\$6,201	\$1,550	\$99,438
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$56,504	\$12,723	\$2,079	\$520	\$15,889	\$3,972	\$6,201	\$1,550	\$99,438
Total	\$77,346	\$19,983	\$21,516	\$5,379	\$20,846	\$5,211	\$10,001	\$2,500	\$162,782

Metro and Light Rail Rolling Stock Overhauls and Replacement

TIP ID	40-1804-63	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Fleet improvement
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Multiple	Est. Total Cost	\$193,973,000

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. Delays were a result of Covid such as material delivery, sub-suppliers, internal Alstom impacts and plant shutdown. In addition to the matching funds listed, MTA has committed \$106 million in state dollars.

Justification:

The replacement of Metro vehicles and the Signaling System with modern and reliable equipment will enhance passenger comfort, ensure better reliability and offer improved safety. The MTA's Metro Signaling System consists of a double tracked train controlled signaling system that is 15 miles long. The Metro train control system was installed in three phases and the oldest section is currently 30 yrs old. The Automatic Train Protection system is currently experiencing reliability issues due to its age and parts obsolescence thus increasing maintainability issues across its various systems and sub-systems. Light rail fleet overhaul is designed to reduce system failures and improve reliability and service.

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.

Connection to Long-Range Transportation Planning Goals:

- 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.
- 6.A Improve System Security -- Provide security-related features at transit facilities or on transit vehicles.





Metro and Light Rail Rolling Stock Overhauls and Replacement

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects) -ORIGINAL

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$32,196	\$8,049	\$24,178	\$6,044	\$15,043	\$6,045	\$3,331	\$833	\$95,719
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$32,196	\$8,049	\$24,178	\$6,044	\$15,043	\$6,045	\$3,331	\$833	\$95,719

Section 5337 (State of Good Repair Formula Program) -ORIGINAL

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$10	\$2,500	\$12,163	\$3,041	\$2,468	\$617	\$20,799
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$10	\$2,500	\$12,163	\$3,041	\$2,468	\$617	\$20,799



Metro and Light Rail Rolling Stock Overhauls and Replacement

(Funding in Thousands)

Congestion Mitigation and Air Quality -ORIGINAL

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$29,071	\$7,267	\$0	\$0	\$0	\$0	\$0	\$0	\$36,338
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$29,071	\$7,267	\$0	\$0	\$0	\$0	\$0	\$0	\$36,338
Total	\$61,267	\$15,316	\$24,188	\$8,544	\$27,206	\$9,086	\$5,799	\$1,450	\$152,856



Metro and Light Rail Rolling Stock Overhauls and Replacement

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects) -NEW

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$43,823	\$10,956	\$24,178	\$6,044	\$15,043	\$6,045	\$3,331	\$833	\$110,253
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$43,823	\$10,956	\$24,178	\$6,044	\$15,043	\$6,045	\$3,331	\$833	\$110,253

Section 5337 (State of Good Repair Formula Program)

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$10	\$2,500	\$12,163	\$3,041	\$2,468	\$617	\$20,799
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$10	\$2,500	\$12,163	\$3,041	\$2,468	\$617	\$20,799



Metro and Light Rail Rolling Stock Overhauls and Replacement

(Funding in Thousands)

Congestion Mitigation and Air Quality -NEW

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$49,075	\$13,846	\$0	\$0	\$0	\$0	\$0	\$0	\$62,921
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$49,075	\$13,846	\$0	\$0	\$0	\$0	\$0	\$0	\$62,921
Total	\$92,898	\$24,802	\$24,188	\$8,544	\$27,206	\$9,086	\$5,799	\$1,450	\$193,973

Ridesharing - Baltimore Region

TIP ID	40-9901-01	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Ridesharing
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Multiple	Est. Total Cost	\$4,063,000

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.

Justification:

The Maryland Ridesharing Program promotes the use of alternatives to the single occupant vehicle through mass transit, carpools, and vanpools with financial assistance under the Rideshare/Commuter Assistance Program. Funding is provided to eligible entities to assist with the promotion and management of their Rideshare Program.

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.

Connection to Long-Range Transportation Planning Goals:

- 4.B Increase Mobility -- Provide techniques or alternatives as part of a Congestion Management Process (CMP).
- 5.A Implement Env. Responsible Trans. Solutions -- Coordinate to reduce delay & increase non-SOV through perf.-based planning & programming.
- 5.D Implement Env. Responsible Trans. Solutions -- Reduce energy use of the transportation system.





Ridesharing - Baltimore Region

(Funding in Thousands)

Congestion Mitigation and Air Quality -ORIGINAL

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$668	\$0	\$668	\$0	\$1,336
OTH	\$668	\$0	\$668	\$0	\$0	\$0	\$0	\$0	\$1,336
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$668	\$0	\$668	\$0	\$668	\$0	\$668	\$0	\$2,672
Total	\$668	\$0	\$668	\$0	\$668	\$0	\$668	\$0	\$2,672



Ridesharing - Baltimore Region

(Funding in Thousands)

Congestion Mitigation and Air Quality **-NEW**

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$668	\$0	\$668	\$0	\$1,336
OTH	<u>\$2,059</u>	\$0	\$668	\$0	\$0	\$0	\$0	\$0	<u>\$2,727</u>
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$2,059</u>	\$0	\$668	\$0	\$668	\$0	\$668	\$0	<u>\$4,063</u>
Total	<u>\$2,059</u>	\$0	\$668	\$0	\$668	\$0	\$668	\$0	<u>\$4,063</u>

Small Urban Transit Systems - Capital Assistance

TIP ID	40-9502-05	Year of Operation	Ongoing
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)	NA	Est. Total Cost	\$11,121,000

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 2 small bus replacements, a minivan replacement, 2 heavy duty bus replacements, and continued preventative maintenance.

Justification:

Small urban transit capital assistance will enable locally operated transportation systems to operate such that local needs for services can be met. The small urban systems are important components of the regional transportation network.

Amendment: This amendment shifts funds from previous TIP years to reflect the proper year of obligations. Section 5307 funds increase by \$73,000 (\$58,000 federal/\$15,000 matching) in FY 2024 for "Other". Section 5339 funds increases \$9.45 million (\$7.49 million federal/\$1.96 million matching). The total estimated cost of the project increases from \$1.6 million to \$11.1 million.

Connection to Long-Range Transportation Planning Goals:

- 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
- 3.A Improve Accessibility -- Increase transportation options and equity for all populations.
- 5.A Implement Env. Responsible Trans. Solutions -- Coordinate to reduce delay & increase non-SOV through perf.-based planning & programming.





Small Urban Transit Systems - Capital Assistance

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects) -ORIGINAL

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$160	\$40	\$200
OTH	\$160	\$40	\$160	\$40	\$0	\$200	\$0	\$0	\$600
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$160	\$40	\$160	\$40	\$0	\$200	\$160	\$40	\$800

Section 5339 (Bus and Bus Facilities Formula Program) -ORIGINAL

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$160	\$40	\$160	\$40	\$160	\$40	\$160	\$40	\$800
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$160	\$40	\$160	\$40	\$160	\$40	\$160	\$40	\$800
Total	\$320	\$80	\$320	\$80	\$160	\$240	\$320	\$80	\$1,600



Small Urban Transit Systems - Capital Assistance

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects) -NEW

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$160	\$40	\$200
OTH	\$218	\$55	\$160	\$40	\$0	\$200	\$0	\$0	\$673
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$218	\$55	\$160	\$40	\$0	\$200	\$160	\$40	\$873

Section 5339 (Bus and Bus Facilities Formula Program) -NEW

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$7,650	\$1,998	\$160	\$40	\$160	\$40	\$160	\$40	\$10,248
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$7,650	\$1,998	\$160	\$40	\$160	\$40	\$160	\$40	\$10,248
Total	\$7,868	\$2,053	\$320	\$80	\$160	\$240	\$320	\$80	\$11,121

May 7, 2024

Mr. Todd Lang
Transportation Planning Director
ATTN: Mr. Keith Kucharek
Baltimore Metropolitan Council
1500 Whetstone Way, Suite 300
Baltimore Maryland 21230

Dear Mr. Lang:

The Maryland Department of Transportation (MDOT) requests three amendments to projects contained in the Baltimore Region's FY 2024-2027 Transportation Improvement Program (TIP) on behalf of the Maryland Transit Administration (MTA).

The MTA is requesting an amendment to the Metro and Light Rail Rolling Stock Overhaul and Replacement project (TIP ID #40-1804-63). This amendment will add \$11.6 million in 5307 funds, \$20.0 million in CMAQ funds, and \$9.5 million in state matching funds to FY 2024. This amendment will also add \$10.0 million in 5337 funding to FY 2025. The total project cost will increase to \$201.6M.

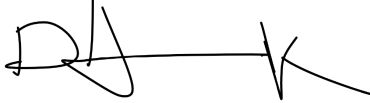
The MTA is requesting an amendment to the Bus and Paratransit Vehicle Overhaul and Replacement project (TIP ID #40-1802-05). This modification will add \$6.4 million in 5307 funds, \$42.3 million in CMAQ funds, and \$13.6 million in state matching funds to FY 24. The total project cost will increase to \$159.1M.

The MTA is requesting an amendment to the Small Urban Transit Systems – Capital project (TIP ID #40-9502-05). This amendment will add \$58,000 in 5307 funds, \$7.49 million in 5339 funds, and \$1.97 million in state matching funds to FY 24. The amendment also shifts \$160,000 from state/local funds to federal for 5307 in FY 2026. The total project cost will increase to \$11.1M.

Mr. Todd Lang
Page Two

If you have questions or need additional information, please contact me at 410-865-1098, or via email at djanousek@mdot.maryland.gov for assistance.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dan Janousek', with a horizontal line extending to the right.

Dan Janousek
Regional Planner
Office of Planning and Capital Programming

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPCP, MDOT

TO: OPCP REGIONAL PLANNING MANAGER TYSON BYRNE
OFFICE OF PLANNING AND CAPITAL PROGRAMMING
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: OPCP REGIONAL PLANNER KARI SNYDER
OPCP REGIONAL PLANNER DAN JANOUSEK

FROM: DIRECTOR ERIC BECKETT *Eric Beckett*
OFFICE OF CAPITAL PROGRAMMING AND ASSET MANAGEMENT
MARYLAND TRANSIT ADMINISTRATION (MTA)

DATE: APRIL 15, 2024

SUBJECT: REQUEST FOR AN ADMENDMENT TO THE FISCAL YEAR 2024-2027
BALTIMORE REGIONAL TRANSPORTATION BOARD (BRTB)
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

PURPOSE OF MEMORANDUM

To request OPCP request BRTB to approve the following TIP amendment and, upon BRTB approval, notify the Federal Transit Administration (FTA) of the amendment to the BRTB FY 2024-FY2027 TIP. This modification will add \$11.6 million in 5307 funds, \$20.0 million in CMAQ funds, and \$9.5 million in state matching funds to FY 24. This amendment will also add \$10.0 million in 5337 funding to FY 25.

SUMMARY

The MTA requests that the BRTB amend the FY 2024-2027 BRTB TIP to reflect the following action.

TIP	PROJECT	FUNDING TYPE	NEW FUNDING
40-1804-63	Metro and Light Rail Rolling Stock Overhaul and Replacement	5307 CAP	\$11,627,000
		CMAQ	\$20,004,000
		STATE	\$ 9,485,000
		5337	\$ 9,990,000

Mr. Tyson Byrne
Page Two

ANALYSIS

The Metro and Light Rail Rolling Stock Overhauls and Replacement project is an ongoing project for the midlife overhaul of the Light Rail vehicles and the replacement of the Metro cars and train control system. The project is key to providing safe and reliable vehicles for Metro and Light Rail service and complying with federally mandated maintenance requirements. This amendment increases the 5307 capital by \$11.6 million, the CMAQ by \$20.0 million and the local match by \$9.5 million in FY 24. This amendment will also add \$10.0 million in 5337 funding to FY 25.

The attached Statewide Transportation Improvement Program (STIP) report documents MDOT's requested amendment with respect to funding for the project above. The requested action will not impact scheduling or funding availability for other projects in the current STIP, which continues to be fiscally constrained.

Please modify the FY2024-2027 BRTB TIP and the FY 2022-2025 STIP to reflect the funding information provided in the attachments. If you have any questions, please do not hesitate to contact Ms. Erika Falk, MDOT MTA Office of Planning and Capital Programming, at 410-767-3895 or via email at efalk@mdot.maryland.gov.

ATTACHMENTS

- FY 2024-2027 BRTB TIP Project Report
- FY 2022-2025 Maryland STIP Project Report

cc: Ms. Erika Falk, Capital Analyst, Office of Planning and Programming, MTA
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA
Ms. Michelle Martin, Deputy Director, Planning and Capital Programming, TSO
Ms. Jamie Richardson, Manager, Baltimore Project Development, MTA

Metro and Light Rail Rolling Stock Overhaul and Replacement

TIP ID #	40-1804-63	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Fleet Improvement
Project Category	Transit	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP / CTP Page #	Multiple	Est. Total Cost	\$ 201,679,998

Description	Justification
<p>Performing Mid-life Overhaul of 53 Light Rail Vehicles. Perform selective upgrades to various systems/sub-systems to address parts obsolescence, 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. The Metro cars were designed with a 30 year life and are now due for replacement. The Automatic Train Protection system is currently experiencing reliability issues due to its age and parts obsolescence thus increasing maintainability issues across its various systems and 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 \$106 million in state dollars.</p>	<p>The replacement of Metro vehicles and the Signaling System with modern and reliable equipment will enhance passenger comfort, ensure better reliability and offer improved safety. The MTA's Metro Signaling System consists of a double tracked train controlled signaling system that is 15 miles long. The Metro train control system was installed in three phases and the oldest section is currently 30 yrs old. The Automatic Train Protection system is currently experiencing reliability issues due to its age and parts obsolescence thus increasing maintainability issues across its various systems and sub-systems. The replacement of the Signaling System with modern, reliable equipment will enhance passenger comfort, ensure better reliability and offer improved safety. Light rail fleet overhaul is designed to reduce system failures and improve reliability and service.</p>

Section 5307 Urbanized Area Formula Program (funding for capital projects)

Phase	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY2024 Federal Funds	FY2024 Matching Funds	FY2025 Federal Funds	FY2025 Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ 43,823	\$ 10,956	\$ 24,179	\$ 6,045	\$ 15,043	\$ 3,761	\$ 3,331	\$ 833	\$ 107,970
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 43,823	\$ 10,956	\$ 24,179	\$ 6,045	\$ 15,043	\$ 3,761	\$ 3,331	\$ 833	\$ 107,970

Metro and Light Rail Rolling Stock Overhaul and Replacement

Congestion Mitigation and Air Quality

Phase	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY2024 Federal Funds	FY2024 Matching Funds	FY2025 Federal Funds	FY2025 Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ 49,075	\$ 13,846	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 62,921
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 49,075	\$ 13,846	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 62,921

5337

Phase	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY2024 Federal Funds	FY2024 Matching Funds	FY2025 Federal Funds	FY2025 Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ 2,500	\$ 12,163	\$ 3,041	\$ 2,468	\$ 617	\$ 30,789
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ 2,500	\$ 12,163	\$ 3,041	\$ 2,468	\$ 617	\$ 30,789

Funding Source(s) Total

Totals	Previous Requests		Annual Element		Federal Funding Requests (\$000)						
	Previous Federal Funds	Previous Matching Funds	FY2024 Federal Funds	FY2024 Matching Funds	FY2025 Federal Funds	FY2025 Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	
	\$ -	\$ -	\$ 92,898	\$ 24,802	\$ 34,179	\$ 8,545	\$ 27,206	\$ 6,802	\$ 5,799	\$ 1,450	\$ 201,680

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT TIP ID: 40-1804-63

SUMMARY TABLE

Project: Metro and Light Rail Rolling Stock Overhaul and Replacement	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
	B	Exempt		Federal	State/Local	Total
				\$ 85,456	\$ 23,861	\$ 109,317
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MTA	BRTB	Multiple	Federal	State/Local	Total
				\$ 41,621	\$ 9,486	\$ 51,107
Description:	Performing Mid-life Overhaul of 53 Light Rail Vehicles. Perform selective upgrades to various systems/sub-systems to address parts obsolescence, 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. The Metro cars were designed with a 30 year life and are now due for replacement. The Automatic Train Protection system is currently experiencing reliability issues due to its age and parts obsolescence thus increasing maintainability issues across its various systems and 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.					
Justification:	The replacement of Metro vehicles and the Signaling System with modern and reliable equipment will enhance passenger comfort, ensure better reliability and offer improved safety. The MTA's Metro Signaling System consists of a double tracked train controlled signaling system that is 15 miles long. The Metro train control system was installed in three phases and the oldest section is currently 30 yrs old. The Automatic Train Protection system is currently experiencing reliability issues due to its age and parts obsolescence thus increasing maintainability issues across its various systems and sub-systems. The replacement of the Signaling System with modern, reliable equipment will enhance passenger comfort, ensure better reliability and offer improved safety. Light rail fleet overhaul is designed to reduce system failures and improve reliability and service.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria			Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total
<input type="checkbox"/> A) Adds new individual projects to the current STIP <input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other		Current (000s)	Total	\$ -	\$ -	\$ 76,583	\$ 32,734	\$ 109,317
			Federal	\$ -	\$ -	\$ 61,267	\$ 24,189	\$ 85,456
			State/Local	\$ -	\$ -	\$ 15,316	\$ 8,545	\$ 23,861
		Proposed (000s)	Total	\$ -	\$ -	\$ 117,700	\$ 42,724	\$ 160,424
			Federal	\$ -	\$ -	\$ 92,898	\$ 34,179	\$ 127,077
			State/Local	\$ -	\$ -	\$ 24,802	\$ 8,545	\$ 33,347
		Change (000s)	Total	\$ -	\$ -	\$ 41,117	\$ 9,990	\$ 51,107
			Federal	\$ -	\$ -	\$ 31,631	\$ 9,990	\$ 41,621
			State/Local	\$ -	\$ -	\$ 9,486	\$ -	\$ 9,486



PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	5307	\$ -	\$ -	\$ -	\$ -	\$ 32,196	\$ 8,049	\$ 24,179	\$ 6,045	\$ 56,375	\$ 14,094	\$ 70,469
	5337	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10	\$ 2,500	\$ 10	\$ 2,500	\$ 2,510
	CMAQ	\$ -	\$ -	\$ -	\$ -	\$ 29,071	\$ 7,267	\$ -	\$ -	\$ 29,071	\$ 7,267	\$ 36,338
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 61,267	\$ 15,316	\$ 24,189	\$ 8,545	\$ 85,456	\$ 23,861	\$ 109,317

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	5307	\$ -	\$ -	\$ -	\$ -	\$ 43,823	\$ 10,956	\$ 24,179	\$ 6,045	\$ 68,002	\$ 17,001	\$ 85,003
	5337	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ 2,500	\$ 10,000	\$ 2,500	\$ 12,500
	CMAQ	\$ -	\$ -	\$ -	\$ -	\$ 49,075	\$ 13,846	\$ -	\$ -	\$ 49,075	\$ 13,846	\$ 62,921
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 92,898	\$ 24,802	\$ 34,179	\$ 8,545	\$ 127,077	\$ 33,347	\$ 160,424

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	5307	\$ -	\$ -	\$ -	\$ -	\$ 11,627	\$ 2,907	\$ -	\$ -	\$ 11,627	\$ 2,907	\$ 14,534
	5337	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,990	\$ -	\$ 9,990	\$ -	\$ 9,990
	CMAQ	\$ -	\$ -	\$ -	\$ -	\$ 20,004	\$ 6,579	\$ -	\$ -	\$ 20,004	\$ 6,579	\$ 26,583
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 31,631	\$ 9,486	\$ 9,990	\$ -	\$ 41,621	\$ 9,486	\$ 51,107

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 127,077	Federal	\$ 33,005	Federal	\$ 160,082
State/Local	\$ -	State/Local	\$ 33,347	State/Local	\$ 8,252	State/Local	\$ 41,599
Total	\$ -	Total	\$ 160,424	Total	\$ 41,257	Total	\$ 201,681

TO: OPCP REGIONAL PLANNING MANAGER TYSON BYRNE
OFFICE OF PLANNING AND CAPITAL PROGRAMMING
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: OPCP REGONIAL PLANNER KARI SNYDER
OPCP REGIONAL PLANNER DAN JANOUSEK

FROM: DIRECTOR ERIC BECKETT *Eric Beckett*
OFFICE OF CAPITAL PROGRAMMING AND ASSET MANAGEMENT
MARYLAND TRANSIT ADMINISTRATION (MTA)

DATE: APRIL 15, 2024

SUBJECT: REQUEST FOR AN ADMENDMENT TO THE FISCAL YEAR 2024-2027
BALTIMORE REGIONAL TRANSPORTATION BOARD (BRTB)
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

PURPOSE OF MEMORANDUM

To request OPCP request BRTB to approve the following TIP amendment and, upon BRTB approval, notify the Federal Transit Administration (FTA) of the amendment to the BRTB FY 2024-FY2027 TIP. This modification will add \$6.4 million in 5307 funds, \$42.3 million in CMAQ funds, and \$13.6 million in state matching funds to FY 24.

SUMMARY

The MTA requests that the BRTB amend the FY 2024-2027 BRTB TIP to reflect the following action.

TIP	PROJECT	FUNDING TYPE	NEW FUNDING
40-1802-05	Bus and Paratransit Vehicle Overhaul and Replacement	5307 CAP	\$ 6,427,000
		CMAQ	\$42,326,000
		STATE	\$12,906,000

ANALYSIS

The Bus and Paratransit Vehicle Overhaul and Replacement project supports the purchase and repair and replacement of key components for buses and paratransit vehicles for MTA. These improvements are essential to support the fleet capacity requirements and replace aging equipment. This amendment increases the 5307 capital by \$6.4 million, the CMAQ by \$42.3 million and the local match by \$13.6 million in FY 24.

The attached Statewide Transportation Improvement Program (STIP) report documents MDOT's requested amendment with respect to funding for the project above. The requested action will not impact scheduling or funding availability for other projects in the current STIP, which continues to be fiscally constrained.

Please modify the FY2024-2027 BRTB TIP and the FY 2022-2025 STIP to reflect the funding information provided in the attachments. If you have any questions, please do not hesitate to contact Ms. Erika Falk, MDOT MTA Office of Planning and Capital Programming, at 410-767-3895 or via email at efalk@mdot.maryland.gov.

ATTACHMENTS

- FY 2024-2027 BRTB TIP Project Report
- FY 2022-2025 Maryland STIP Project Report

cc: Ms. Erika Falk, Capital Analyst, Office of Planning and Programming, MTA
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA
Ms. Michelle Martin, Deputy Director, Planning and Capital Programming, TSO
Ms. Jamie Richardson, Manager, Baltimore Project Development, MTA

Bus and Paratransit Vehicle Overhaul and Replacement

TIP ID #	40-1802-05	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Fleet Improvement
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP / CTP Page #	Multiple	Est. Total Cost	\$ 162,505,054

Description	Justification
<p>This project provides for the 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. MDOT MTA is continuously receiving deliveries of buses for MTA revenue service. MDOT MTA will also proactively repair and replace bus components at key points in the vehicle’s life, including the vehicle 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. This project also covers the purchase of paratransit vehicles under MTA's Mobility program. Mobility is 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 \$88 million in state dollars.</p>	<p>In order to reduce operating and maintenance costs, MDOT MTA is committed to procuring new buses to support fleet capacity requirements and to replace aging equipment. This systematic replacement reduces high out of commission rates and the excessive major repair problems that arise from retaining buses beyond their economic life. Replacement with clean diesel buses helps meet higher federal emissions standards. To improve bus reliability, the mini overhaul program for bus vehicles will simultaneously increase vehicle lifespan, improve maintenance efficiency, reduce mechanical breakdowns, mitigate safety risks, develop the workforce through training, and create cost savings. Funds are also needed to provide paratransit vehicles within the Baltimore region. MTA's Mobility program satisfies the American with Disabilities Act (ADA) provisions adopted by the Federal Transit Administration.</p>

Section 5307 Urbanized Area Formula Program (funding for capital projects)

Phase	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY2024 Federal Funds	FY2024 Matching Funds	FY2025 Federal Funds	FY2025 Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ 17,563	\$ 6,510	\$ 14,643	\$ 3,661	\$ 4,957	\$ 1,239	\$ 3,800	\$ 950	\$ 53,324
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 17,563	\$ 6,510	\$ 14,643	\$ 3,661	\$ 4,957	\$ 1,239	\$ 3,800	\$ 950	\$ 53,324

Bus and Paratransit Vehicle Overhaul and Replacement

Section 5339 (Bus and Bus Facilities Formula Program)

Phase	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY2024 Federal Funds	FY2024 Matching Funds	FY2025 Federal Funds	FY2025 Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ 3,000	\$ 750	\$ 4,794	\$ 1,199	\$ -	\$ -	\$ -	\$ -	\$ 9,743
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 3,000	\$ 750	\$ 4,794	\$ 1,199	\$ -	\$ -	\$ -	\$ -	\$ 9,743

Congestion Mitigation and Air Quality (CMAQ)

Phase	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY2024 Federal Funds	FY2024 Matching Funds	FY2025 Federal Funds	FY2025 Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ 56,504	\$ 12,723	\$ 2,079	\$ 520	\$ 15,889	\$ 3,972	\$ 6,201	\$ 1,550	\$ 99,439
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 56,504	\$ 12,723	\$ 2,079	\$ 520	\$ 15,889	\$ 3,972	\$ 6,201	\$ 1,550	\$ 99,439

Funding Source(s) Total

Totals	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
	Federal Funds	Matching Funds	Federal Funds	Matching Funds	Federal Funds	Matching Funds	Federal Funds	Matching Funds	Federal Funds	Matching Funds	Estimated Project Total
	\$ -	\$ -	\$ 77,068	\$ 19,984	\$ 21,516	\$ 5,379	\$ 20,846	\$ 5,212	\$ 10,001	\$ 2,500	\$ 162,505

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT TIP ID: 40-1802-05

SUMMARY TABLE

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Bus and Paratransit Vehicle Overhaul and Replacement	B	Exempt		\$ 47,179	\$ 11,794	\$ 58,973
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MTA	BRTB	Multiple	\$ 51,404	\$ 13,568	\$ 64,972

Description: This project provides for the 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. MDOT MTA is continuously receiving deliveries of buses for MTA revenue service. MDOT MTA will also proactively repair and replace bus components at key points in the vehicle's life, including the vehicle 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. This project also covers the purchase of paratransit vehicles under MTA's Mobility program. Mobility is a specialized door-to-door service for people with disabilities who are not able to ride fixed route public transportation, including lift equipped buses.

Justification: In order to reduce operating and maintenance costs, MDOT MTA is committed to procuring new buses to support fleet capacity requirements and to replace aging equipment. This systematic replacement reduces high out of commission rates and the excessive major repair problems that arise from retaining buses beyond their economic life. Replacement with clean diesel buses helps meet higher federal emissions standards. To improve bus reliability, the mini overhaul program for bus vehicles will simultaneously increase vehicle lifespan, improve maintenance efficiency, reduce mechanical breakdowns, mitigate safety risks, develop the workforce through training, and create cost savings. Funds are also needed to provide paratransit vehicles within the Baltimore region. MTA's Mobility program satisfies the American with Disabilities Act (ADA) provisions adopted by the Federal Transit Administration.

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria

- A) Adds new individual projects to the current STIP
- B) Increase/decrease, scope change, advance, delay, or phase change
- C) Removes or deletes individual listed project from the STIP
- D) Other



	Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total
Current (000s)	Total	\$ -	\$ -	\$ 32,078	\$ 26,895	\$ 58,973
	Federal	\$ -	\$ -	\$ 25,663	\$ 21,516	\$ 47,179
	State/Local	\$ -	\$ -	\$ 6,415	\$ 5,379	\$ 11,794
Proposed (000s)	Total	\$ -	\$ -	\$ 97,050	\$ 26,895	\$ 123,945
	Federal	\$ -	\$ -	\$ 77,067	\$ 21,516	\$ 98,583
	State/Local	\$ -	\$ -	\$ 19,983	\$ 5,379	\$ 25,362
Change (000s)	Total	\$ -	\$ -	\$ 64,972	\$ -	\$ 64,972
	Federal	\$ -	\$ -	\$ 51,404	\$ -	\$ 51,404
	State/Local	\$ -	\$ -	\$ 13,568	\$ -	\$ 13,568

PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	5307	\$ -	\$ -	\$ -	\$ -	\$ 11,136	\$ 2,784	\$ 14,643	\$ 3,660	\$ 25,779	\$ 6,444	\$ 32,223
	5339	\$ -	\$ -	\$ -	\$ -	\$ 349	\$ 87	\$ 4,794	\$ 1,199	\$ 5,143	\$ 1,286	\$ 6,429
	CMAQ	\$ -	\$ -	\$ -	\$ -	\$ 14,178	\$ 3,544	\$ 2,079	\$ 520	\$ 16,257	\$ 4,064	\$ 20,321
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 25,663	\$ 6,415	\$ 21,516	\$ 5,379	\$ 47,179	\$ 11,794	\$ 58,973

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	5307	\$ -	\$ -	\$ -	\$ -	\$ 17,563	\$ 6,510	\$ 14,643	\$ 3,660	\$ 32,206	\$ 10,170	\$ 42,376
	5339	\$ -	\$ -	\$ -	\$ -	\$ 3,000	\$ 750	\$ 4,794	\$ 1,199	\$ 7,794	\$ 1,949	\$ 9,743
	CMAQ	\$ -	\$ -	\$ -	\$ -	\$ 56,504	\$ 12,723	\$ 2,079	\$ 520	\$ 58,583	\$ 13,243	\$ 71,826
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 77,067	\$ 19,983	\$ 21,516	\$ 5,379	\$ 98,583	\$ 25,362	\$ 123,945

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	5307	\$ -	\$ -	\$ -	\$ -	\$ 6,427	\$ 3,726	\$ -	\$ -	\$ 6,427	\$ 3,726	\$ 10,153
	5339	\$ -	\$ -	\$ -	\$ -	\$ 2,651	\$ 663	\$ -	\$ -	\$ 2,651	\$ 663	\$ 3,314
	CMAQ	\$ -	\$ -	\$ -	\$ -	\$ 42,326	\$ 9,179	\$ -	\$ -	\$ 42,326	\$ 9,179	\$ 51,505
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 51,404	\$ 13,568	\$ -	\$ -	\$ 51,404	\$ 13,568	\$ 64,972

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local
\$ -	\$ -	\$ 98,583	\$ 25,362	\$ 30,847	\$ 7,713	\$ 129,430	\$ 33,075
Total	Total	Total	Total	Total	Total	Total	Total
\$ -	\$ -	\$ 123,945	\$ 38,560	\$ 162,505			

TO: OPCP REGIONAL PLANNING MANAGER TYSON BYRNE
OFFICE OF PLANNING AND CAPITAL PROGRAMMING
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: OPCP REGONIAL PLANNER KARI SNYDER
OPCP REGIONAL PLANNER DAN JANOUSEK

FROM: DIRECTOR ERIC BECKETT *Eric Beckett*
OFFICE OF CAPITAL PROGRAMMING AND ASSET MANAGEMENT
MARYLAND TRANSIT ADMINISTRATION (MTA)

DATE: APRIL 19, 2024

SUBJECT: REQUEST FOR AN ADMENDMENT TO THE FISCAL YEAR 2024-2027
BALTIMORE REGIONAL TRANSPORTATION BOARD (BRTB)
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

PURPOSE OF MEMORANDUM

To request OPCP request BRTB to approve the following TIP amendment and, upon BRTB approval, notify the Federal Transit Administration (FTA) of the amendment to the BRTB FY 2024-FY2027 TIP. This amendment will add \$58,000 in 5307 funds, \$7.49 million in 5339 funds, and \$1.97 million in state matching funds to FY 24. The amendment also shifts \$160,000 from state/local funds to federal for 5307 in FY 26.

SUMMARY

The MTA requests that the BRTB amend the FY 2024-2027 BRTB TIP to reflect the following action.

TIP	PROJECT	FUNDING TYPE	NEW FUNDING
40-9502-05	Small Urban Transit Systems - Capital	5307 CAP	\$ 58,000
		5339	\$ 7,490,000
		STATE	\$ 1,973,000

ANALYSIS

The Small Urban Transit Systems – Capital project provides assistance to small urban transit systems throughout the region to purchase vehicles, equipment, and facilities. This amendment will add \$58,000 in 5307 funds, \$7.49 million in 5339 funds, and \$1.97 million in state matching funds to FY 24. The amendment also shifts \$160,000 from state/local funds to federal for 5307 in FY 26.

The attached Statewide Transportation Improvement Program (STIP) report documents MDOT’s requested amendment with respect to funding for the project above. The requested action will not impact scheduling or funding availability for other projects in the current STIP, which continues to be fiscally constrained.

Please modify the FY2024-2027 BRTB TIP and the FY 2022-2025 STIP to reflect the funding information provided in the attachments. If you have any questions, please do not hesitate to contact Ms. Erika Falk, MDOT MTA Office of Planning and Capital Programming, at 410-767-3895 or via email at efalk@mdot.maryland.gov.

ATTACHMENTS

- FY 2024-2027 BRTB TIP Project Report
- FY 2022-2025 Maryland STIP Project Report

cc: Ms. Erika Falk, Capital Analyst, Office of Planning and Programming, MTA
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA
Ms. Michelle Martin, Deputy Director, Planning and Capital Programming, TSO
Ms. Jamie Richardson, Manager, Baltimore Project Development, MTA

Small Urban Transit Systems - Capital

TIP ID# 40-9502-05	40-9502-05	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Fleet Improvement
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP/CTP Page #	NA	Est. Total Cost	\$11,120,707

Description	Justification
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 5 small bus replacements, 8 small cutaway bus expansions, 3 mini van expansions, 3 heavy duty bus replacements, and continued preventative maintenance.	Small urban transit capital will enable locally operated transportation systems to operate such that local needs for services can be met. The small urban systems are important components of the regional transportation network.

Section 5307 Urbanized Area Formula Program (funding for capital projects)

Phase	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OTH	\$ -	\$ -	\$ 218	\$ 55	\$ 160	\$ 40	\$ 160	\$ 40	\$ 160	\$ 40	\$ 873
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 218	\$ 55	\$ 160	\$ 40	\$ 160	\$ 40	\$ 160	\$ 40	\$ 873

Small Urban Transit Systems - Capital

Section 5339 (Bus and Bus Facilities Formula Program)

Phase	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OTH	\$ -	\$ -	\$ 7,650	\$ 1,998	\$ 160	\$ 40	\$ 160	\$ 40	\$ 160	\$ 40	\$ 10,248
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 7,650	\$ 1,998	\$ 160	\$ 40	\$ 160	\$ 40	\$ 160	\$ 40	\$ 10,248

Funding Source(s) Total

Totals	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
	\$ -	\$ -	\$ 7,868	\$ 2,053	\$ 320	\$ 80	\$ 320	\$ 80	\$ 320	\$ 80	\$ 11,121

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT TIP ID: 40-9502-05

SUMMARY TABLE

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Small Urban Transit Systems - Capital	B	Exempt		\$ 640	\$ 160	\$ 800
				Net Funding Change (000s)		
	Administration	Area/MPO	CTP Page	Federal	State/Local	Total
	MTA	BRTB	Multiple	\$ 7,548	\$ 1,973	\$ 9,521
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 5 small bus replacements, 8 small cutaway bus expansions, 3 mini van expansions, 3 heavy duty bus replacements, and continued preventative maintenance.					
Justification	Small urban transit capital will enable locally operated transportation systems to operate such that local needs for services can be met. The small urban systems are important components of the regional transportation network.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Current (000s)	Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total
		Total					
<input type="checkbox"/> A) Adds new individual projects to the current STIP		\$ 400	\$ -	\$ -	\$ 400	\$ 400	\$ 800
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change		\$ 320	\$ -	\$ -	\$ 320	\$ 320	\$ 640
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP		\$ 80	\$ -	\$ -	\$ 80	\$ 80	\$ 160
<input type="checkbox"/> D) Other		\$ 9,921	\$ -	\$ -	\$ 9,921	\$ 400	\$ 10,321
	Proposed (000s)	\$ 7,868	\$ -	\$ -	\$ 7,868	\$ 320	\$ 8,188
		\$ 2,053	\$ -	\$ -	\$ 2,053	\$ 80	\$ 2,133
	Change (000s)	\$ 9,521	\$ -	\$ -	\$ 9,521	\$ -	\$ 9,521
		\$ 7,548	\$ -	\$ -	\$ 7,548	\$ -	\$ 7,548
		\$ 1,973	\$ -	\$ -	\$ 1,973	\$ -	\$ 1,973



PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	5307	\$ -	\$ -	\$ -	\$ -	\$ 160	\$ 40	\$ 160	\$ 40	\$ 320	\$ 80	\$ 400
	5339	\$ -	\$ -	\$ -	\$ -	\$ 160	\$ 40	\$ 160	\$ 40	\$ 320	\$ 80	\$ 400
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 320	\$ 80	\$ 320	\$ 80	\$ 640	\$ 160	\$ 800

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	5307	\$ -	\$ -	\$ -	\$ -	\$ 218	\$ 55	\$ 160	\$ 40	\$ 378	\$ 95	\$ 473
	5339	\$ -	\$ -	\$ -	\$ -	\$ 7,650	\$ 1,998	\$ 160	\$ 40	\$ 7,810	\$ 2,038	\$ 9,848
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 7,868	\$ 2,053	\$ 320	\$ 80	\$ 8,188	\$ 2,133	\$ 10,321

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	5307	\$ -	\$ -	\$ -	\$ -	\$ 58	\$ 15	\$ -	\$ -	\$ 58	\$ 15	\$ 73
	5339	\$ -	\$ -	\$ -	\$ -	\$ 7,490	\$ 1,958	\$ -	\$ -	\$ 7,490	\$ 1,958	\$ 9,448
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 7,548	\$ 1,973	\$ -	\$ -	\$ 7,548	\$ 1,973	\$ 9,521

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 8,188	Federal	\$ 640	Federal	\$ 8,828
State/Local	\$ -	State/Local	\$ 2,133	State/Local	\$ 160	State/Local	\$ 2,293
Total	\$ -	Total	\$ 10,321	Total	\$ 800	Total	\$ 11,121

May 16, 2024

Mr. Todd Lang
Transportation Planning Director
ATTN: Mr. Keith Kucharek
Baltimore Metropolitan Council
1500 Whetstone Way, Suite 300
Baltimore Maryland 21230

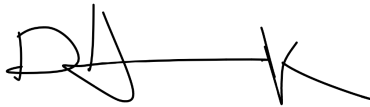
Dear Mr. Lang:

The Maryland Department of Transportation (MDOT) requests one amendment to a project contained in the Baltimore Region's FY 2024-2027 Transportation Improvement Program (TIP) on behalf of the Maryland Transit Administration (MTA).

The MTA requests an amendment for the Ridesharing – Baltimore Region project (TIP ID #40-9901-01). The amendment will add \$1.4M in federal Congestion Mitigation Air Quality (CMAQ) funding to the project in FY 2024.

If you have questions or need additional information, please contact me at 410-865-1098, or via email at djanousek@mdot.maryland.gov for assistance.

Sincerely,



Dan Janousek
Regional Planner
Office of Planning and Capital Programming

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPCP, MDOT

TO: OPCP REGIONAL PLANNER DAN JANOUSEK
OFFICE OF PLANNING AND CAPITAL PROGRAMMING
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: OPCP REGIONAL PLANNER KARI SNYDER

FROM: DIRECTOR ERIC BECKETT *Eric Beckett*
OFFICE OF CAPITAL PROGRAMMING AND ASSET MANAGEMENT
MARYLAND TRANSIT ADMINISTRATION (MTA)

DATE: MAY 15, 2024

SUBJECT: REQUEST FOR AN AMENDMENT TO THE FISCAL YEAR 2024-2027
BALTIMORE REGIONAL TRANSPORTATION BOARD (BRTB)
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

PURPOSE OF MEMORANDUM

To request OPCP request BRTB to approve the following TIP amendment and, upon BRTB approval, notify the Federal Transit Administration (FTA) of the amendment to the BRTB FY 2024-FY2027 TIP. This amendment will add \$1,391,000 to CMAQ funds.

SUMMARY

The MTA requests that the BRTB amend the FY 2024-2027 BRTB TIP to reflect the following action.

TIP	PROJECT	FUNDING TYPE	NEW FUNDING
40-9901-01	Ridesharing – Baltimore Region	CMAQ	\$ 1,391,000

Mr. Dan Janousek
Page Two

ANALYSIS

The ridesharing project covers the activities of the ridesharing program in all jurisdictions in the Baltimore Region, including the Guaranteed Ride Home Program (GRH). The amendment will increase the FY 24 by \$1,391,000. MTA is moving forward with obligating the FY 22, FY 23, and FY 24 CMAQ grants for this project with this action, so it is not new funding.

The attached Statewide Transportation Improvement Program (STIP) report documents MDOT's requested amendment with respect to funding for the project above. The requested action will not impact scheduling or funding availability for other projects in the current STIP, which continues to be fiscally constrained.

Please amend the FY2024-2027 BRTB TIP and the FY 2022-2025 STIP to reflect the funding information provided in the attachments. If you have any questions, please do not hesitate to contact Ms. Erika Falk, MDOT MTA Office of Planning and Capital Programming, at 410-767-3895 or via email at efalk@mdot.maryland.gov.

ATTACHMENTS

- FY 2024-2027 BRTB TIP Project Report
- FY 2022-2025 Maryland STIP Project Report

cc: Ms. Erika Falk, Capital Analyst, Office of Planning and Programming, MTA
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA
Ms. Michelle Martin, Deputy Director, Planning and Capital Programming, TSO
Ms. Jamie Richardson, Manager, Baltimore Project Development, MTA

Ridesharing - Baltimore Region

TIP ID #	40-9901-01	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Ridesharing
Project Category	Transit	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP / CTP Page #	Multiple	Est. Total Cost	\$ 4,062,574

Description	Justification
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, Baltimore Metropolitan Council, Anne Arundel, Howard, and Harford counties.	The Maryland Ridesharing Program is to promote the use of alternatives to the single occupant vehicle through mass transit, carpools, and vanpools with financial assistance under the Rideshare/Commuter Assistance Program. Funding is provided to assist with the promotion and management of their Rideshare Program.

Congestion Mitigation and Air Quality

Phase	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY2024 Federal Funds	FY2024 Matching Funds	FY2025 Federal Funds	FY2025 Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ 2,059	\$ -	\$ 668	\$ -	\$ 668	\$ -	\$ 668	\$ -	\$ 4,063
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 2,059	\$ -	\$ 668	\$ -	\$ 668	\$ -	\$ 668	\$ -	\$ 4,063

Funding Source(s) Total

Totals	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
	Federal Funds	Matching Funds	Federal Funds	Matching Funds	Federal Funds	Matching Funds	Federal Funds	Matching Funds	Federal Funds	Matching Funds	Estimated Project Total
	\$ -	\$ -	\$ 2,059	\$ -	\$ 668	\$ -	\$ 668	\$ -	\$ 668	\$ -	\$ 4,063

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT TIP ID: 40-9901-01

SUMMARY TABLE						
Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Ridesharing - Baltimore Region	B	Exempt		\$ 1,336	\$ -	\$ 1,336
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MTA	BRTB	Multiple	\$ 1,391	\$ -	\$ 1,391
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, Baltimore Metropolitan Council, Anne Arundel, Howard, and Harford counties.						
Justification: The Maryland Ridesharing Program is to promote the use of alternatives to the single occupant vehicle through mass transit, carpools, and vanpools with financial assistance under the Rideshare/Commuter Assistance Program. Funding is provided to assist with the promotion and management of their Rideshare Program.						

INDIVIDUAL REQUEST FORM							
STIP/TIP Amendment Criteria	Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total	
						Federal	State/Local
<input type="checkbox"/> A) Adds new individual projects to the current STIP	Current (000s)	\$ -	\$ -	\$ 668	\$ 668	\$ 1,336	\$ 1,336
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	Federal	\$ -	\$ -	\$ 668	\$ 668	\$ 1,336	\$ 1,336
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> D) Other	Proposed (000s)	\$ -	\$ -	\$ 2,059	\$ 668	\$ 2,727	\$ 2,727
	Federal	\$ -	\$ -	\$ 2,059	\$ 668	\$ 2,727	\$ 2,727
	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Change (000s)	\$ -	\$ -	\$ 1,391	\$ -	\$ 1,391	\$ 1,391
	Federal	\$ -	\$ -	\$ 1,391	\$ -	\$ 1,391	\$ 1,391
	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



PHASE DETAIL												
Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
OTH	CMAQ	\$ -	\$ -	\$ -	\$ -	\$ 668	\$ -	\$ 668	\$ -	\$ 1,336	\$ -	\$ 1,336
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 668	\$ -	\$ 668	\$ -	\$ 1,336	\$ -	\$ 1,336

Proposed												
Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
OTH	CMAQ	\$ -	\$ -	\$ -	\$ -	\$ 2,059	\$ -	\$ 668	\$ -	\$ 2,727	\$ -	\$ 2,727
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 2,059	\$ -	\$ 668	\$ -	\$ 2,727	\$ -	\$ 2,727

Change												
Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
OTH	CMAQ	\$ -	\$ -	\$ -	\$ -	\$ 1,391	\$ -	\$ -	\$ -	\$ 1,391	\$ -	\$ 1,391
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 1,391	\$ -	\$ -	\$ -	\$ 1,391	\$ -	\$ 1,391

TOTAL PROJECT COST							
Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
		Federal	State/Local	Federal	State/Local	Federal	State/Local
Federal		\$ -	\$ -	\$ 2,727	\$ -	\$ 1,336	\$ -
State/Local		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 2,727	\$ -	\$ 1,336	\$ -