

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.

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,

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 batteries near the end of their useful life will be replaced. Project also covers the purchase of paratransit vehicles under MTA's Mobility program, a specialized door-to-door service for people with disabilities who are not able to ride fixed route public transportation, including lift equipped buses. In addition to the matching funds listed, MTA has committed \$76 million in state dollars.	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.	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.	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.	Amendment Resolution #24-25
Ridesharing	This amendment shifts funds	Conformity Status: Exempt The ridesharing project covers the	Amendment
– Baltimore Region 40-9901-01	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.	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.	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 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 performancebased 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

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Anthony Russell, Chair Baltimore Regional Transportation Board



Emission Reduction Strategy

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.





2024 - 2027 Transportation Improvement Program

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
ОТН	\$0	\$0	\$0	\$0	\$0	\$O	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$ 0	\$0	\$O	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$ 0	\$0	\$O	\$0	\$0	\$O
ROW	\$0	\$0	\$0	\$0	\$0	\$O	\$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
ОТН	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$O	\$0	\$0	\$O	\$0	\$ 0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$O	\$0	\$ 0	\$0	\$0	\$0
Subtotal	\$349	\$87	\$4,794	\$1,199	\$0	\$0	\$0	\$0	\$6,429



2024 - 2027 Transportation Improvement Program

Bus and Paratransit Vehicle Overhaul and Replacement

(Funding in Thousands)

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
ОТН	\$0	\$0	\$0	\$O	\$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

Congestion Mitigation and Air Quality -ORIGINAL



2024 - 2027 Transportation Improvement Program

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
ОТН	\$0	\$0	\$0	\$O	\$0	\$O	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$O	\$0	\$O	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$O	\$0	\$O	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$O	\$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
ОТН	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$O	\$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



2024 - 2027 Transportation Improvement Program

Bus and Paratransit Vehicle Overhaul and Replacement

(Funding in Thousands)

FY 2024 FY 2024 FY 2025 FY 2025 FY 2026 FY 2026 FY 2027 FY 2027 Total Four-Year Matching Federal Federal Federal Federal Matching Matching Matching Funding Phase Funds Funds Funds Funds Funds Request Funds Funds Funds 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 ΡL \$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 \$77,346 \$19,983 \$10,001 Total \$21,516 \$5,379 \$20,846 \$5,211 \$2,500 \$162,782

Congestion Mitigation and Air Quality -UPDATE



Transit Preservation

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
ОТН	\$0	\$0	\$0	\$O	\$O	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$O	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$O
ROW	\$0	\$0	\$0	\$O	\$0	\$0	\$0	\$0	\$O
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
ОТН	\$0	\$0	\$0	\$0	\$O	\$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	\$O	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$10	\$2,500	\$12,163	\$3,041	\$2,468	\$617	\$20,799



Transit Preservation

Metro and Light Rail Rolling Stock Overhauls and Replacement

(Funding in Thousands)

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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
ОТН	\$0	\$0	\$0	\$O	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$ 0	\$ 0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$O	\$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

Congestion Mitigation and Air Quality -ORIGINAL



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
ОТН	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$O	\$O	\$0	\$0	\$O
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
ОТН	\$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)

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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
ОТН	\$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
			1						
Total	<mark>\$92,898</mark>	\$24,802	\$24,188	\$8,544	\$27,206	\$9,086	\$5,799	\$1,450	<mark>\$193,973</mark>

Congestion Mitigation and Air Quality -NEW

MTA - Transit



Emission Reduction Strategy

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 IImplement Env. Responsible Trans. Solutions -- Reduce energy use of the transportation system.





Emission Reduction Strategy

Ridesharing - Baltimore Region

(Funding in Thousands)

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

Congestion Mitigation and Air Quality -ORIGINAL



Emission Reduction Strategy

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	\$O	\$668	\$0	\$668	\$0	\$1,336
ОТН	\$2,059	\$0	\$668	\$0	\$0	\$0	\$0	\$0	\$2,727
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	\$2,059	\$0	\$668	\$0	\$668	\$0	\$668	\$0	\$4,063
			1						
Total	\$2,059	\$0	\$668	\$0	\$668	\$0	\$668	\$0	\$4,063



Emission Reduction Strategy

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
ОТН	\$160	\$40	\$160	\$40	\$0	\$200	\$0	\$0	\$600
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$O	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$O	\$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	\$O	\$O	\$O	\$0	\$0	\$0	\$0
ОТН	\$160	\$40	\$160	\$40	\$160	\$40	\$160	\$40	\$800
ENG	\$0	\$0	\$O	\$O	\$O	\$ 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



Emission Reduction Strategy

Small Urban Transit Systems - Capital Assistance

(Funding in Thousands)

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

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
ОТН	\$218	\$55	\$160	\$40	\$0	\$200	\$0	\$0	\$673
ENG	\$0	\$0	\$0	\$ 0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$ 0	\$O	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$O	\$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	\$O	\$0	\$0	\$O	\$O	\$0	\$0	\$0	\$0
ОТН	\$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



Wes Moore Governor

Aruna Miller Lieutenant Governor

Paul J. Wiedefeld Secretary

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 <u>djanousek@mdot.maryland.gov</u> for assistance.

Sincerely,

Dan Janousek Regional Planner Office of Planning and Capital Programming

Attachment

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



Wes Moore Governor Aruna Miller

Lieutenant Governor Paul J. Wiedefeld

Secretary

Holly Arnold Administrator

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 **REQUEST FOR AN ADMENDMENT TO THE FISCAL YEAR 2024-2027 SUBJECT:** 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	5307 CAP	\$11,627,000
	Overhaul and Replacement	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 <u>efalk@mdot.maryland.gov</u>.

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

2020 - 2023 Transportation Improvement Plan

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

	Prev	vious	Reque	sts		Annual	Elen	nent				Feo	lera	l Funding	Req	uests (\$0	00)				Pro	ject Totals
	Previou	s	Previo	us	FY2	2024	FY2	2024	FY2	025	FY20	025	FY2	026	FY2	026	FY20	027	FY20)27		
	Federal		Match	ning	Fed	leral	Ma	tching	Fed	eral	Mat	ching	Fed	leral	Mat	ching	Fede	eral	Mate	ching	Estir	mated
Phase	Funds	unds Funds \$ - \$ -			Fur	nds	Fur	nds	Fun	ds	Fund	ls	Fun	ids	Fun	ds	Fun	ds	Fund	ls	Proj	ect 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

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

Metro and Light Rail Rolling Stock Overhaul and Replacement

									0				-									
	Pr	evious	s Requ	iests		Annual	Elen	nent				Fe	deral F	unding	g Requ	ests (\$0	000)				Proj	ect Totals
	Previo	ous	Prev	ious	FY2	2024	FY2	2024	FY202	5	FY202	5	FY202	26	FY202	26	FY202	27	FY20	27		
	Feder	al	Mate	ching	Fee	leral	Ma	tching	Federa	al	Matc	hing	Feder	ral	Matc	hing	Feder	al	Mato	hing	Estin	nated
Phase	Funds	Funds Funds \$ - \$ -			Fur	nds	Fur	nds	Funds		Funds	6	Funds	5	Funds	6	Funds	s	Fund	s	Proje	ct Total
CON	\$	-	\$	-	\$	49,075	\$	13,846	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	62,921
OTH	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
PE	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
PP	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
ROW	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Totals	\$	-	\$	-	\$	49,075	\$	13,846	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	62,921

Congestion Mitigation and Air Quality

5337

	Pr	evious	Reque	ests		Annual	Eleme	ent				Fee	dera	l Funding	Req	uests (\$0	00)				Proj	ect Totals
	Previo	us	Previ	ous	FY202	24	FY20	24	FY2	025	FY ₂	025	FY2	026	FY2	026	FY2	027	FY20	27		
	Federa	al	Matc	hing	Feder	al	Mato	hing	Fed	eral	Mat	ching	Fed	leral	Mat	tching	Fede	eral	Mate	ching	Estin	nated
Phase	Funds		Funds	6	Funds	° I		Fun	ds	Fun	ds	Fun	ıds	Fun	ds	Fun	ds	Fund	s	Proje	ect Total	
CON	\$	-	\$	-	\$	-	\$	-	\$	10,000	\$	2,500	\$	12,163	\$	3,041	\$	2,468	\$	617	\$	30,789
OTH	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
PE	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
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ROW	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Totals	\$	-	\$	-	\$	-	\$	-	\$	10,000	\$	2,500	\$	12,163	\$	3,041	\$	2,468	\$	617	\$	30,789

Funding Source(s) Total

						-									_	
	Previous Requests Annual Element						Fed	era	l Funding	Req	uests (\$00)0)			Pro	ject Totals
Totals	\$ -	\$ -	\$	92,898	\$ 24,802	\$ 34,179	\$ 8,545	\$	27,206	\$	6,802	\$ 5	5,799	\$ 1,450	\$	201,680

MARYLAND STATEWIDE TIP FY 2022-2025

-					_														
-	D: 40-1804-63																		
SUMMARY	TABLE																		
																	evel (000s)		
Project:						endment Crite	eria	Confo	ormity Status			Environm	ental Stat	us	Federal			Total	
Metro and Li	ight Rail Rolling Stock	Overhaul and I	Replac	ement	В			Exen	npt						\$	85,456		\$	109,317
															Net Fund	ling Chang	ge (000s)		
					Adr	ministration			'MPO			CTP Page	9		Federal			Total	
					MT/	A		BRTE	3			Multiple			\$	41,621	\$ 9,486	\$	51,107
	Description	Performing N	/lid-life	Overhaul of 53	Light Ra	ail Vehicles. I	Perform selective	upgrades	to various sy	/stems/su	ub-systems	s to addres	s parts o	bsolescence, impr	ove safety	and vehic	cle performance, ar	id enhanc	e
		passenger co	omfort.	The overhaul I	nas beer	n engineered	to provide an addi	tional 15	years of servi	ice of the	light rail ve	hicle fleet	. The Met	ro cars were desig	ned with a	a 30 year l	ife and are now due	e for repla	cement.
		The Automat	ic Trai	n Protection sy	stem is	currently exp	eriencing reliabili	y issues	due to its ag	e and par	rts obsoles	cence thu	s increasi	ng maintainability	issues ac	rossits va	arious systems and	sub-syst	ems.
		The replacen	nent of	Metro Cars ar	d Train	Control Syste	m with modern, r	eliable eq	uipment will	enhance i	passenger	comfort, e	nsure bet	ter reliability, and	mprove sa	afety.	-		
											. 0					,			
	Justification	The replacen	nent of	Metro vehicles	and the	e Signaling S	stem with moder	n and reli	able equipme	ent will en	hance pas	senger co	mfort, ens	ure better reliabilit	y and offe	r improved	safety. The MTA's	Metro S	ignaling
		System cons	sists of	f a double tracl	ed train	controlled si	qnaling system th	at is 15 r	niles long. Th	ne Metro t	train contro	l system	was instal	led in three phase	and the	oldest see	ction is currently 30	yrs old.	The
																	s systems and sub		
																	aul is designed to		
		8 '		e reliability and					1 3	,			,	, ,	5		5	,	
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INDIVIDUAL	REQUEST FORM							_	_	T		EV 0000		FY 2023	EV 0004		FY 2025	Tatal	_
STIP/TIP	Amendment Criteria									Funding		FY 2022			FY 2024			Total	
				_					Current	Total		\$	-	<u>\$</u> -	\$	76,583		\$	109,317
	ls new individual project								(000s)			\$	-	\$ -	\$	61,267	\$ 24,189	\$	85,456
B) Incr	ease/decrease, scope				change					State/Lo	ocal	\$	-	\$ -	\$	15,316	\$ 8,545	\$	23,861
	noves or deletes individ	ual listed proje	ect fror	m the STIP					Proposed			\$	-	\$ -	\$	117,700	. ,	\$	160,424
D) Oth	er								(000s)	Federal		\$	-	\$ -	\$	92,898		\$	127,077
										State/Lo	ocal	\$	-	\$-	\$	24,802	\$ 8,545	\$	33,347
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										State/Lo	ocal	\$	-	\$-	\$	9,486	\$-	\$	9,486
PHASE DET	AIL																		
Current			FY 2	2022		F۱	2023		FY	2024			FY 2	025			TOTAL		
Phase	Funding	Federal		State/Local	Fed	leral	State/Local	Fede	ral	State/Lo	ocal	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	. ,		36,338
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Phase	Funding	Federal		State/Local		leral	State/Local	Fede		State/Lo		Federal		State/Local	Federal				05 000
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	CMAQ	\$		\$	Ψ	-	\$ -	- (¥	49,075	-	13,846	\$	-	\$ -	\$	49,075			62,921
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Wes Moore Governor Aruna Miller

Lieutenant Governor Paul J. Wiedefeld

Secretary

Holly Arnold Administrator

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** DIRECTOR ERIC BECKETT Eric Beckett FROM: OFFICE OF CAPITAL PROGRAMMING AND ASSET MANAGEMENT MARYLAND TRANSIT ADMINISTRATION (MTA) DATE: APRIL 15, 2024 **REQUEST FOR AN ADMENDMENT TO THE FISCAL YEAR 2024-2027** SUBJECT: 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
	Replacement	CMAQ	\$42,326,000
		STATE	\$12,906,000

Mr. Tyson Byrne Page Two

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 Improveme	ent
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
This project provides for the routine replacement of buses past their useful service life.	In order to reduce operating and maintenance costs, MDOT MTA is committed to
Planned purchases include 310 forty-foot clean diesel buses and 40 sixty-foot clean	procuring new buses to support fleet capacity requirements and to replace aging
diesel articulated buses. MDOT MTA is continously receiving deliveries of buses for MTA	equipment. This systematic replacement reduces high out of commission rates and
revenue service. MDOT MTA will also proactively repair and replace bus components at	the excessive major repair problems that arise from retaining buses beyond their
key points in the vehicle's life, including the vehicle engine, battery, brakes, suspension,	economic life. Replacement with clean diesel buses helps meet higher federal
body, paint, and wheelchair/ADA, electrical, pneumatic systems, and other components	emissions standards. To improve bus reliability, the mini overhaul program for bus
as needed. Batteries in hybrid electric buses batteries near the end of their useful life will	vehicles will simultaneously increase vehicle lifespan, improve maintenance
be replaced. This project also covers the purchase of paratransit vehicles under MTA's	efficiency, reduce mechanical breakdowns, mitigate safety risks, develop the
Mobility program. Mobility is a specialized door-to-door service for people with	workforce through training, and create cost savings. Funds are also needed to
disabilities who are not able to ride fixed route public transportation, including lift	provide paratransit vehicles within the Baltimore region. MTA's Mobility program
equipped buses. In addition to the matching funds listed, MTA has committed \$88	satisfies the American with Disabilities Act (ADA) provisions adopted by the Federal
million in state dollars.	Transit Administration.

	Pi	eviou	s Requ	ests		Annual	Elem	ent				Fe	deral	Funding	Req	uests (\$0	00)				Proj	ect Totals
	Previ	ous	Previ	ous	FY2	024	FY2	024	FY2	2025	FY20)25	FY2	026	FY20	026	FY2	027	FY202	27		
	Feder	al	Mato	hing	Fed	eral	Mat	ching	Fed	leral	Mat	ching	Fed	eral	Mat	ching	Fede	eral	Matc	hing	Estin	nated
Phase	Funds	;	Fund	S	Fun	ds	Fun	ds	Fur	nds	Fund	ds	Fun	ds	Fund	ds	Fun	ds	Funds	5	Proje	ect Total
CON	\$	-	\$	-	\$	17,563	\$	6,510	\$	14,643	\$	3,661	\$	4,957	\$	1,239	\$	3,800	\$	950	\$	53,324
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PE	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
PP	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
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Totals	\$	-	\$	-	\$	17,563	\$	6,510	\$	14,643	\$	3,661	\$	4,957	\$	1,239	\$	3,800	\$	950	\$	53,324

Section 5307 Urbanized Area Formula Program (funding for capital projects

Bus and Paratransit Vehicle Overhaul and Replacement

	Pr	eviou	s Reque	ests		Annual	Elem	ent				Fe	deral F	unding	g Requ	ests (\$	000)				Proje	ect Totals
	Previo	ous	Previ	ous	FY2	024	FY20	24	FY2	025	FY20)25	FY202	6	FY20	26	FY202	27	FY202	27		
	Feder	al	Matc	hing	Fede	eral	Mate	ching	Fed	eral	Mat	ching	Federa	al	Matc	hing	Fede	ral	Matc	hing	Estim	ated
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ROW	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Totals	\$	-	\$	-	\$	3,000	\$	750	\$	4,794	\$	1,199	\$	-	\$	-	\$	-	\$	-	\$	9,743

Section 5339 (Bus and Bus Facilities Formula Program)

Congestion Mitigation and Air Quality (CMAQ)

	Pr	revious	s Reque	sts		Annual	Elen	nent				Fe	dera	l Funding	Req	uests (\$0	00)				Proj	ject Totals
	Previo	ous	Previo	ous	FY2	024	FY2	024	FY20)25	FY2025	5	FY2	2026	FY2	026	FY20)27	FY2	027		
	Feder	al	Match	ing	Fed	eral	Ma	tching	Fede	eral	Match	ing	Fec	leral	Mat	tching	Fede	eral	Mat	ching	Estin	nated
Phase	Funds	5	Funds		Fun	ds	Fun	ds	Fund	ds	Funds		Fur	nds	Fun	ds	Fund	ds	Fun	ds	Proje	ect Total
CON	\$	-	\$	-	\$	56,504	\$	12,723	\$	2,079	\$	520	\$	15,889	\$	3,972	\$	6,201	\$	1,550	\$	99,439
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ROW	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Totals	\$	-	\$	-	\$	56,504	\$	12,723	\$	2,079	\$	520	\$	15,889	\$	3,972	\$	6,201	\$	1,550	\$	99,439

Funding Source(s) Total

	Pi	revious	Reque	ests	Annual Element				Fede	eral	Funding	Requ	uests (\$0	00)			Pro	ject Totals
Totals	\$	-	\$	-	\$ 77,068	\$	19,984	\$ 21,516	\$ 5,379	\$	20,846	\$	5,212	\$	10,001	\$ 2,500	\$	162,505

MARYLAND STATEWIDE TIP FY 2022-2025

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MDOT TIP IL	D: 40-1802-05																				
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Project:					Ame	endment Cr	riteria		Conform	ity Status			Environm	nental Statu	us	Feder		State/Loc		Total	
	rartransit Vehicle Over	rhaul and Repla	acement		В				Exempt	,						\$	47,179	\$	11,794	\$	58,973
																	unding Char				
						ninistration	l.		Area/MP	0			CTP Pag	е		Feder		State/Loc		Total	
	Descripti				MTA				BRTB	<u>.</u>	<u> </u>		Multiple		esel buses and	\$	51,404		13,568		64,972
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STIP/TIP A	mendment Criteria									Current	Funding Total		FY 2022		FY 2023	FY 20	24 32,078	FY 2025	26,895	Total \$	58,973
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D) Othe	er									(000s)	Federal		\$	-	\$	\$	77,067	\$	21,516	\$	98,583
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Proposed			FY 20	022			FY 2023			FY	2024			FY 2	025			TO	TAL		
Phase	Funding	Federal	5	State/Local	Fede	eral	State/Lo	cal	Federal		State/Local		Federal		State/Local	Feder		State/Loc		Total	
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Phase CO	Funding 5307	Federal		State/Local	- \$	eral	State/Lo	cal	Federal	6.427	State/Local \$	0.700	Federal \$		State/Local	Feder	al 6.427	State/Loc		Total \$	10.153
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Wes Moore Governor Aruna Miller

Lieutenant Governor Paul J. Wiedefeld

Secretary Holly Arnold Administrator

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 **REQUEST FOR AN ADMENDMENT TO THE FISCAL YEAR 2024-2027 SUBJECT:** 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

Mr. Tyson Byrne Page Two

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 <u>efalk@mdot.maryland.gov</u>.

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 Tr	ansit 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	Small urban transit capital will enable locally operated transportation systems to
vehicles, equipment, and facilities. The Baltimore region's small urban transit	operate such that local needs for services can be met. The small urban systems
system includes Carroll Transit System, Anne Arundel County, The City of Annapolis,	are important components of the regional transportation network.
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.	

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Wes Moore Governor

Aruna Miller Lieutenant Governor

Paul J. Wiedefeld Secretary

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 <u>djanousek@mdot.maryland.gov</u> for assistance.

Sincerely,

Dan Janousek Regional Planner Office of Planning and Capital Programming

Attachment

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



Wes Moore Governor

Aruna Miller Lieutenant Governor Paul J. Wiedefeld

Secretary

Holly Arnold Administrator

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

- ATTN: OPCP REGONIAL PLANNER KARI SNYDER
- FROM:DIRECTOR ERIC BECKETT Eric BeckettFROM: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 <u>efalk@mdot.maryland.gov</u>.

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

Transit

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	The Maryland Ridesharing Program is to promote the use of alternatives to the
jurisdictions in the Baltimore region, including the Guaranteed Ride Home (GRH)	single occupant vehicle through mass transit, carpools, and vanpools with financial
Program. Entities eligible to receive funding include Baltimore City, Baltimore	assistance under the Rideshare/Commuter Assistance Program. Funding is
Metropolitan Council, Anne Arundel, Howard, and Harford counties.	provided to assist with the promotion and management of their Rideshare
	Program.

Congestion Mitigation and Air Quality

	Previous Requests			Annual Element			Federal Funding Requests (\$000)												Proje	ct Totals		
	Previo	us	Previo	ous	FY20	24	FY20	024	FY202	5	FY202	5	FY202	6	FY202	26	FY202	27	FY20	27		
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Funding Source(s) Total

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