

December 27, 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 Sommerville
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 amends the Fiscal Year (FY) 2022-2025 Maryland Statewide Transportation Improvement Program (STIP) for seven projects contained in the Baltimore Regional Transportation Planning Board (BRTB) FY 2025-2028 Transportation Improvement Program (TIP) on behalf of The Maryland Transit Administration (MTA). These amendments were approved by the BRTB on December 17, 2024.

Project Name	STIP #	Funding Source	FY22-FY25 Net Federal Change (in 000's)
Small Urban Transit Systems – Capital Assistance	40-9502-05	5339	\$2,693
Kirk Bus Facility – Phase 1 & 2	40-1203-65	5307	\$0
Bus and Rail Preventive Maintenance	40-1204-64	5307 5337	\$38,192

Ms. Valeriya Remezova
Ms. Terry Garcia Crews
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Project Name	STIP #	Funding Source	FY22-FY25 Net Federal Change (in 000's)
Metro and Light Rail Rolling Stock Overhaul and Replacements	40-1804-63	5307	\$23,599
Metro and Light Rail Preservation and Improvement	40-1805-64	5307 5337	\$36,498
Low Floor Light Rail Fleet Transition	40-2504-63	5307 5337 RVR	\$224,076
Martin Airport – All Stations Accessibility Program	73-2401-64	ASAP	\$3,555

The MDOT has assigned Control #22-185 for these amendments to the TIP, and the supporting documentation is attached.

The Maryland Statewide Transportation Improvement Program (STIP) 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, Programming, and Project Delivery (OPPPD)

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPPPD, MDOT
Mr. Shawn Keirnan, Strategic Planner, OPPPD, MDOT



December 17, 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 are seven amendments to the *2025-2028 Baltimore Region Transportation Improvement Program (TIP)* as approved by the Baltimore Regional Transportation Board (BRTB) on December 17, 2024. The documentation enclosed supports changes to the *2025-2028 TIP* for seven Maryland Transit Administration (MDOT MTA) projects.

- **Small Urban Transit Systems – Capital Assistance: 40-9502-05**
- **Kirk Bus Facility – Phase 1 & 2: 40-1203-65**
- **Bus and Rail Preventive Maintenance: 40-1204-64**
- **Metro and Light Rail Rolling Stock Overhauls and Replacements: 40-1804-63**
- **Metro and Light Rail Preservation and Improvement: 40-1805-64**
- **Low Floor Light Rail Fleet Transition: 40-2504-63**
- **Martin Airport – All Stations Accessibility Program: 73-2401-64**

These amendments were presented to the Technical Committee on December 3, 2024. The Interagency Consultation Group (ICG) has 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 #25-18 to support these changes to the *2025-2028 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 horizontal line.

Todd R. Lang, Director
Transportation Planning

Enclosures

cc: Ms. Michelle Martin, MDOT
Ms. Kari Synder, MDOT
Ms. Erika Falk, MDOT MTA
Mr. Eric Beckett, MDOT MTA
Ms. Kisha Joyner, MDOT MTA
Mr. Albert Guiney Engel, MDOT MTA
Ms. Jamie Richardson, MDOT MTA
Ms. Amanda Wilson, MDOT MTA



Summary of FY 2025-2028 TIP Changes

Project Title	TIP Change Reason	Description	Type of Change
<p>Kirk Bus Facility Replacement – Phase 1 & 2: 40-1203-65</p>	<p>This amendment reinserts a project to the FY 2025-2028 TIP that was shown in previous TIPs. This amendment will add \$4.928 (\$3.942M federal/\$.986M matching) of Section 5307 (Urbanized Area Formula) funds for construction in FY 2025. This amendment shifts funds from previous years to ensure there are federal funds in the year of obligation. The total project cost increases to \$168.1M.</p>	<p>Approximately 163 buses are stored, operated, and maintained at the Kirk Division Bus Facility. Operations include preventive bus maintenance, inspections, fueling, washing, administration, operator support facilities and dispatching. Phase 1 is the construction of a 100,000 square foot state-of-the-art, sustainable design, energy-efficient building that will house the preventive maintenance function of the facility, performed in an enclosed environment, thereby enabling MTA to better control noise, exhaust fumes and visibility of the buses to the surrounding community. Phase 2 is the construction of a similar building to store buses overnight.</p> <p>In addition to the matching funds listed, MTA has committed \$1.207 million in state dollars.</p> <p>Conformity Status: Exempt</p>	<p>Amendment Resolution #25-18</p>



Metro and Light Rail Rolling Stock Overhaul and Replacement 40-1804-63	This amendment will modify the project to add \$29.5M (\$23.6M federal/\$5.9M state) of Section 5307 (Urbanized Area Formula) funds for construction in FY 2025 to reflect the year of obligation of funds. The total project cost increases to \$116.8M.	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 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/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. Conformity Status: Exempt	Amendment Resolution #25-18
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<p>Metro and Light Rail System Preservation and Improvement 40-1805-64</p>	<p>This amendment will modify the project to add \$39.76M (\$31.8M federal/\$7.95M state) in Section 5307 (Urbanized Area Formula) funds and \$5.86M (\$4.687M federal/\$1.173M state) in Section 5337 (State of Good Repair Formula) funds for construction in FY 2025. This amendment shifts funds to reflect the year of obligation of funds. Revisions to the project description were also made to accurately describe project activity. The revised total project cost increases to \$148.15M.</p>	<p>This is an ongoing project to rehabilitate Light Rail and Metro facilities, infrastructure, track, and equipment, including replacing interlockings, repairing tunnel liners and doors, and the design and installation of new fiber optic cables. In addition to the matching funds listed, MTA has committed \$220 million in state dollars.</p> <p>Conformity Status: Exempt</p>	<p>Amendment Resolution #25-18</p>
<p>Small Urban Transit Systems – Capital Assistance 40-9502-05</p>	<p>This amendment will modify the project to add \$3.37M (\$2.7M federal/\$674K state matching) in 5339 funds for other funds in FY 2025. Revisions to the project description were also made to include Baltimore County and Baltimore City in the list of urban transit systems. The revised total project cost increases to \$4.97M.</p>	<p>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, Baltimore County, Baltimore City, and Howard County. Planned purchases include 5 small bus replacements, 3 small cutaway bus expansions, 3 minivan expansions, 3 heavy duty bus replacements, and continued preventative maintenance.</p> <p>Conformity Status: Exempt</p>	<p>Amendment Resolution #25-18</p>



<p>Bus and Rail Preventive Maintenance 40-1204-64</p>	<p>This amendment will modify the project to add \$24.25M (\$13.4M federal/\$3.36M state) in Section 5307 (Urbanized Area Formula) funds and \$61.189M (\$24.748M federal/\$6.187M state) in Section 5337 (State of Good Repair Formula) funds in FY 2025 to obligate preventive maintenance grants received in previous fiscal years. The total project cost increases to \$243.3M.</p>	<p>This project provides preventative maintenance on the Bus, Light Rail and Metro systems to improve safety, reliability and passenger comfort.</p> <p>Conformity Status: Exempt</p>	<p>Amendment Resolution #25-18</p>
<p>Low Floor Light Rail Fleet Transition 40-2504-63</p>	<p>This amendment will add a project to the FY 2025-2028 TIP. This project is funded primarily by a Rail Vehicle Replacement federal award for the purchase of new vehicles and other improvements. The amendment adds \$285M (\$228M federal/\$57M state match) for planning, engineering, and construction. The total project cost is \$285.7M.</p>	<p>The Low Floor Light Rail Fleet Transition project will replace the entire existing aged fleet of Light Rail vehicles serving the Baltimore region. MTA's existing fleet includes 52 standard 95' rail cars dating back to the system's launch in 1992. All vehicles have reached the end of their useful life. The project will also include the significant improvements to the Cromwell and North Avenue maintenance facilities, station improvements, signal upgrades, positive train control, and traction power substation upgrades to accommodate the new vehicles.</p> <p>Conformity Status: Exempt</p>	<p>Amendment Resolution #25-18</p>



<p>Martin Airport – All Stations Accessibility Program 73-2401-64</p>	<p>This amendment will modify the project to add \$4.456M (\$3.555M federal/\$.901M state) in All Stations Accessibility Program (ASAP) grant funds and \$5.86M (\$4.687M federal/\$1.173M state) in Section 5337 (State of Good Repair Formula) funds for engineering in FY 2025. This amendment adds funds in their year of obligation. The estimated total project cost increases to \$8.911M.</p>	<p>Development of plans and completion of environmental work for the future renovation of the Martin Airport station on its Penn commuter rail line to make it safer and fully accessible. The station, located north of Baltimore currently requires riders to cross multiple tracks to board the train.</p> <p>Conformity Status: Exempt</p>	<p>Amendment Resolution #25-18</p>
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Kirk Bus Facility Replacement - Phase 1 & 2

TIP ID	40-1203-65	Year of Operation	2025
Agency	MTA - Transit	Project Type	Rehabilitation of facilities
Project Category	Transit Preservation	Functional Class	N/A
Conformity Status	Exempt	Physical Data	-
CIP or CTP ID(s)	TBD	Est. Total Cost	\$168,100,000

Description:

Approximately 163 buses are stored, operated, and maintained at the Kirk Division Bus Facility. Operations include preventive bus maintenance, inspections, fueling, washing, administration, operator support facilities and dispatching. Phase 1 is the construction of a 100,000 square foot state-of-the-art, sustainable design, energy-efficient building that will house the preventive maintenance function of the facility, performed in an enclosed environment, thereby enabling MTA to better control noise, exhaust fumes and visibility of the buses to the surrounding community. Phase 2 is the construction of a similar building to store buses overnight. In addition to the matching funds listed, MTA has committed \$1.207 million in state dollars.

Project Benefits:

The current facility supports 14 bus routes operating in Baltimore City and Baltimore County and was built over 65 years ago and cannot accommodate MTA 's modern fleet or hybrid and articulated buses. A new facility is required to ensure efficient transit traffic and parking. MTA has worked with the community for many years to develop a plan to modernize the Kirk Bus Facility. Phase I completed; Phase II year of completion - 2021.

Project Changes:

This amendment reinserts a project to the FY 2025-2028 TIP that was shown in previous TIPs. This amendment will add \$4.928 (\$3.942M federal/\$.986M matching) of Section 5307 (Urbanized Area Formula) funds for construction in FY 2025. This amendment shifts funds from previous years to ensure there are federal funds in the year of obligation. The total project cost increases to \$168.1M.

Connection to Long-Range Transportation Planning Goals:

- 2.D Improve and Maintain the Existing Infrastructure -- Research & Invest in measures that will reduce emissions of transit rolling stock and infrastructure
- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops
- 5.D Implement Environmentally Responsible Transportation Solutions -- Reduce energy use of the transportation system





Kirk Bus Facility Replacement - Phase 1 & 2

(Funding in Thousands)

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

Phase	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	Total Four-Year Funding Request
CON	\$3,942	\$986	\$0	\$0	\$0	\$0	\$0	\$0	\$4,928
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	\$3,942	\$986	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$3,942	\$986	\$0	\$0	\$0	\$0	\$0	\$0	\$4,928



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 Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Multiple	Est. Total Cost	\$116,816,500

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 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/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.

Project Benefits:

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

Project Changes:

This amendment will modify the project to add \$29.5M (\$23.6M federal/\$5.9M state) of Section 5307 (Urbanized Area Formula) funds for construction in FY 2025 to reflect the year of obligation of funds. The total project cost increases to \$116.8M.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies
- 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles
- 6.A Improve System Security -- Provide security-related features at transit facilities or on transit vehicles





Metro and Light Rail Rolling Stock Overhaul and Replacement

(Funding in Thousands)

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

Phase	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	Total Four-Year Funding Request
CON	\$24,179	\$6,045	\$15,043	\$3,760	\$3,331	\$832	\$0	\$0	\$53,190
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	\$24,179	\$6,045	\$15,043	\$3,760	\$3,331	\$832	\$0	\$0	\$53,190

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

Phase	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	Total Four-Year Funding Request
CON	\$10,000	\$2,500	\$12,163	\$3,040	\$5,140	\$1,285	\$0	\$0	\$34,128
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	\$10,000	\$2,500	\$12,163	\$3,040	\$5,140	\$1,285	\$0	\$0	\$34,128
Total	\$34,179	\$8,545	\$27,206	\$6,800	\$8,471	\$2,117	\$0	\$0	\$87,318



Metro and Light Rail Rolling Stock Overhaul and Replacement

(Funding in Thousands)

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

Phase	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	Total Four-Year Funding Request
CON	\$47,778	\$11,945	\$15,043	\$3,760	\$3,331	\$832	\$0	\$0	\$82,689
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	\$47,778	\$11,945	\$15,043	\$3,760	\$3,331	\$832	\$0	\$0	\$82,689

Section 5337 (State of Good Repair Formula Program)

Phase	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	Total Four-Year Funding Request
CON	\$10,000	\$2,500	\$12,163	\$3,040	\$5,140	\$1,285	\$0	\$0	\$34,128
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	\$10,000	\$2,500	\$12,163	\$3,040	\$5,140	\$1,285	\$0	\$0	\$34,128
Total	\$57,778	\$14,445	\$27,206	\$6,800	\$8,471	\$2,117	\$0	\$0	\$116,817



Metro and Light Rail System Preservation and Improvement

TIP ID	40-1805-64	Year of Operation	Ongoing
Agency	Maryland Transit Administration	Project Type	Preservation and improvements
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Multiple	Est. Total Cost	\$148,159,000

Description:

This is an ongoing project to rehabilitate Light Rail and Metro facilities, infrastructure, track, and equipment, including replacing interlockings, repairing tunnel liners and doors, and the design and installation of new fiber optic cables. In addition to the matching funds listed, MTA has committed \$220 million in state dollars.

Project Benefits:

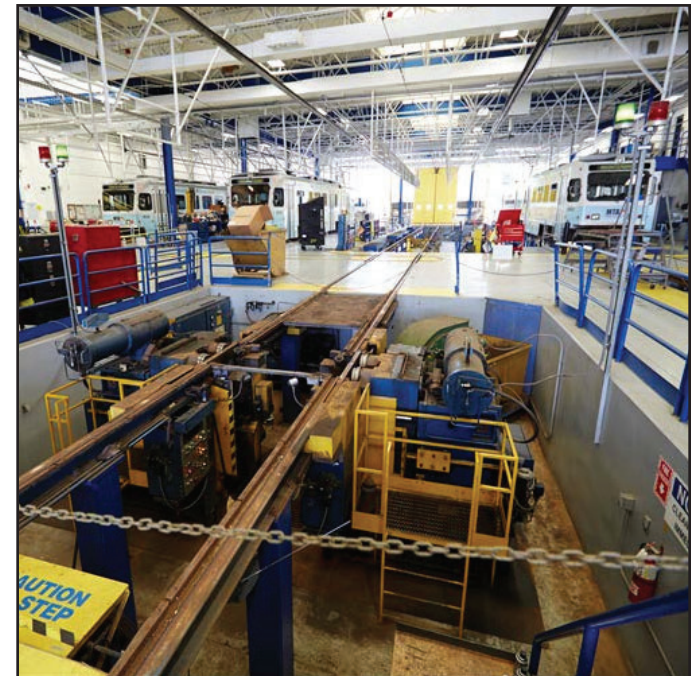
The associated projects support regional management and operation initiatives to improve service and safety and assure the preservation of the Light Rail and Metro systems.

Project Changes:

This amendment will modify the project to add \$39.76M (\$31.8M federal/\$7.95M state) in Section 5307 (Urbanized Area Formula) funds and \$5.86M (\$4.687M federal/\$1.173M state) in Section 5337 (State of Good Repair Formula) funds for construction in FY 2025. This amendment shifts funds to reflect the year of obligation of funds. Revisions to the project description were also made to accurately describe project activity. The revised total project cost increases to \$148.15M.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies
- 2.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





Metro and Light Rail System Preservation and Improvement

(Funding in Thousands)

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

Phase	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	Total Four-Year Funding Request
CON	\$725	\$181	\$0	\$0	\$28,268	\$7,067	\$29,135	\$7,283	\$72,659
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	\$725	\$181	\$0	\$0	\$28,268	\$7,067	\$29,135	\$7,283	\$72,659

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

Phase	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	Total Four-Year Funding Request
CON	\$1,851	\$462	\$0	\$0	\$8,020	\$2,005	\$14,031	\$3,507	\$29,876
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	\$1,851	\$462	\$0	\$0	\$8,020	\$2,005	\$14,031	\$3,507	\$29,876
Total	\$2,576	\$643	\$0	\$0	\$8,020	\$9,072	\$43,166	\$10,790	\$102,535



Metro and Light Rail System Preservation and Improvement

(Funding in Thousands)

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

Phase	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	Total Four-Year Funding Request
CON	\$32,536	\$8,134	\$0	\$0	\$28,268	\$7,067	\$29,135	\$7,283	\$112,423
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	\$32,536	\$8,134	\$0	\$0	\$28,268	\$7,067	\$29,135	\$7,283	\$112,423

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

Phase	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	Total Four-Year Funding Request
CON	\$6,538	\$1,635	\$0	\$0	\$8,020	\$2,005	\$14,031	\$3,507	\$35,736
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	\$6,538	\$1,635	\$0	\$0	\$8,020	\$2,005	\$14,031	\$3,507	\$35,736
Total	\$39,074	\$9,769	\$0	\$0	\$8,020	\$9,072	\$43,166	\$10,790	\$148,159



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	\$4,970,000

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, Baltimore County, Baltimore City, and Howard County. Planned purchases include 5 small bus replacements, 3 small cutaway bus expansions, 3 minivan expansions, 3 heavy duty bus replacements, and continued preventative maintenance.

Project Benefits:

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.

Project Changes:

This amendment will modify the project to add \$3.37M (\$2.7M federal/\$674K state matching) in 5339 funds for other funds in FY 2025. Revisions to the project description were also made to include Baltimore County and Baltimore City in the list of urban transit systems. The revised total project cost increases to \$4.97M.

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 segments of the population
- 5.A Implement Environmentally Responsible Transportation Solutions -- Coordinate to reduce delay & increase non-SOV through performance-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 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$160	\$40	\$160	\$40	\$400
OTH	\$160	\$40	\$0	\$200	\$0	\$0	\$0	\$0	\$400
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	\$0	\$200	\$160	\$40	\$160	\$40	\$800

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

Phase	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 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	\$160	\$240	\$160	\$80	\$320	\$80	\$1,600



Small Urban Transit Systems - Capital Assistance

(Funding in Thousands)

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

Phase	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$160	\$40	\$160	\$40	\$400
OTH	\$160	\$40	\$0	\$200	\$0	\$0	\$0	\$0	\$400
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	\$0	\$200	\$160	\$40	\$160	\$40	\$800

Section 5339 (Buses and Bus Facilities Formula Program) **-- UPDATED**

Phase	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	<u>\$2,853</u>	<u>\$714</u>	\$160	\$40	\$160	\$40	\$160	\$40	<u>\$4,167</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>\$2,853</u>	<u>\$714</u>	\$160	\$40	\$160	\$40	\$160	\$40	<u>\$4,167</u>
Total	<u>\$3,013</u>	<u>\$744</u>	\$160	\$240	\$160	\$80	\$320	\$80	<u>\$4,967</u>



Bus and Rail Preventative Maintenance

TIP ID	40-1204-64	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Preservation and improvements
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Multiple	Est. Total Cost	\$243,300,000

Description:

This project provides preventative maintenance on the Bus, Light Rail and Metro systems to improve safety, reliability and passenger comfort.

Project Benefits:

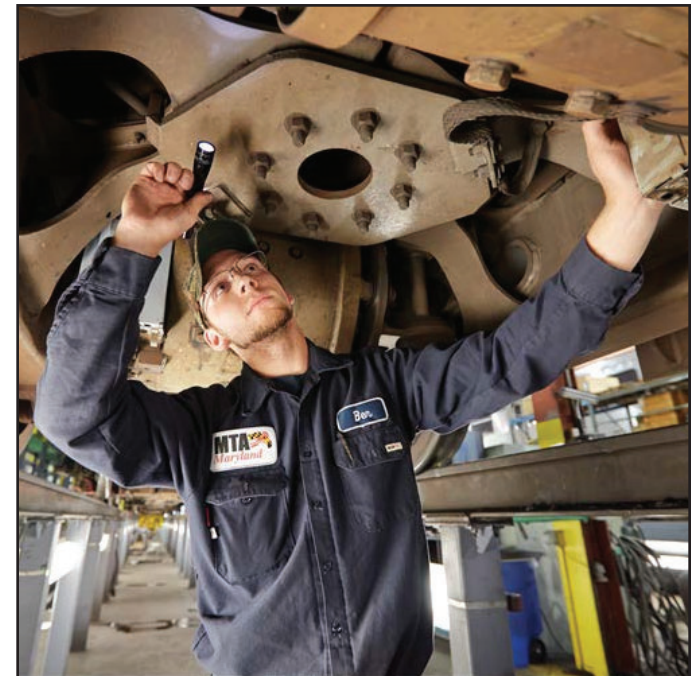
Regular preventive maintenance on the transit system will allow MTA to provide safe and reliable service. Proper maintenance extends the useful life of transit vehicles.

Project Changes:

This amendment will modify the project to add \$16.76M (\$13.4M federal/\$3.36M state) in Section 5307 (Urbanized Area Formula) funds and \$30.395M (\$24.748M federal/\$6.187M state) in Section 5337 (State of Good Repair Formula) funds in FY 2025 to obligate preventive maintenance grants received in previous fiscal years. The total project cost increases to \$243.3M.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies
- 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles
- 6.A Improve System Security -- Provide security-related features at transit facilities or on transit vehicles.





Bus and Rail Preventative Maintenance

(Funding in Thousands)

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

Phase	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$14,416	\$3,604	\$13,922	\$3,480	\$13,418	\$3,354	\$52,194
OTH	\$14,900	\$3,725	\$0	\$0	\$0	\$0	\$0	\$0	\$18,625
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	\$14,900	\$3,725	\$14,416	\$3,604	\$13,922	\$3,480	\$13,418	\$3,354	\$70,819

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

Phase	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$24,687	\$6,171	\$25,181	\$6,295	\$25,685	\$6,421	\$94,440
OTH	\$24,203	\$6,051	\$0	\$0	\$0	\$0	\$0	\$0	\$30,254
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	\$24,203	\$6,050	\$24,687	\$6,171	\$25,181	\$6,295	\$25,685	\$6,421	\$125,693
Total	\$39,103	\$9,775	\$39,103	\$9,775	\$39,103	\$9,775	\$39,103	\$9,775	\$195,512



Bus and Rail Preventative Maintenance

(Funding in Thousands)

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

Phase	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$14,416	\$3,604	\$13,922	\$3,480	\$13,418	\$3,354	\$52,194
OTH	\$28,344	\$7,086	\$0	\$0	\$0	\$0	\$0	\$0	\$35,430
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	\$28,344	\$7,086	\$14,416	\$3,604	\$13,922	\$3,480	\$13,418	\$3,354	\$87,624

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

Phase	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$24,687	\$6,171	\$25,181	\$6,295	\$25,685	\$6,421	\$94,440
OTH	\$48,951	\$12,238	\$0	\$0	\$0	\$0	\$0	\$0	\$61,189
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	\$48,951	\$12,238	\$24,687	\$6,171	\$25,181	\$6,295	\$25,685	\$6,421	\$155,629
Total	\$77,295	\$19,324	\$39,103	\$9,775	\$39,103	\$9,775	\$39,103	\$9,775	\$243,253



Low Floor Light Rail Fleet Transition

TIP ID	40-2504-63	Year of Operation	2034
Agency	MTA - Transit	Project Type	Preservation and improvements
Project Category	Transit Preservation	Functional Class	Varies
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	2157, 1859, 2443, 2444	Est. Total Cost	\$1,400,000,000

Description:

The Low Floor Light Rail Fleet Transition project will replace the entire existing aged fleet of Light Rail vehicles serving the Baltimore region. MTA's existing fleet includes 52 standard 95' rail cars dating back to the system's launch in 1992. All vehicles have reached the end of their useful life. The project will also include the significant improvements to the Cromwell and North Avenue maintenance facilities, station improvements, signal upgrades, positive train control, and traction power substation upgrades to accommodate the new vehicles.

Project Benefits:

The vehicle replacement with modern, low-floor vehicles will reduce the number of vehicles that are regularly out of service for repairs. The goal for this project is to improve the reliability, safety, and performance level of the Light Rail system to benefit all users. The project includes reconfiguration and improvements to the two maintenance facilities and station upgrades at all 33 stations to ensure ADA compatible access with the new vehicle fleet.

Project Changes:

This amendment will add a project to the FY 2025-2028 TIP. This project is funded primarily by a Rail Vehicle Replacement federal award for the purchase of new vehicles and other improvements. The amendment adds \$285M (\$228M federal/\$57M state match) for planning, engineering, and construction. The total project cost is \$285.7M.

Connection to Long-Range Transportation Planning Goals:

- 1.B Improve System Safety -- Adopt relevant state and local plans that seek to reduce transportation related injuries and fatalities
- 2.B Improve and Maintain the Existing Infrastructure -- Maintain traffic signals and ITS elements
- 4.A Increase Mobility -- Coordinate with MDOT and Local agencies to improve travel time reliability through performance-based planning and programming





Low Floor Light Rail Fleet Transition

(Funding in Thousands)

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

Phase	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	<u>\$3,880</u>	<u>\$970</u>	\$0	\$0	\$0	\$0	\$0	\$0	<u>\$4,850</u>
PL	\$0	\$0	<u>\$1,363</u>	<u>\$341</u>	\$0	\$0	\$0	\$0	<u>\$1,704</u>
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$3,880</u>	<u>\$970</u>	<u>\$1,363</u>	<u>\$341</u>	\$0	\$0	\$0	\$0	<u>\$6,554</u>

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

Phase	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	<u>\$4,240</u>	<u>\$1,060</u>	<u>\$617</u>	<u>\$155</u>	\$0	\$0	\$0	\$0	<u>\$6,072</u>
PL	<u>\$2,259</u>	<u>\$565</u>	\$0	\$0	<u>\$2,572</u>	<u>\$643</u>	\$0	\$0	<u>\$6,039</u>
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$6,499</u>	<u>\$1,625</u>	<u>\$617</u>	<u>\$155</u>	<u>\$2,572</u>	<u>\$643</u>	\$0	\$0	<u>\$12,111</u>



Low Floor Light Rail Fleet Transition

(Funding in Thousands)

Rail Vehicle Replacement Grant -- NEW

Phase	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	Total Four-Year Funding Request
CON	\$192,373	\$48,094	\$0	\$0	\$0	\$0	\$0	\$0	\$240,467
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$21,324	\$5,331	\$0	\$0	\$0	\$0	\$0	\$0	\$26,655
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$213,697	\$53,425	\$0	\$0	\$0	\$0	\$0	\$0	\$267,122
Total	\$224,076	\$56,020	\$1,980	\$496	\$2,572	\$643	\$0	\$0	\$285,787



Martin Airport - All Stations Accessibility Program

TIP ID	73-2401-64	Year of Operation	2029
Agency	MTA - Commuter Rail	Project Type	Rehabilitation of facilities
Project Category	Commuter Rail Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	1571	Est. Total Cost	\$8,911,000

Description:

Development of plans and completion of environmental work for the future renovation of the Martin Airport station on its Penn commuter rail line to make it safer and fully accessible. The station, located north of Baltimore currently requires riders to cross multiple tracks to board the train.

Project Benefits:

To support those with disabilities and mobility needs to access some of the nation’s oldest and busiest rail transit systems through essential upgrades, such as elevators. This project is part of the first round of funding per President Biden’s Bipartisan Infrastructure Law, designed to improve accessibility so everyone, including those who use wheelchairs, push strollers, or cannot easily navigate stairs, can reliably access the rail systems in their communities.

Project Changes:
This amendment will modify the project to add \$4.456M (\$3.555M federal/\$.901M state) in All Stations Accessibility Program (ASAP) grant funds and \$5.86M (\$4.687M federal/\$1.173M state) in Section 5337 (State of Good Repair Formula) funds for engineering in FY 2025. This amendment adds funds in their year of obligation. The estimated total project cost increases to \$8.911M.

Connection to Long-Range Transportation Planning Goals:

- 1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders
- 3.E Improve Accessibility -- Apply strategies from the Coordinated Public Transit – Human Services Transportation Plan





Jurisdiction

2025 - 2028 Transportation Improvement Program

Project Category

Martin Airport - All Stations Accessibility Program

(Funding in Thousands)

All Stations Accessibility Program (ASAP)

-- ORIGINAL

Phase	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$3,555	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$4,455
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$3,555	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$4,455



Jurisdiction

2025 - 2028 Transportation Improvement Program

Project Category

Martin Airport - All Stations Accessibility Program

(Funding in Thousands)

All Stations Accessibility Program (ASAP)

-- UPDATED

Phase	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	<u>\$7,110</u>	<u>\$1,801</u>	\$0	\$0	\$0	\$0	\$0	\$0	<u>\$8,911</u>
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	<u>\$7,110</u>	<u>\$1,801</u>	\$0	\$0	\$0	\$0	\$0	\$0	<u>\$8,911</u>

November 1, 2024

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

Dear Mr. Lang:

The Maryland Department of Transportation (MDOT) requests several amendments and a modification to the FY 2025-2028 Baltimore Regional Transportation Board (BRTB) Transportation Improvement Program (TIP) for the Baltimore Region, and on behalf of the Maryland Transit Administration (MTA). These changes reflect the need to obligate federal formula and discretionary grant funding.

The first Amendment will add the Kirk Bus Phase I and II project (TIP ID 40-1203-65) to the FY 2025-2028 TIP. MTA previously amended this project into the FY 2024-2027 TIP but was not able to obligate the 5307 grants by the end of FY 2024. This amendment will add \$3.96M in 5307 federal funding and \$985K in state matching funds for the project to FY 2025, which is the year of obligation. The total project cost remains \$168.1M.

The second amendment will add \$10.7M in 5307, 5337 and CMAQ federal funding, and \$2.7M in state matching funds to the Agencywide System Preservation and Improvement project (TIP ID 40-1801-64). This project was originally and primarily funded with RAISE grant funds. Projects included with this allocation and covered on this TIP page include roof replacements at Wabash, West Cold Spring Metro Substation, and the Rogers and Reisterstown Metro Stations; agencywide migration to MD First 700mhz; replacement of the elevators at the Mondawmin Metro station and general rehabilitation of elevators systemwide. The total project cost increases to \$84.6M.

The third amendment will add \$23.6M in 5307 and 5337 federal funding and \$5.9M in state matching funds to the Metro and Light Rail Rolling Stock Overhaul and Replacement project (TIP ID 40-1804-63). This amendment is needed to obligate FY 2020 and FY 2021 5307 grants and the FY 2022 5337 grant. The total project cost increases to \$116.8M.

Mr. Todd Lang
Page 2

The fourth amendment will add \$31.8M in 5307 funds, \$4.7 in 5337 funds and \$9.1M in state funds to the Metro and Light Rail System Preservation and Improvement project (TIP ID 40-1805-64). This amendment is also needed to obligate FY 2020 and FY 2021 5307 grants and the FY 2022 5337 grant in FY 2025. The total project cost increases to \$148.2M.

The fifth amendment will add \$2.7M in 5339 funds, and \$674K in state matching funds in FY 2025 to the Small Urban Transit Systems – Capital project (TIP ID 40-9502-05). The description of the project will also change to include Baltimore County and Baltimore City in the list of urban transit systems. The total project cost increases to \$4.97M.

The sixth Amendment will add \$24.7M in 5337 funds, \$13.4M in 5307 funds and \$9.5M in state matching funds to the Bus and Rail Preventive Maintenance project (TIP ID 40-1204-64) in FY 2025. This action will obligate FY 2023 and FY 2024 preventive maintenance grants. The total project cost increases to \$243.3M.

The seventh amendment will add \$1,000,000 in Community Project Funding (earmark) and \$250,000 in state match funds to the MARC Rolling Stock Overhauls and Replacement project (TIP ID 70-1501-53) in FY 2025. In 2022, MDOT received \$1,000,000 in Community Project Funding to assist with the purchase and retrofit of two new MARC locomotives. The total project cost increases to \$59.96M.

The MTA is also requesting and administrative modification to add \$1.9M in 5307 funds and \$476K in state matching funds to the Zero Emission Infrastructure and Rolling Stock project (TIP ID 40-2302-63) in FY 2025. This administrative modification supports the purchase six ChargePoint chargers for the Phillip lot (2) and the Northwest Division (4), as well as retrofitting the Kirk and Northwest Divisions to support electric buses. The total project cost increases to \$91.5M.

Details of the amendments and the modification are attached. 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, Programming & Project Delivery

Attachment

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

TO: DIRECTOR MICHELLE MARTIN
OFFICE OF PLANNING, PROGRAMMING, AND PROJECT DELIVERY
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: OCTOBER 28, 2024

SUBJECT: REQUEST FOR AN ADMENDMENT TO THE FISCAL YEAR 2025-2028
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 2025-FY 2028 TIP. This amendment will add \$3,941,571 in 5307 funding and \$985,393 in state matching funds for the Kirk Bus Facility Replacement Phase 1 and 2 project.

SUMMARY

The MTA requests that the BRTB amend the FY 2025-2028 BRTB TIP to reflect the following action.

TIP	PROJECT	FUNDING TYPE	NEW FUNDING
40-1203-65	Kirk Bus Facility Replacement – Phase I and II	5307	\$3,941,571
		Local/State	\$985,393

ANALYSIS

The Kirk Bus Facility Replacement project included the construction of a bus maintenance building and a separate building for overnight bus storage. Both phases of the project are now complete and operational. MTA is moving forward with obligating the FY 20/21 5307 funds, which includes this project. This amendment will add \$3,951,571 in 5307 funding and \$985,393 in state matching funds for the Kirk Bus Phase I and II to FY 25, which is the year of obligation. MTA previously amended this project into the FY 2024-2027 TIP but was not able to obligate the 5307 grants by the end of FY 24. The project is currently not in the FY 2025-2028 TIP. The total project cost remains \$168.1M.

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 FY2025-2028 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 Mr. Albert Guiney Engel, MDOT MTA Office of Planning and Capital Programming, at 410-767-3752 or via email at aengel@mdot.maryland.gov.

ATTACHMENTS

- FY 2025-2028 BRTB TIP Project Report
- FY 2022-2025 Maryland STIP Project Report

cc: Mr. Erika Falk, Assistant Manager, Office of Capital Programming and Asset Management, MTA
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA
Mr. Albert Guiney Engel, Assistant Manager, Baltimore Project Development, MTA
Ms. Jamie Richardson, Manager, Baltimore Project Development, MTA

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT TIP ID:40-1203-65

SUMMARY TABLE

Project: Kirk Bus Facility Replacement - Phase I and II	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
	B	Exempt		Federal	State/Local	Total
				\$ 6,595	\$ 1,649	\$ 8,244
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MTA	BRTB	508-137	Federal	State/Local	Total
				\$ -	\$ -	\$ -
Description	Approximately 163 buses are stored, operated and maintained at the Kirk Division Bus Facility. Operations include preventive bus maintenance, inspections, heavy repairs, fueling, washing, administration, operator support facilities and dispatching. Phase I is the construction of a 100,000 square foot state-of-the-art, sustainable design, energy-efficient/green technology building that will house maintenance work to be performed in an enclosed environment, thereby enabling MTA to better control noise, exhaust fumes and visibility of the buses to the surrounding community. Phase II is the construction of a similar building to store buses overnight.					
Justification	The current facility supports 14 bus routes operating in Baltimore City and Baltimore County and was built over 65 years ago and cannot accommodate MTA's modern fleet or hybrid and articulated buses. A new facility is required to ensure efficient transit traffic and parking. MTA has worked with the community for many years to develop a plan to modernize the Kirk Bus Facility. Phase I completed; Phase II year of completion - 2021.					

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	Current	Total	\$ -	\$ -	\$ 8,244	\$ -	\$ 8,244
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	(000s)	Federal	\$ -	\$ -	\$ 6,595	\$ -	\$ 6,595
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP		State/Local	\$ -	\$ -	\$ 1,649	\$ -	\$ 1,649
<input type="checkbox"/> D) Other	Proposed	Total	\$ -	\$ -	\$ 3,316	\$ 4,928	\$ 8,244
	(000s)	Federal	\$ -	\$ -	\$ 2,653	\$ 3,942	\$ 6,595
		State/Local	\$ -	\$ -	\$ 663	\$ 986	\$ 1,649
	Change	Total	\$ -	\$ -	\$ (4,928)	\$ 4,928	\$ -
	(000s)	Federal	\$ -	\$ -	\$ (3,942)	\$ 3,942	\$ -
		State/Local	\$ -	\$ -	\$ (986)	\$ 986	\$ -



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	\$ -	\$ -	\$ -	\$ -	\$ 4,826	\$ 1,207	\$ -	\$ -	\$ 4,826	\$ 1,207	\$ 6,033
CO	5339	\$ -	\$ -	\$ -	\$ -	\$ 1,769	\$ 442	\$ -	\$ -	\$ 1,769	\$ 442	\$ 2,211
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 6,595	\$ 1,649	\$ -	\$ -	\$ 6,595	\$ 1,649	\$ 8,244

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	\$ -	\$ -	\$ -	\$ -	\$ 884	\$ 221	\$ 3,942	\$ 986	\$ 4,826	\$ 1,207	\$ 6,033
CO	5339	\$ -	\$ -	\$ -	\$ -	\$ 1,769	\$ 442	\$ -	\$ -	\$ 1,769	\$ 442	\$ 2,211
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 2,653	\$ 663	\$ 3,942	\$ 986	\$ 6,595	\$ 1,649	\$ 8,244

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	\$ -	\$ -	\$ -	\$ -	\$ (3,942)	\$ (986)	\$ 3,942	\$ 986	\$ -	\$ -	\$ -
CO	5339	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ (3,942)	\$ (986)	\$ 3,942	\$ 986	\$ -	\$ -	\$ -

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 6,595	Federal	\$ -	Federal	\$ 6,595
State/Local	\$ -	State/Local	\$ 1,649	State/Local	\$ -	State/Local	\$ 1,649
Total	\$ -	Total	\$ 8,244	Total	\$ -	Total	\$ 8,244

TO: DIRECTOR MICHELLE MARTIN
OFFICE OF PLANNING, PROGRAMMING, AND PROJECT DELIVERY
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: OCTOBER 29, 2024

SUBJECT: REQUEST FOR AN ADMENDMENT TO THE FISCAL YEAR 2025-2028
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 2025-FY2028 TIP. This amendment will add \$23,599,000 in 5307 funds and \$5,900,000 in state matching funds to FY 25.

SUMMARY

The MTA requests that the BRTB amend the FY 2025-2028 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	\$23,599,000
		STATE	\$ 5,900,000

ANALYSIS

The MTA has pre-award authority and is moving forward with obligating the FY 20 and FY 21 5307 grants and the FY 22 5337 grant with this action in FY 25, necessitating the moving of funds from those previous years. 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 will add \$23,599,000 in 5307 funds and \$5,900,000 in state matching funds 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 amend the FY2025-2028 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 Mr. Albert Guiney Engel, MDOT MTA Office of Planning and Capital Programming, at 410-767-3752 or via email at aengel@mdot.maryland.gov.

ATTACHMENTS

- FY 2025-2028 BRTB TIP Project Report
- FY 2022-2025 Maryland STIP Project Report

cc: Mr. Erika Falk, Assistant Manager, Office of Capital Programming and Asset Management, MTA
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA
Mr. Albert Guiney Engel, Assistant Manager, Baltimore Project Development, MTA
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	\$ 116,816,500

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	FY2025 Federal Funds	FY2025 Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	FY2028 Federal Funds	FY2028 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ 47,778	\$ 11,945	\$ 15,043	\$ 3,760	\$ 3,331	\$ 832	\$ -	\$ -	\$ 82,689
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 47,778	\$ 11,945	\$ 15,043	\$ 3,760	\$ 3,331	\$ 832	\$ -	\$ -	\$ 82,689

5337

Phase	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY2025 Federal Funds	FY2025 Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	FY2028 Federal Funds	FY2028 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ 10,000	\$ 2,500	\$ 12,163	\$ 3,040	\$ 5,140	\$ 1,285	\$ -	\$ -	\$ 34,128
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 10,000	\$ 2,500	\$ 12,163	\$ 3,040	\$ 5,140	\$ 1,285	\$ -	\$ -	\$ 34,128

Funding Source(s) Total

Totals	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY2025 Federal Funds	FY2025 Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	FY2028 Federal Funds	FY2028 Matching Funds	Estimated Project Total
Totals	\$ -	\$ -	\$ 57,778	\$ 14,445	\$ 27,206	\$ 6,800	\$ 8,471	\$ 2,117	\$ -	\$ -	\$ 116,817

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
				\$ 34,179	\$ 8,545	\$ 42,724
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MTA	BRTB	Multiple	Federal	State/Local	Total
				\$ 23,599	\$ 5,900	\$ 29,499
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)	\$ -	\$ -	\$ -	\$ 42,724	\$ 42,724
			Federal	\$ -	\$ -	\$ -	\$ 34,179	\$ 34,179
			State/Local	\$ -	\$ -	\$ -	\$ 8,545	\$ 8,545
			Proposed (000s)	\$ -	\$ -	\$ -	\$ 72,223	\$ 72,223
			Federal	\$ -	\$ -	\$ -	\$ 57,778	\$ 57,778
			State/Local	\$ -	\$ -	\$ -	\$ 14,445	\$ 14,445
			Change (000s)	\$ -	\$ -	\$ -	\$ 29,499	\$ 29,499
			Federal	\$ -	\$ -	\$ -	\$ 23,599	\$ 23,599
			State/Local	\$ -	\$ -	\$ -	\$ 5,900	\$ 5,900



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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,179	\$ 6,045	\$ 24,179	\$ 6,045	\$ 30,224
CO	5337	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ 2,500	\$ 10,000	\$ 2,500	\$ 12,500
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 34,179	\$ 8,545	\$ 34,179	\$ 8,545	\$ 42,724

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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 47,778	\$ 11,945	\$ 47,778	\$ 11,945	\$ 59,723
CO	5337	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ 2,500	\$ 10,000	\$ 2,500	\$ 12,500
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 57,778	\$ 14,445	\$ 57,778	\$ 14,445	\$ 72,223

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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,599	\$ 5,900	\$ 23,599	\$ 5,900	\$ 29,499
CO	5337	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,599	\$ 5,900	\$ 23,599	\$ 5,900	\$ 29,499

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 57,778	Federal	\$ 35,677	Federal	\$ 93,455
State/Local	\$ -	State/Local	\$ 14,445	State/Local	\$ 8,917	State/Local	\$ 23,362
Total	\$ -	Total	\$ 72,223	Total	\$ 44,594	Total	\$ 116,817

TO: DIRECTOR MICHELLE MARTIN
OFFICE OF PLANNING, PROGRAMMING, AND PROJECT DELIVERY
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

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

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

DATE: OCTOBER 29, 2024

SUBJECT: REQUEST FOR AN ADMENDMENT TO THE FISCAL YEAR 2025-2028
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 2025-FY2028 TIP. This amendment will add \$31,811,000 in 5307 funds, \$4,687,000 in 5337 funds and \$9,126,000 in state funds.

SUMMARY

The MTA requests that the BRTB amend the FY 2025-20278 BRTB TIP to reflect the following action.

TIP	PROJECT	FUNDING TYPE	NEW FUNDING
40-1805-64	Metro and Light Rail System Preservation and Improvement	5307	\$31,811,000
		5337	\$ 4,687,000
		State	\$ 9,126,000

ANALYSIS

The MTA has pre-award authority and is moving forward with obligating the FY 20 and FY 21 5307 grants and the FY 22 5337 grant with this action in FY 25, necessitating the moving of funds from those previous years. Projects included with this allocation and covered on this TIP page include metro street grate repairs, Metro tunnel liner repairs, various interlocking improvements, Light Rail South End Rehabilitation, Light Rail central business district cable replacement, tunnel door replacement and repairs, equipment upgrades at Wabash, replacement of the passerelle at the Rodgers Metro Station, Light Rail 5kV Signal Power System Replacement and rehabilitation and replacements of the Light Rail traction substations. This amendment will add \$31,811,000 in 5307 funds, \$4,687,000 in 5337 funds and \$9,126,000 in state funds.

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 FY2025-2028 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 Mr. Albert Guiney Engel, MDOT MTA Office of Planning and Capital Programming, at 410-767-3752 or via email at aengel@mdot.maryland.gov.

ATTACHMENTS

- FY 2025-2028 BRTB TIP Project Report
- FY 2022-2025 Maryland STIP Project Report

cc: Mr. Erika Falk, Assistant Manager, Office of Capital Programming and Asset Management, MTA
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA
Mr. Albert Guiney Engel, Assistant Manager, Baltimore Project Development, MTA
Ms. Jamie Richardson, Manager, Baltimore Project Development, MTA

Metro and Light Rail System Preservation and Improvement

TIP ID #	40-1805-64	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Preservation and improvements
Project Category	Transit	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP / CTP Page #	Multiple	Est. Total Cost	\$ 148,159

Description	Justification
This is an ongoing project to rehabilitate Light Rail and Metro facilities, infrastructure, track, and equipment, including replacing interlockings, repairing tunnel liners and doors, and the design and installation of new fiber optic cables. In addition to the matching funds listed, MTA has committed \$220 million in state dollars.	The associated projects support regional management and operation initiatives to improve service and safety and assure the preservation of the Light Rail and Metro system.

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	FY2025 Federal Funds	FY2025 Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	FY2028 Federal Funds	FY2028 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ 32,536	\$ 8,134	\$ -	\$ -	\$ 28,268	\$ 7,067	\$ 29,135	\$ 7,283	\$ 112,423
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 32,536	\$ 8,134	\$ -	\$ -	\$ 28,268	\$ 7,067	\$ 29,135	\$ 7,283	\$ 112,423

Section 5337

Phase	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY2025 Federal Funds	FY2025 Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	FY2028 Federal Funds	FY2028 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ 6,538	\$ 1,635	\$ -	\$ -	\$ 8,020	\$ 2,005	\$ 14,031	\$ 3,507	\$ 35,736
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 6,538	\$ 1,635	\$ -	\$ -	\$ 8,020	\$ 2,005	\$ 14,031	\$ 3,507	\$ 35,736

Funding Source(s) Total

	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
Totals	\$ -	\$ -	\$ 39,074	\$ 9,769	\$ -	\$ -	\$ 36,288	\$ 9,072	\$ 43,166	\$ 10,790	\$ 148,159

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT TIP ID: 40-1805-64

SUMMARY TABLE

Project: Metro and Light Rail System Preservation and Improvement	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
	B	Exempt		Federal	State/Local	Total
				\$ 2,576	\$ 643	\$ 3,219
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MTA	BRTB	Multiple	Federal	State/Local	Total
				\$ 36,498	\$ 9,126	\$ 45,624
Description:	This is an ongoing project to rehabilitate Light Rail and Metro facilities, infrastructure, track, and equipment, including replacing interlockings, repairing tunnel liners and doors, and the design and installation of new fiber optic cables. In addition to the matching funds listed, MTA has committed \$220 million in state dollars.					
Justification:	The associated projects support regional management and operation initiatives to improve service and safety and assure the preservation of the Light Rail and Metro system.					

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	Current	Total	\$ -	\$ -	\$ -	\$ -	\$ 3,219
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	(000s)	Federal	\$ -	\$ -	\$ -	\$ -	\$ 2,576
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP		State/Local	\$ -	\$ -	\$ -	\$ -	\$ 643
<input type="checkbox"/> D) Other	Proposed	Total	\$ -	\$ -	\$ -	\$ -	\$ 48,843
	(000s)	Federal	\$ -	\$ -	\$ -	\$ -	\$ 39,074
		State/Local	\$ -	\$ -	\$ -	\$ -	\$ 9,769
	Change	Total	\$ -	\$ -	\$ -	\$ -	\$ 45,624
	(000s)	Federal	\$ -	\$ -	\$ -	\$ -	\$ 36,498
		State/Local	\$ -	\$ -	\$ -	\$ -	\$ 9,126



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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 725	\$ 181	\$ 725	\$ 181	\$ 906
CO	5337	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,851	\$ 462	\$ 1,851	\$ 462	\$ 2,313
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,576	\$ 643	\$ 2,576	\$ 643	\$ 3,219

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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,536	\$ 8,134	\$ 32,536	\$ 8,134	\$ 40,670
CO	5337	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,538	\$ 1,635	\$ 6,538	\$ 1,635	\$ 8,173
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 39,074	\$ 9,769	\$ 39,074	\$ 9,769	\$ 48,843

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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31,811	\$ 7,953	\$ 31,811	\$ 7,953	\$ 39,764
CO	5337	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,687	\$ 1,173	\$ 4,687	\$ 1,173	\$ 5,860
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 36,498	\$ 9,126	\$ 36,498	\$ 9,126	\$ 45,624

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 39,074	Federal	\$ 79,454	Federal	\$ 118,528
State/Local	\$ -	State/Local	\$ 9,769	State/Local	\$ 19,862	State/Local	\$ 29,631
Total	\$ -	Total	\$ 48,843	Total	\$ 99,316	Total	\$ 148,159

TO: DIRECTOR MICHELLE MARTIN
OFFICE OF PLANNING, PROGRAMMING, AND PROJECT DELIVERY
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: OCTOBER 30, 2024

SUBJECT: REQUEST FOR AN ADMENDMENT TO THE FISCAL YEAR 2025-2028
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 2025-FY2028 TIP. This amendment will add \$2,693,000 in 5339 funds, and \$674,000 in state/local matching funds to FY 25. We are also requesting that the description be revised to include Baltimore County and Baltimore City in the list of urban transit systems.

SUMMARY

The MTA requests that the BRTB amend the FY 2025-2028 BRTB TIP to reflect the following action.

TIP	PROJECT	FUNDING TYPE	NEW FUNDING
40-9502-05	Small Urban Transit Systems - Capital	5339	\$2,693,000
		STATE	\$ 674,000

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 \$2,693,000 in 5339 funds, and \$674,000 in state/local matching funds to FY 25. We are also requesting that the description be revised to include Baltimore County and Baltimore City in the list of urban transit systems.

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 FY2025-2028 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 Mr. Albert Guiney Engel, MDOT MTA Office of Planning and Capital Programming, at 410-767-3752 or via email at aengel@mdot.maryland.gov.

ATTACHMENTS

- FY 2025-2028 BRTB TIP Project Report
- FY 2022-2025 Maryland STIP Project Report

cc: Mr. Erika Falk, Assistant Manager, Office of Capital Programming and Asset Management, MTA
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA
Mr. Albert Guiney Engel, Assistant Manager, Baltimore Project Development, MTA
Ms. Jamie Richardson, Manager, Baltimore Project Development, MTA
Ms. Amanda Wilson, Grants Administrator, Capital Programming and Asset Management, 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	\$4,967,000

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, Baltimore County, Baltimore City, and Howard County. Planned purchases include 3 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 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OTH	\$ -	\$ -	\$ 160	\$ 40	\$ -	\$ 200	\$ 160	\$ 40	\$ 160	\$ 40	\$ 800
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 160	\$ 40	\$ -	\$ 200	\$ 160	\$ 40	\$ 160	\$ 40	\$ 800

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 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OTH	\$ -	\$ -	\$ 2,853	\$ 714	\$ 160	\$ 40	\$ 160	\$ 40	\$ 160	\$ 40	\$ 4,167
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 2,853	\$ 714	\$ 160	\$ 40	\$ 160	\$ 40	\$ 160	\$ 40	\$ 4,167

Funding Source(s) Total

Totals	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
	\$ -	\$ -	\$ 3,013	\$ 754	\$ 160	\$ 240	\$ 320	\$ 80	\$ 320	\$ 80	\$ 4,967

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT TIP ID: 40-9502-05

SUMMARY TABLE

Project: Small Urban Transit Systems - Capital	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
	B	Exempt		Federal	State/Local	Total
				\$ 320	\$ 80	\$ 400
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MTA	BRTB	Multiple	Federal	State/Local	Total
				\$ 2,693	\$ 674	\$ 3,367
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, Baltimore County, Baltimore City 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		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	\$ -	\$ -	\$ -	\$ 400	\$ 400
	Federal		\$ -	\$ -	\$ -	\$ 320	\$ 320
	State/Local		\$ -	\$ -	\$ -	\$ 80	\$ 80
	Proposed (000s)	Total	\$ -	\$ -	\$ -	\$ 3,767	\$ 3,767
	Federal		\$ -	\$ -	\$ -	\$ 3,013	\$ 3,013
	State/Local		\$ -	\$ -	\$ -	\$ 754	\$ 754
	Change (000s)	Total	\$ -	\$ -	\$ -	\$ 3,367	\$ 3,367
	Federal		\$ -	\$ -	\$ -	\$ 2,693	\$ 2,693
	State/Local		\$ -	\$ -	\$ -	\$ 674	\$ 674



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	\$ 200
CO	5339	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 160	\$ 40	\$ 160	\$ 40	\$ 200
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 320	\$ 80	\$ 320	\$ 80	\$ 400

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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 160	\$ 40	\$ 160	\$ 40	\$ 200
CO	5339	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,853	\$ 714	\$ 2,853	\$ 714	\$ 3,567
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,013	\$ 754	\$ 3,013	\$ 754	\$ 3,767

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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	5339	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,693	\$ 674	\$ 2,693	\$ 674	\$ 3,367
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,693	\$ 674	\$ 2,693	\$ 674	\$ 3,367

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 3,013	Federal	\$ 800	Federal	\$ 3,813
State/Local	\$ -	State/Local	\$ 754	State/Local	\$ 400	State/Local	\$ 1,154
Total	\$ -	Total	\$ 3,767	Total	\$ 1,200	Total	\$ 4,967

TO: DIRECTOR MICHELLE MARTIN
OFFICE OF PLANNING, PROGRAMMING, AND PROJECT DELIVERY
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: OCTOBER 30, 2024

SUBJECT: REQUEST FOR AN ADMENDMENT TO THE FISCAL YEAR 2025-2028
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 2025-FY2028 TIP. This amendment will add \$24,748,000 in 5337 funds, \$13,444,000 in 5307 funds and \$9,549,000 in matching funds to FY 25.

SUMMARY

The MTA requests that the BRTB amend the FY 2025-2028 BRTB TIP to reflect the following action.

TIP	PROJECT	TYPE	NEW FUNDING
40-1204-64	Bus and Rail Preventive Maintenance	5337	\$24,748,000
		5307	\$13,444,000
		State	\$ 9,549,000

November 13, 2024

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

Dear Mr. Lang:

The Maryland Department of Transportation (MDOT) requests an amendment to add one new project to the FY 2025-2028 Baltimore Regional Transportation Board (BRTB) Transportation Improvement Program (TIP) for the Baltimore Region, and on behalf of the Maryland Transit Administration (MTA).

This amendment will add the *Low Floor Light Rail Fleet Transition* project to the TIP. The project will replace the entire existing aged fleet of Light Rail vehicles serving the Baltimore region. This new project is funded with \$213,697,000 in federal Rail Vehicle Replacement Grant funds, \$5,243,000 in federal 5307 funds, \$9,688,000 in federal 5337 funds, and \$57,159,000 in state matching funds. The total estimated FY 2025-2028 cost is \$285,787,000.

Details of the amendment is attached. 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,

Daniel Janousek

Dan Janousek
Regional Planner
Office of Planning, Programming & Project Delivery

Attachment

Ms. Kari Snyder, Regional Planner, OPPPD, MDOT
Mr. Shawn Kiernan, Strategic and Regional Planner, OPPPD, MDOT

ANALYSIS

The Bus and Rail Preventive Maintenance project is an ongoing project for preventive maintenance on Bus, Light Rail, and Metro Systems. The improvements are essential to providing a safe and reliable transit system. MTA has pre-award authority and is working on obligating the FY 23 and FY 24 preventive maintenance grants. This amendment will add \$24,748,000 in 5337 funds, \$13,444,000 in 5307 funds and \$9,549,000 in matching funds 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 amend the FY2025-2028 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 Mr. Albert Guiney Engel, MDOT MTA Office of Planning and Capital Programming, at 410-767-3752 or via email at aengel@mdot.maryland.gov.

ATTACHMENTS

- FY 2025-2028 BRTB TIP Project Report
- FY 2022-2025 Maryland STIP Project Report

cc: Mr. Erika Falk, Assistant Manager, Office of Capital Programming and Asset Management, MTA
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA
Mr. Albert Guiney Engel, Assistant Manager, Baltimore Project Development, MTA
Ms. Jamie Richardson, Manager, Baltimore Project Development, MTA

Bus and Rail Preventive Maintenance

TIP ID #	40-1204-64	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Preservation and Improvements
Project Category	Transit	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP / CTP Page #	NA	Est. Total Cost	\$ 243,253,000

Description	Justification
Provides preventative maintenance on the Bus, Light Rail and Metro systems to improve safety, reliability and passenger comfort.	Regular preventive maintenance on the transit system will allow MTA to provide safe and reliable service. Proper maintenance extends the useful life of transit vehicles.

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 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ -	\$ -	\$ 14,416	\$ 3,604	\$ 13,922	\$ 3,480	\$ 13,418	\$ 3,354	\$ 52,194
OTH	\$ -	\$ -	\$ 28,344	\$ 7,086	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 35,430
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 28,344	\$ 7,086	\$ 14,416	\$ 3,604	\$ 13,922	\$ 3,480	\$ 13,418	\$ 3,354	\$ 87,624

Section 5337 (State of Good Repair Formula Program)

Phase	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
	Previous Federal Funds	Previous 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	FY 2028 Federal Funds	FY 2028 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ -	\$ -	\$ 24,687	\$ 6,171	\$ 25,181	\$ 6,295	\$ 25,685	\$ 6,421	\$ 94,440
OTH	\$ -	\$ -	\$ 48,951	\$ 12,238	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 61,189
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 48,951	\$ 12,238	\$ 24,687	\$ 6,171	\$ 25,181	\$ 6,295	\$ 25,685	\$ 6,421	\$ 155,629

Funding Source(s) Total

	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
Totals	\$ -	\$ -	\$ 77,295	\$ 19,324	\$ 39,103	\$ 9,775	\$ 39,103	\$ 9,775	\$ 39,103	\$ 9,775	\$ 243,253

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT TIP ID: 40-1204-64

SUMMARY TABLE

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Bus and Rail Preventive Maintenance	B	Exempt		\$ 39,103	\$ 9,775	\$ 48,878
	Administration			Net Funding Change (000s)		
	MTA	Area/MPO	CTP Page	Federal	State/Local	Total
Description: Provides preventative maintenance on the Bus, Light Rail and Metro systems to improve safety, reliability and passenger comfort.			Multiple	\$ 38,192	\$ 9,549	\$ 47,741
Justification: Regular preventive maintenance on the transit system will allow MTA to provide safe and reliable service. Proper maintenance extends the useful life of transit vehicles.						

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total
			(000s)	(000s)	(000s)	(000s)	(000s)
<input type="checkbox"/> A) Adds new individual projects to the current STIP	Current	Total	\$ -	\$ -	\$ -	\$ 48,878	\$ 48,878
<input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	Federal	Federal	\$ -	\$ -	\$ -	\$ 39,103	\$ 39,103
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	State/Local	State/Local	\$ -	\$ -	\$ -	\$ 9,775	\$ 9,775
<input checked="" type="checkbox"/> D) Other	Proposed	Total	\$ -	\$ -	\$ -	\$ 96,619	\$ 96,619
	Federal	Federal	\$ -	\$ -	\$ -	\$ 77,295	\$ 77,295
	State/Local	State/Local	\$ -	\$ -	\$ -	\$ 19,324	\$ 19,324
	Change	Total	\$ -	\$ -	\$ -	\$ 47,741	\$ 47,741
	Federal	Federal	\$ -	\$ -	\$ -	\$ 38,192	\$ 38,192
	State/Local	State/Local	\$ -	\$ -	\$ -	\$ 9,549	\$ 9,549

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	5337	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,203	\$ 6,050	\$ 24,203	\$ 6,050	\$ 30,253
	5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,900	\$ 3,725	\$ 14,900	\$ 3,725	\$ 18,625
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 39,103	\$ 9,775	\$ 39,103	\$ 9,775	\$ 48,878

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	5337	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 48,951	\$ 12,238	\$ 48,951	\$ 12,238	\$ 61,189
	5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,344	\$ 7,086	\$ 28,344	\$ 7,086	\$ 35,430
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 77,295	\$ 19,324	\$ 77,295	\$ 19,324	\$ 96,619

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	5337	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,748	\$ 6,188	\$ 24,748	\$ 6,188	\$ 30,936
	5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,444	\$ 3,361	\$ 13,444	\$ 3,361	\$ 16,805
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 38,192	\$ 9,549	\$ 38,192	\$ 9,549	\$ 47,741

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
\$ -	\$ -	\$ 77,295	\$ 19,324	\$ 117,309	\$ 29,325	\$ 194,604	\$ 48,649
Total	Total	Total	Total	Total	Total	Total	Total
		\$ 96,619	\$ 146,634	\$ 243,253			

TO: DIRECTOR MICHELLE MARTIN
OFFICE OF PLANNING, PROGRAMMING, AND PROJECT DELIVERY
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: NOVEMBER 13, 2024

SUBJECT: REQUEST FOR AN ADMENDMENT TO THE FISCAL YEAR 2025-2028
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 2025-FY2028 TIP. This amendment will add \$213,697,000 in a Rail Vehicle Replacement Grant funds, \$5,243,000 in 5307 funds, \$9,688,000 in 5337 funds, and \$57,159,000 in state matching funds. The total estimated cost within the FYs of the TIP is \$285,787,000.

SUMMARY

The MTA requests that the BRTB amend the FY 2025-2028 BRTB TIP to reflect the following action.

TIP	PROJECT	FUNDING TYPE	NEW FUNDING
TBD	Low Floor Light Rail Fleet Transition	Rail Vehicle	\$213,697,000
		5307	\$ 5,243,000
		5337	\$ 9,688,000
		State	\$ 57,159,000

ANALYSIS

As a part of the FY 2024/2025 and Partial 2026 Rail Vehicle Replacement federal discretionary grant program, MTA was awarded \$213,697,000 for the replacement of 52 light rail vehicles. To accommodate the new vehicles, MTA also has to reconfigure the Cromwell and North Avenue Maintenance facilities and upgrade 33 stations. Other improvements include traction substations, positive train control, and signaling upgrades. This amendment will add \$213,697,000 in a Rail Vehicle Replacement Grant funds, \$5,243,000 in 5307 funds, \$9,688,000 in 5337 funds, and \$57,159,000 in state matching funds. The total estimated cost within the FYs of the TIP is \$285,787,000. The entire project is estimated at \$1.4 billion overall and is only partially funded. The attached cashflows are the anticipated years of obligation.

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 FY2025-2028 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 Mr. Albert Guiney Engel, MDOT MTA Office of Planning and Capital Programming, at 410-767-3752 or via email at aengel@mdot.maryland.gov.

ATTACHMENTS

- FY 2025-2028 BRTB TIP Project Report
- FY 2022-2025 Maryland STIP Project Report

cc: Mr. Erika Falk, Assistant Manager, Office of Capital Programming and Asset Management, MTA
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA
Mr. Albert Guiney Engel, Assistant Manager, Baltimore Project Development, MTA
Ms. Jamie Richardson, Manager, Baltimore Project Development, MTA
Ms. Amanda Wilson, Grants Administrator, Capital Programming and Asset Management, MTA

2025 - 2028 Transportation Improvement Program

Maryland Transit Administration

Low Floor Light Rail Fleet Transition

TIP Id #	<i>TBD</i>	Year of Operation	<i>2034</i>
Agency	<i>MTA</i>	Project Type	<i>Preservation and improvements</i>
Project Category	<i>Transit Preservation</i>	Functional Class	<i>Varies</i>
Conformity Status	<i>Exempt</i>	Physical Data	<i>52 new LRT vehicles, upgrades to 2 maintenance facilities, 33 station upgrades, positive train control, signaling and traction power substation improvements.</i>
CIP/CTP Page#	<i>2157, 1859, 2443, 2444</i>	Estimated Total Cost	<i>\$285,787,000</i>

Description	Justification
<p><i>The Low Floor Light Rail Fleet Transition project will replace the entire existing aged fleet of Light Rail vehicles serving the Baltimore region. MTA's existing fleet includes 52 standard 95' rail cars dating back to the system's launch in 1992. All vehicles have reached the end of their useful life. The project will also include the significant improvements to the Cromwell and North Avenue maintenance facilities, station improvements, signal upgrades, positive train control, and traction power substation upgrades to accommodate the new vehicles.</i></p>	<p><i>The vehicle replacement with modern, low-floor vehicles will reduce the number of vehicles that are regularly out of service for repairs. The goal for this project is to improve the reliability, safety, and performance level of the Light Rail system to benefit all users. The project includes reconfiguration and improvements to the two maintenance facilities and station upgrades at all 33 stations to ensure ADA compatible access with the new vehicle fleet.</i></p>

Fund Source: *Rail Vehicle Replacement Grant (Cost in Thousands)*

									Project Totals
Phase	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	4-Year Total
CON	\$192,373	\$48,094							\$240,467
OTH									
ENG	\$21,324	\$5,331							\$26,655
PP									
ROW									
Totals	\$213,697	\$53,425							267,122

Fund Source 2: *5307 Urbanized Area Formula Program (Cost in Thousands)*

									Project Totals
Phase	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	4-Year Total
CON									
OTH									
ENG	\$3,880	\$970							\$4,850
PP			\$1,363	\$341					\$1,704
ROW									
Totals	\$3,880	\$970	\$1,363	\$341					\$6,554

Fund Source 2: *5337 State of Good Repair Formula Program (Cost in Thousands)*

									Project Totals
Phase	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	4-Year Total
CON									
OTH									
ENG	\$4,240	\$1,060	\$617	\$155					\$6,072
PP	\$2,259	\$565			\$2,572	\$643			\$6,039
ROW									
Totals	\$6,499	\$1,625	\$617	\$155	\$2,572	\$643			\$12,111

Totals	\$224,076	\$56,020	\$1,980	\$496	\$2,572	\$643			\$285,787
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MARYLAND STATEWIDE TIP FY 2022-2025

MDOT TIP ID: Pending

SUMMARY TABLE

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Low Floor Light Rail Fleet Transition	A	Exempt		\$ -	\$ -	\$ -
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MTA	BRTB	Multiple	\$ 224,076	\$ 56,020	\$ 280,096
Description:	The Low Floor Light Rail Fleet Transition project will replace the entire existing aged fleet of Light Rail vehicles serving the Baltimore region. MTA's existing fleet includes 52 standard 95' rail cars dating back to the system's launch in 1992. All vehicles have reached the end of their useful life. The project will also include the significant improvements to the Cromwell and North Avenue maintenance facilities, station improvements, signal upgrades, positive train control, and traction power substation upgrades to accommodate the new vehicles.					
Justification:	The vehicle replacement with modern, low-floor vehicles will reduce the number of vehicles that are regularly out of service for repairs. The goal for this project is to improve the reliability, safety, and performance level of the Light Rail system to benefit all users. The project includes reconfiguration and improvements to the two maintenance facilities and station upgrades at all 33 stations to ensure ADA compatible access with the new vehicle fleet.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding					Total
	FY 2022	FY 2023	FY 2024	FY 2025		
<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP <input 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)	\$ -	\$ -	\$ -	\$ -	\$ -
	Federal	\$ -	\$ -	\$ -	\$ -	\$ -
	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
	Proposed (000s)	\$ -	\$ -	\$ -	\$ 280,096	\$ 280,096
	Federal	\$ -	\$ -	\$ -	\$ 224,076	\$ 224,076
	State/Local	\$ -	\$ -	\$ -	\$ 56,020	\$ 56,020
Change (000s)	\$ -	\$ -	\$ -	\$ 280,096	\$ 280,096	
Federal	\$ -	\$ -	\$ -	\$ 224,076	\$ 224,076	
State/Local	\$ -	\$ -	\$ -	\$ 56,020	\$ 56,020	



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
PP	5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	5337	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ENG	5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ENG	5337	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ENG	RVR	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	RVR	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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
PP	5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	5337	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,259	\$ 565	\$ 2,259	\$ 565	\$ 2,824
ENG	5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,880	\$ 970	\$ 3,880	\$ 970	\$ 4,850
ENG	5337	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,240	\$ 1,060	\$ 4,240	\$ 1,060	\$ 5,300
ENG	RVR	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,324	\$ 5,331	\$ 21,324	\$ 5,331	\$ 26,655
CO	RVR	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 192,373	\$ 48,094	\$ 192,373	\$ 48,094	\$ 240,467
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 224,076	\$ 56,020	\$ 224,076	\$ 56,020	\$ 280,096

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
PP	5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	5337	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,259	\$ 565	\$ 2,259	\$ 565	\$ 2,824
ENG	5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,880	\$ 970	\$ 3,880	\$ 970	\$ 4,850
ENG	5337	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,240	\$ 1,060	\$ 4,240	\$ 1,060	\$ 5,300
ENG	RVR	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,324	\$ 5,331	\$ 21,324	\$ 5,331	\$ 26,655
CO	RVR	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 192,373	\$ 48,094	\$ 192,373	\$ 48,094	\$ 240,467
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 224,076	\$ 56,020	\$ 224,076	\$ 56,020	\$ 280,096

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 224,076	Federal	\$ 4,552	Federal	\$ 228,628
State/Local	\$ -	State/Local	\$ 56,020	State/Local	\$ 1,139	State/Local	\$ 57,159
Total	\$ -	Total	\$ 280,096	Total	\$ 5,691	Total	\$ 285,787



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

November 17, 2024

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

Dear Mr. Lang:

The Maryland Department of Transportation (MDOT) requests an amendment to the project on the FY 2025-2028 Baltimore Regional Transportation Board (BRTB) Transportation Improvement Program (TIP) for the Baltimore Region, and on behalf of the Maryland Transit Administration (MTA).

This amendment will request an amendment to the project on the FY 2025-2028 Baltimore Regional Transportation Board (BRTB) Transportation Improvement Program (TIP) for the Baltimore Region, and on behalf of the Maryland Transit Administration (MTA).

Details of the amendment is attached. 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, Programming & Project Delivery

Attachment

Ms. Kari Snyder, Regional Planner, OPPPD, MDOT
Mr. Shawn Kiernan, Strategic and Regional Planner, OPPPD, MDOT

TO: DIRECTOR MICHELLE MARTIN
OFFICE OF PLANNING, PROGRAMMING, AND PROJECT DELIVERY
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: NOVEMBER 15, 2024

SUBJECT: REQUEST FOR AN ADMENDMENT TO THE FISCAL YEAR 2025-2028
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 2025-FY2028 TIP. This amendment will add \$3,555,000 in All Station Accessibility (ASAP) funds and \$901,000 in state matching funds to FY 25. This funding reflects the total for the ASAP grant in the year of obligation.

SUMMARY

The MTA requests that the BRTB amend the FY 2025-2028 BRTB TIP to reflect the following action.

TIP	PROJECT	FUNDING TYPE	NEW FUNDING
73-2401-64	Martin Airport – All Stations Accessibility Program	ASAP	\$3,555,000
		State	\$901,000

ANALYSIS

As a part the Bipartisan Infrastructure Law, MTA was award \$7,109,500 in ASAP funds to design improvements to the Martin State Airport MARC station to improve the accessibility and safety of the existing station. This amendment will add \$3,555,000 in All Station Accessibility (ASAP) funds and \$901,000 in state matching funds to FY 25. This funding reflects the total for the ASAP grant in the year of obligation (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 amend the FY2025-2028 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 Mr. Albert Guiney Engel, MDOT MTA Office of Planning and Capital Programming, at 410-767-3752 or via email at aengel@mdot.maryland.gov.

ATTACHMENTS

- FY 2025-2028 BRTB TIP Project Report
- FY 2022-2025 Maryland STIP Project Report

cc: Mr. Erika Falk, Assistant Manager, Office of Capital Programming and Asset Management, MTA
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA
Mr. Albert Guiney Engel, Assistant Manager, Baltimore Project Development, MTA
Ms. Jamie Richardson, Manager, Baltimore Project Development, MTA

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT TIP ID: 73-2401-64

SUMMARY TABLE

Project: Martin Airport - All Stations Accessibility Program	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
	B	Exempt		Federal	State/Local	Total
				\$ 3,555	\$ 900	\$ 4,455
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MTA	BRTB	Multiple	Federal	State/Local	Total
				\$ 3,555	\$ 901	\$ 4,456
Description:	Development of plans and completion of environmental work for the future renovation of the Martin Airport Station on its Penn commuter rail line to make it safer and fully accessible. The station, located north of Baltimore currently requires riders to cross multiple tracks to board the train.					
Justification:	To support those with disabilities and mobility needs to access some of the nation's oldest and busiest rail transit systems through essential upgrades, such as elevators. This project is part of the first round of funding per President Biden's Bipartisan Infrastructure Law, designed to improve accessibility so everyone, including those who use wheelchairs, push strollers, or cannot easily navigate stairs, can reliably access the rail systems in their communities.					

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	Current (000s)	Total	\$ -	\$ -	\$ -	\$ 4,455	\$ 4,455
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change		Federal	\$ -	\$ -	\$ -	\$ 3,555	\$ 3,555
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	Proposed (000s)	State/Local	\$ -	\$ -	\$ -	\$ 900	\$ 900
<input type="checkbox"/> D) Other		Total	\$ -	\$ -	\$ -	\$ 8,911	\$ 8,911
 MDOT MARYLAND DEPARTMENT OF TRANSPORTATION	Change (000s)	Federal	\$ -	\$ -	\$ -	\$ 7,110	\$ 7,110
		State/Local	\$ -	\$ -	\$ -	\$ 1,801	\$ 1,801
	Total	\$ -	\$ -	\$ -	\$ 4,456	\$ 4,456	
	Federal	\$ -	\$ -	\$ -	\$ 3,555	\$ 3,555	
	State/Local	\$ -	\$ -	\$ -	\$ 901	\$ 901	

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
ENG	ASAP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,555	\$ 900	\$ 3,555	\$ 900	\$ 4,455
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,555	\$ 900	\$ 3,555	\$ 900	\$ 4,455

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
ENG	ASAP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,110	\$ 1,801	\$ 7,110	\$ 1,801	\$ 8,911
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,110	\$ 1,801	\$ 7,110	\$ 1,801	\$ 8,911

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
ENG	ASAP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,555	\$ 901	\$ 3,555	\$ 901	\$ 4,456
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,555	\$ 901	\$ 3,555	\$ 901	\$ 4,456

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 7,110	Federal	\$ -	Federal	\$ 7,110
State/Local	\$ -	State/Local	\$ 1,801	State/Local	\$ -	State/Local	\$ 1,801
Total	\$ -	Total	\$ 8,911	Total	\$ -	Total	\$ 8,911

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #25-18**

**AMENDMENT TO THE 2025-2028 BALTIMORE REGION
TRANSPORTATION IMPROVEMENT PROGRAM**

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 2025-2028 Transportation Improvement Program for the Baltimore region at its July 23, 2024 meeting, with federal approval on August 8, 2024; 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 Transit Administration (MDOT MTA) has requested approval of seven (7) amendments to the 2025-2028 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, MDOT MTA is requesting to amend the FY 2025-2028 TIP to add the Kirk Bus Facility Replacement – Phase 1 & 2 project. This project previously appeared in the 2024-2027 TIP but was not able to obligate Section 5307 by the end of FY 2024. This amendment will add \$3.94 million in Section 5307 funds to reflect the correct year of obligation. The project constructed a bus maintenance building and a separate building for overnight bus storage, with construction completed in 2021; and

WHEREAS, MDOT MTA is requesting to amend the Metro and Light Rail Rolling Stock Overhaul and Replacement project. This amendment adds \$23.6 million in Section 5307 funding for construction in FY 2025 to reflect proper year of obligation. This project is an ongoing project to overhaul and replace midlife Light Rail and Metro vehicles to provide safe and reliable service and comply with federal maintenance requirements; and

WHEREAS, MDOT MTA is requesting to amend the Metro and Light Rail System Preservation and Improvement project. This amendment adds \$31.8 million in Section 5307 funds and \$4.7 million in Section 5337 funds for construction in FY 2025 to reflect proper year of obligation. This project is an ongoing project to rehabilitate Light Rail and Metro facilities, infrastructure, track, and equipment; and

WHEREAS, MDOT MTA is requesting to amend the Small Urban Transit Systems - Capital project. This amendment adds \$2.7 million in Section 5339 funds for construction in FY 2025. This project is an ongoing project to provide assistance to small urban transit systems in the region and their purchase of vehicles, equipment, and facilities; and

WHEREAS, MDOT MTA is requesting to amend the Bus and Rail Preventive Maintenance project. This amendment adds \$24.7 million in Section 5337 funds and \$13.4 million in Section 5307 funds for construction in FY 2025 to reflect proper year of obligation for preventive maintenance grants from FY 2023 and 2024; and

WHEREAS, MDOT MTA is requesting to amend the FY 2025-2028 TIP to amend the Martin Airport – All Stations Accessibility Program project. The project will support those with disabilities and mobility needs access the Martin Airport MARC Station with essential upgrades like elevators. This project is part of the first round of funding through the Bipartisan Infrastructure Law. MDOT MTA is adding \$4.456 million in funding for engineering in FY 2025; and

WHEREAS, MDOT MTA is requesting to amend the FY 2025-2028 TIP to add a new project. The Low Floor Light Rail Fleet Transition project will replace the fleet of aged Light Rail vehicles serving the Baltimore region. MDOT MTA is adding \$285.787 million in funding for planning, engineering, and construction in FY 2025, 2026, and 2027; and

WHEREAS, the Transportation Improvement Program, as amended, continues to display financial reasonableness and re-affirms the appropriate project selection criteria whereby all requirements for a Transportation Improvement Program in the Infrastructure and Investment Jobs Act are met; and

WHEREAS, these projects are 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 December 3, 2024.*

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approves the attached amendments to the 2025-2028 Transportation Improvement Program 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 on December 17, 2024.

12/17/2024

Date



Anthony Russell, Chair
Baltimore Regional Transportation Board