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

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	

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

Daniel Janousek

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,

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
Kirk Bus Facility Replacement – Phase 1 & 2: 40-1203-65	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.	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. Conformity Status: Exempt	Amendment Resolution #25-18



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/subsystems 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.

Amendment Resolution #25-18

Conformity Status: Exempt



Metro and Light Rail System Preservation and Improvement 40-1805-64	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.	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.	Amendment Resolution #25-18
Small Urban Transit Systems – Capital Assistance 40-9502-05	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.	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. Conformity Status: Exempt	Amendment Resolution #25-18



Bus and Rail Preventive Maintenance 40-1204-64	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.	This project provides preventative maintenance on the Bus, Light Rail and Metro systems to improve safety, reliability and passenger comfort. Conformity Status: Exempt	Amendment Resolution #25-18
Low Floor Light Rail Fleet Transition 40-2504-63	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.	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. Conformity Status: Exempt	Amendment Resolution #25-18



All Sta	sibility am	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	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.	Amendment Resolution #25-18
1		to \$8.911M.	Conformity Status: Exempt	



Transit Preservation

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.

- 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





Transit Preservation

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
ОТН	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$3,942	\$986	\$0	\$0	\$0	\$0	\$0	\$0	\$0
L			I						
Total	\$3,942	\$986	\$0	\$0	\$0	\$0	\$0	\$0	\$4,928

Transit Preservation

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.

- 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

Dhana	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
Phase		i unuo	i unuo	i unuo	1 41140	i dildo	rando	rando	rtoquoot
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
			I						
Total	\$34,179	\$8,545	\$27,206	\$6,800	\$8,471	\$2,117	\$0	\$0	\$87,318



2025 - 2028 Transportation Improvement Program

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	<u>\$47,778</u>	<u>\$11,945</u>	\$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	<u>\$57,778</u>	<u>\$14,445</u>	\$27,206	\$6,800	\$8,471	\$2,117	\$0	\$0	\$116,817

Transit Preservation

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.

- 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
ОТН	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,851	\$462	\$0	\$0	\$8,020	\$2,005	\$14,031	\$3,507	\$29,876
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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

Dhasa	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
Phase									1104000
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
			I						
Total	\$39,074	\$9,769	\$0	\$0	\$8,020	\$9,072	\$43,166	\$10,790	\$148,159



Emission Reduction Strategy

Small Urban Transit Systems - Capital Assistance

TIP ID 40-9502-05 Year of Operation Ongoing

Agency MTA - Transit Project Type Fleet improvement

Project Category Emission Reduction Strategy Functional Class NA

Conformity Status Exempt Physical Data NA

CIP or CTP ID(s) NA Est. Total Cost \$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.

- 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
			ı						
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

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

Transit Preservation

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.

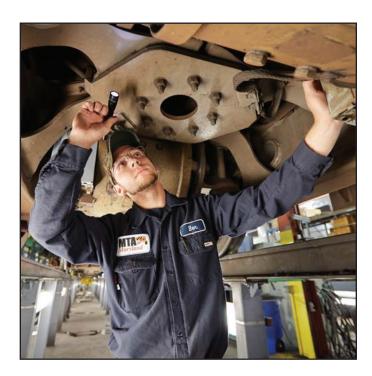
Project Benefits:

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.

- 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

	FY 2025 Federal	FY 2025 Matching	FY 2026 Federal Funds	FY 2026 Matching	FY 2027 Federal	FY 2027 Matching	FY 2028 Federal	FY 2028 Matching	Total Four-Year Funding
Phase	Funds	Funds	Funas	Funds	Funds	Funds	Funds	Funds	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
			ı						
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

	FY 2025 Federal	FY 2025 Matching	FY 2026 Federal	FY 2026 Matching	FY 2027 Federal	FY 2027 Matching	FY 2028 Federal	FY 2028 Matching	Total Four-Year Funding
Phase	Funds	Funds	Funds	Funds	Funds	Funds	Funds	Funds	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	<u>\$61,189</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	\$48,951	\$12,238	\$24,687	\$6,171	\$25,181	\$6,295	\$25,685	\$6,421	\$155,629
			ı						
Total	\$77,295	\$19,324	\$39,103	\$9,775	\$39,103	\$9,775	\$39,103	\$9,775	\$243,253



Transit Preservation

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.

- 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)

Phase	FY 2025 Federal Funds	FY 2025 Matching Funds
CON	\$0	\$0
OTH	\$0	\$0
ENG	\$3,880	\$970
PL	\$0	\$0
ROW	\$0	\$0
Subtotal	\$3,880	\$970

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
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$4,850
\$1,363	\$341	\$0	\$0	\$0	\$0	\$1,704
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$1,363	\$341	\$0	\$0	\$0	\$0	\$6,554

Section 5337 (State of Good Repair Formula Program)

|--|

Phase	FY 2025 Federal Funds	FY 2025 Matching Funds
CON	\$0	\$0
OTH	\$0	\$0
ENG	\$4,240	\$1,060
PL	\$2,259	\$ 565
ROW	\$0	\$0
Subtotal	\$6,499	\$1,625

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
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$ 617	\$155	\$0	\$0	\$0	\$0	\$6,072
\$0	\$0	\$2,572	\$643	\$0	\$0	\$6,039
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$617	\$155	\$2,572	\$643	\$0	\$0	\$12,111



Low Floor Light Rail Fleet Transition

(Funding in Thousands)

Rail Vehicle Replacement Grant

-- NEW

	FY 2025 Federal	FY 2025 Matching
Phase	Funds	Funds
CON	\$192,373	\$48,094
ОТН	\$0	\$0
ENG	\$21,324	\$5,331
PL	\$0	\$0
ROW	\$0	\$0
Subtotal	\$213,697	\$53,425
Total	\$224,076	\$56,020

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
\$0	\$0	\$0	\$0	\$0	\$0	\$240,467
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$26,655
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$267,122
\$1,980	\$496	\$2,572	\$643	\$0	\$0	\$285,787

Commuter Rail Preservation

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.

- 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

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
			ı						
Total	\$3,555	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$4,455



Jurisdiction 2025 - 2028 Transportation Improvement Program

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	\$7,110	\$1,801	\$0	\$0	\$0	\$0	\$0	\$0	\$8,911
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
Total	\$7,110	\$1,801	\$0	\$0	\$0	\$0	\$0	\$0	\$8,911



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

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

Daniel Janousek

Office of Planning, Programming & Project Delivery

Attachment

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



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

Holly Arnold Administrator

TO: DIRECTOR MICHELLE MARTIN

OFFICE OF PLANNING, PROGRAMMING, AND PROJECT DELIVERY

MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: OPCP REGONIAL PLANNER KARI SNYDER

OPCP REGIONAL PLANNER DAN JANOUSEK

FROM: DIRECTOR ERIC BECKETT Eric Beckett

OFFICE OF CAPITAL PROGRAMMING AND ASSET MANAGEMENT

MARYLAND TRANSIT ADMINISTRATION (MTA)

DATE: 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

Kirk Bus Facility Replacement - Phase I & II

TIP ID #	40-1203-65	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Rehabilitation of Facilities
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP / CTP Page #	0705	Est. Total Cost	\$ 168,052,005

Description	Justification
Approximately 163 buses are stored, operated and maintained at the Kirk	The current facility supports 14 bus routes operating in Baltimore City and
Division Bus Facility. Operations include preventive bus maintenance,	Baltimore County and was built over 65 years ago and cannot accommodate
inspections, heavy repairs, fueling, washing, administration, operator support	MTA's modern fleet or hybrid and articulated buses. A new facility is required to
facilities and dispatching. Phase I is the construction of a 100,000 square foot	ensure efficient transit traffic and parking. MTA has worked with the community
state-of-the-art, sustainable design, energy-efficient/green technology building	for many years to develop a plan to modernize the Kirk Bus Facility. Phase I
that will house maintenance work to be performed in an enclosed	completed; Phase II year of completion - 2021.
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.	
Note: In addition to the matching funds listed, MTA has committed \$1.207	
million in state dollars.	

Section 5307 (Urbanized Area Formula)

	Pr	evious	Reque	ests		Annual	Elem	ent				Fe	deral F	undin	g Requ	ests (\$0	000)				Proje	Project Totals		
	Previo	Previous		Previous		revious Previous		FY2	FY2025		FY2025		FY2026		FY2026 FY2027		FY2027 FY		FY2028		FY2028			
	Federal		Federal I		Matching		Fede	Federal		Matching Fede		al Matching		Feder	Federal Matching		Federal		Matching		Estimated			
Phase	Funds	6	Fund	s	Funds		Funds F		Funds	Funds Funds			Funds		Funds		Funds		Funds		Project Total			
CON	\$	884	\$	221	\$	3,942	\$	986	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	4,928		
ОТН	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-		
PE	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-		
PP	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-		
ROW	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-		
Totals	\$	884	\$	221	\$	3,942	\$	986	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	4,928		

Kirk Bus Facility Replacement - Phase I & II

Section 5339 (Bus and Bus Facilities Formula Program)

	Previous Requests				Annual Element					Federal Funding Requests (\$000)												
	1		1				FY2025 Matching				1		1		FY2027 Matching		FY2028 Federal		FY2028 Matching			
																					Estimated	
Phase	Funds		Funds		Funds		Funds		Funds		Funds		Funds		Funds		Funds		Funds		Project Total	
CON	\$	1,769	\$	442	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
ОТН	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
PE	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
PP	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
ROW	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Totals	\$	1,769	\$	442	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-

Funding Source(s) Total

	Previous Requests			Annual Element			Federal Funding Requests (\$000)											Project Totals				
Totals	\$	2,653	\$	663	\$	3,942	\$	986	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	4,928

MARYLAND STATEWIDE TIP FY 2022-2025 MDOT TIP ID:40-1203-65 SUMMARY TABLE Current Funding Level (000s) Amendment Criteria Conformity Status Environmental Status State/Local Project: Total Kirk Bus Facility Replacement - Phase I and II Exempt 6.595 \$ 1,649 \$ 8,244 Net Funding Change (000s) МТА BRTB 508-137 \$ \$ \$ 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. NDIVIDUAL REQUEST FORM FY 2022 FY 2023 FY 2024 FY 2025 unding Total STIP/TIP Amendment Criteria Current Total 8,244 \$ 8,244 \$ \$ - A) Adds new individual projects to the current STIP (000s) Federal 6,595 \$ 6,595 \$ \$ -▼ B) Increase/decrease, scope change, advance, delay, or phase change State/Local 1.649 \$ 1.649 C) Removes or deletes individual listed project from the STIP Proposed Total \$ \$ 3,316 \$ 4,928 8,244 D) Other (000s)ederal 2.653 | \$ 3.942 6.595 State/Local 663 | \$ 986 1,649 Change Total \$ (4,928) \$ MARYLAND DEPARTMENT OF TRANSPORTATION \$ 4,928 (000s) Federal \$ \$ _ (3,942) \$ 3,942 -State/Local \$ (986) \$ 986 PHASE DETAIL FY 2022 FY 2023 FY 2025 TOTAL Current FY 2024 State/Local Federal Federal Federal State/Local Total Phase Funding State/Local ederal CO 5307 \$ 4.826 \$ 1.207 \$ \$ 4.826 \$ 1.207 \$ 6.033 5339 1,769 \$ 442 1,769 \$ CO \$ \$ \$ \$ 442 \$ 2,211 \$ Total \$ \$ \$ 6,595 \$ 1,649 \$ \$ 6,595 \$ 1,649 \$ 8,244 FY 2022 FY 2023 FY 2024 FY 2025 TOTAL Proposed State/Local Federal State/Local State/Local Phase Funding CO 884 \$ 4,826 \$ 5307 \$ \$ \$ \$ 221 \$ 3,942 \$ 986 1,207 \$ 6,033 1,769 442 CO 5339 \$ \$ \$ \$ \$ 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** Federal Phase Funding ederal State/Local Federal State/Local Federal State/Local State/Local ederal State/Local Total (3,942)3,942 CO 5307 (986)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 ederal Federal 6.595 Federal Federal 6.595 1,649 State/Local State/Local State/Local State/Local \$ 1,649 8.244 Total Total 8,244 \$ Total Total

Holly Arnold Administrator

TO: DIRECTOR MICHELLE MARTIN

OFFICE OF PLANNING, PROGRAMMING, AND PROJECT DELIVERY

MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: OPCP REGONIAL PLANNER KARI SNYDER

OPCP REGIONAL PLANNER DAN JANOUSEK

FROM: DIRECTOR ERIC BECKETT Eric Beckett

OFFICE OF CAPITAL PROGRAMMING AND ASSET MANAGEMENT

MARYLAND TRANSIT ADMINISTRATION (MTA)

DATE: 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	5307	\$23,599,000
	Overhaul and Replacement	STATE	\$ 5,900,000

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 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 subsystems. 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 reduce system failures and improve reliability and service. committed \$106 million in state dollars.

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

Justification

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

	Pr	evious	Requ	ests		Annual	Eler	nent				Fed	deral	Funding	Requ	ests (\$0	00)				Proj	ect Totals
	Previo	ous	Previ	ous	FY2	025	FY2	025	FY2	026	FY20	026	FY20)27	FY202	27	FY202	8	FY20	28		
1	Feder	al	Matc	hing	Fed	leral	Ma	tching	Fed	leral	Mat	ching	Fede	eral	Matc	hing	Feder	al	Mate	hing	Estin	nated
Phase	Funds		Fund	s	Fur	nds	Fur	ıds	Fun	ıds	Fund	ds	Fund	ls	Fund	S	Funds		Fund	s	Proje	ct Total
CON	\$	-	\$	-	\$	47,778	\$	11,945	\$	15,043	\$	3,760	\$	3,331	\$	832	\$	-	\$	-	\$	82,689
ОТН	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
PE	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
PP	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
ROW	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Totals	\$	-	\$	-	\$	47,778	\$	11,945	\$	15,043	\$	3,760	\$	3,331	\$	832	\$	-	\$	-	\$	82,689

5337

	Pre	vious	Requ	ests		Annual	Elem	ent				Fed	leral	Funding	Req	uests (\$0	00)				Proj	ject Totals
	Previo	us	Previ	ous	FY2	025	FY2	025	FY2	026	FY20	026	FY20	027	FY2	027	FY202	28	FY20	28		
	Federa	ıl	Matc	hing	Fed	eral	Mat	ching	Fed	leral	Mat	ching	Fede	eral	Mat	tching	Feder	al	Mate	ching	Estin	nated
Phase	Funds		Fund	s	Fun	ds	Fun	ds	Fun	ıds	Fund	ds	Fund	ds	Fun	ds	Funds	6	Fund	ls	Proje	ect Total
CON	\$	-	\$	-	\$	10,000	\$	2,500	\$	12,163	\$	3,040	\$	5,140	\$	1,285	\$	-	\$	-	\$	34,128
OTH	\$	-	\$	-	\$	-	,000 \$ 2,500 - \$ -		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
PE	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
PP	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
ROW	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Totals	\$	-	\$	-	\$	10,000	\$	2,500	\$	12,163	\$	3,040	\$	5,140	\$	1,285	\$	-	\$	-	\$	34,128

Funding Source(s) Total

	Previo	us Req	uests	Annual E	lement	Т		Fed	eral	Funding	Req	uests (\$0	00)			Pro	ject Totals
Totals	\$ -	\$	-	\$ 57,778	\$ 14,44	5 5	\$ 27,206	\$ 6,800	\$	8,471	\$	2,117	\$	-	\$ -	\$	116,817

				MARY	/LAN	D STA	ΓEWIDI	E TIP F	Y 20	22-20)25					
	P ID: 40-1804-63															
SUMMAR	RY TABLE											Current Fund	ling Level (000s)		
Project:				Ameno	ment Criteria	a	Conformity Statu	S	Environ	mental Status		Federal	Stat	e/Local	Total	
Metro and	Light Rail Rolling Sto	ck Overhaul and	d Replacement	В			Exempt					\$ 3 ² Net Funding	1,179 \$	8,545	\$ 42,	,724
				Admini	stration		Area/MPO		CTP Pa	ige		Federal			Total	
	Б	(; D (;	Millif O. I	MTA	, I : I . B		BRTB		Multiple			_	3,599 \$	5,900		,499
	Descrip	3		•		rform selective upo provide an additio	•					•				ent.
		The Autom	atic Train Protec	tion system is cu	rently exper	iencing reliability i	ssues due to its a	ge and parts obs	solescence tl	nus increasin	g maintainability	issues across	its various			
		The replace	ement of Metro C	ars and Train Cor	trol System	with modern, relia	ble equipment wil	l enhance passe	nger comfort	, ensure bette	er reliability, and i	mprove safety	/.			
	Justifica	tion The replace	ement of Metro ve	ehicles and the Si	gnaling Syst	tem with modern a	and reliable equipr	nent will enhance	e passenger	comfort, ensu	ıre better reliabilit	y and offer im	proved safe	ety. The MTA's	Metro Signal	ling
						aling system that ing reliability issue										_
				•		e equipment will e		•			•				•	
INDIVIDU	IAL REQUEST FORM							Funding	EV 202	2	V 2022	EV 2024	EV.	0005	Total	
STIP/TI	P Amendment Criter	ia					Curre	Funding nt Total	FY 202	- S		FY 2024 \$	- \$		Total \$ 42.	,724
	Adds new individual pro						(000s	/	\$	- 9		\$	- \$	34,179	\$ 34	,179
	ncrease/decrease, sco Removes or deletes inc						Propose	State/Local ed Total	\$ \$	- 9		\$ \$	- \$ - \$	8,545 72,223		,545 , 223
		iividdai iistod piv	oject irom the or	"				Federal	\$	- 9	•	\$	- \$	57,778		7,778
							01	State/Local	\$	- 9		\$	- \$	14,445		,445
	MARYL	AND DEPA	ARTMENT O	F TRANSPO	RTATIO	N		re Total Federal	\$	<u>- \$</u>		\$	- \$	29,499 23,599		, 499
							,	State/Local	\$	- 9	-	\$	- \$	5,900	\$ 5	,900
PHASE D	ETAIL	_	FY 2022		FY 2	2023	F	′ 2024		FY 20	25			TOTAL		
Phase	Funding	Federal	State/Lo			State/Local	Federal .	State/Local	Federal	S	tate/Local	Federal		e/Local	Total	
CO	5307 5337	\$	- \$ - \$	- \$ - \$	-	\$ - \$ -	\$ - \$ -	\$	- \$ - \$	24,179		-	1,179 \$	6,045		,224
CO	5557	\$	- \$	- \$	-	\$ -	\$ -	\$	- \$	10,000 \$		\$	0,000 \$ - \$	2,500	\$ 12,	.,500
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Total		\$ \$	- \$ - \$	- \$ - \$	-	\$ - \$ -	\$ -		- \$ - \$	- \$		\$ 34	- \$ I,179 \$	8,545	\$ \$ 42	- .724
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Phase CO	Funding 5307	Federal \$	- \$	- \$	-	\$ -	Federal \$ -	\$	- \$	47,778 \$			7,778 \$	11,945		,723
CO	5337	\$	- \$	- \$	-	\$ -	\$ -	\$	- \$	10,000 \$,	\$ 10	0,000 \$	2,500		,500
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Total		\$ \$ \$	- \$	- \$	-	\$ -	\$ -	\$	- \$	- \$	- -	\$ \$ \$ \$	- \$	-	\$	- - ,223
Total Change		\$	- \$ - \$	- \$ - \$	-	\$ - \$ - \$ -	\$ - \$ - \$ -	\$	- \$ - \$	- 9 - 9	5 - 5 - 5 14,445	\$ \$ \$ \$	- \$ - \$	-	\$	-
	Funding	\$	- \$ - \$ - \$	- \$ - \$ - \$	- - FY 2	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ \$ \$	- \$ - \$	- \$ 57,778 \$ FY 20	25 tate/Local	Federal	- \$ - \$ 7,778 \$	- - 14,445 TOTAL e/Local	\$ 72 ,	-,223
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Holly Arnold Administrator

TO: DIRECTOR MICHELLE MARTIN

OFFICE OF PLANNING, PROGRAMMING, AND PROJECT DELIVERY

MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: OPCP REGIONAL PLANNER DAN JANOUSEK

OPCP REGONIAL 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	5307	\$31,811,000
	and Improvement	5337	\$ 4,687,000
		State	\$ 9,126,000

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

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

	Pr	evious	Requ	ests		Annual	Elen	nent				Fee	dera	l Funding	Req	uests (\$0	00)				Pro	ject Totals
	Previo	ous	Previ	ious	FY2	025	FY2	025	FY202	6	FY202	6	FY2	027	FY2	027	FY2	2028	FY2	028		
	Feder	al	Mate	hing	Fed	leral	Mat	ching	Federa	al	Match	ning	Fed	eral	Mat	tching	Fed	leral	Mat	tching	Estir	nated
Phase	Funds	i	Fund	s	Fur	ıds	Fun	ds	Funds		Funds		Fun	ds	Fun	ds	Fur	nds	Fun	ds	Proj	ect 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

-					-				-													
	Pr	eviou	s Requ	ests		Annual	Elen	nent				Fe	deral	l Funding	Req	uests (\$0	000)				Proj	ect Totals
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	Feder	al	Mato	hing	Fed	eral	Mat	tching	Feder	al	Match	hing	Fed	eral	Mat	tching	Fed	leral	Mat	tching	Estin	nated
Phase	Funds		Fund	s	Fun	ds	Fun	ds	Funds		Funds	6	Fun	ds	Fun	ds	Fur	nds	Fun	ds	Proje	ect Total
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PP	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
ROW	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Totals	\$	-	\$	-	\$	6,538	\$	1,635	\$	-	\$	-	\$	8,020	\$	2,005	\$	14,031	\$	3,507	\$	35,736

Funding Source(s) Total

	Previous	Requests	Annual Elei	ment		Fe	dera	l Funding Re	quests (\$000)			Proj	ect 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 Current Funding Level (000s) Project: Amendment Criteria Conformity Status **Environmental Status** Total Metro and Light Rail System Preservation and Improvement Exempt 2,576 \$ 643 \$ 3,219 Net Funding Change (000s) Administration Area/MPO CTP Page Federal State/Local Total BRTB Multiple 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 unding FY 2022 FY 2023 FY 2024 FY 2025 STIP/TIP Amendment Criteria 3,219 Current Total \$ \$ 3,219 A) Adds new individual projects to the current STIP (000s Federal \$ \$ 2,576 2,576 B) Increase/decrease, scope change, advance, delay, or phase change State/Local 643 643 C) Removes or deletes individual listed project from the STIP Propose Total \$ \$ 48,843 48,843 D) Other (000s ederal 39,074 39,074 \$ State/Local 9.769 9.769 MARYLAND DEPARTMENT OF TRANSPORTATION Change Total \$ 45.624 45.624 (000s)ederal \$ 36.498 36.498 State/Local \$ 9,126 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 State/Local Federal Total CO 5307 \$ 725 \$ 181 725 181 \$ 906 \$ \$ 5337 1,851 \$ 462 1,851 462 \$ 2,313 CO \$ \$ \$ \$ \$ \$ \$ \$ \$ Total \$ 2,576 \$ 643 2,576 \$ 643 \$ 3,219 \$ FY 2022 FY 2023 FY 2024 FY 2025 TOTAL Proposed Phase Funding Federal State/Local Federal State/Local Federal State/Local Federal State/Local State/Local Total 32,536 \$ CO 5307 \$ \$ 8,134 32,536 8,134 \$ 40,670 СО 5337 6,538 6,538 1,635 \$ 1,635 8,173 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ Total \$ 39,074 \$ 39,074 \$ 9,769 \$ 48,843 \$ \$ \$ \$ \$ 9,769 FY 2023 FY 2024 TOTAL Change FY 2022 FY 2025 Phase Funding Federal State/Local Federal State/Local Federal State/Local Federal State/Local State/Local CO 5307 31,811 7,953 31,811 7,953 39,764 CO 5337 4,687 1,173 4,687 1,173 5,860 36,498 9,126 \$ 36,498 9,126 \$ 45,624 Total TOTAL PROJECT COS Prior Cost (≤ FY 2021) STIP Cost (FY 2022-2025) **Total Project Cost** Balance to Complete (≥ FY 2026) Federal \$ Federal \$ 39,074 Federal \$ 79,454 Federal \$ 118,528 9.769 State/Local State/Local State/Local \$ 19.862 State/Local 29.631 Total Total \$ 48.843 Total \$ 99.316 Total 148,159



Holly Arnold

Administrator

TO: DIRECTOR MICHELLE MARTIN

OFFICE OF PLANNING, PROGRAMMING, AND PROJECT DELIVERY

MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: OPCP REGONIAL PLANNER KARI SNYDER

OPCP REGIONAL PLANNER DAN JANOUSEK

FROM: DIRECTOR ERIC BECKETT Eric Beckett

OFFICE OF CAPITAL PROGRAMMING AND ASSET MANAGEMENT

MARYLAND TRANSIT ADMINISTRATION (MTA)

DATE: 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

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

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

																					P	roject
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Section 5339 (Bus and Bus Facilities Formula Program)

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Totals	\$	-	\$	-	\$	2,853	\$	714	\$ 160	\$	40	\$	160	\$	40	\$	160	\$	40	\$	4,167

Funding Source(s) Total

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					Administr	ation			Area/MPO		_	TP Page			Federal		State/Local		Γotal	
	5				MTA				BRTB urchase vehicles,			Multiple			\$	2,693		674		,367
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Holly Arnold Administrator

TO: DIRECTOR MICHELLE MARTIN

OFFICE OF PLANNING, PROGRAMMING, AND PROJECT DELIVERY

MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: OPCP REGONIAL PLANNER KARI SNYDER

OPCP REGIONAL PLANNER DAN JANOUSEK

FROM: DIRECTOR ERIC BECKETT Eric Beckett

OFFICE OF CAPITAL PROGRAMMING AND ASSET MANAGEMENT

MARYLAND TRANSIT ADMINISTRATION (MTA)

DATE: 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,

Dan Janousek

Regional Planner

Daniel Janousek

Office of Planning, Programming & Project Delivery

Attachment

Ms. Kari Snyder, Regional Planner, OPPPD, MDOT

Mr. Shawn Kiernan, Strategic and Regional Planner, OPPPD, MDOT

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 is and 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	Regular preventive maintenance on the transit system will allow MTA to provide
improve safety, reliability and passenger comfort.	safe and reliable service. Proper maintenance extends the useful life of transit
	vehicles.

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

	Pr	evious	s Requ	ests		Annual E	leme	ent				Fed	dera	l Funding	Req	uests (\$0	000)				Pro	ject Totals
	Previo	ous	Previ	ous			FY 2	025	FΥ	2026	FY 2	2026	FY	2027	FY 2	2027	FY	2028	FY 2	2028		
	Feder	al	Matc	hing	FY 20	25	Mat	ching	Fed	leral	Ma	tching	Fed	leral	Mat	ching	Fed	deral	Mat	tching	Estir	mated
Phase	Funds	3	Fund	s	Fede	ral Funds	Fund	ds	Fur	nds	Fun	nds	Fur	nds	Fun	ds	Fur	nds	Fun	ds	Proj	ect Total
CON	\$	-	\$	•	\$	-	- \$		\$	14,416	\$	3,604	\$	13,922	\$	3,480	\$	13,418	\$	3,354	\$	52,194
ОТН	\$	-	\$	•	\$	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)

	P	revious	Requ	ests		Annual E	lem	ent				Fed	lera	l Funding	Req	uests (\$0	000)				Pro	ject Totals
	Previ	ous	Previ	ous			FY 2	2025	FΥ	2026	FY 2	2026	FY:	2027	FY 2	027	FY	2028	FY 2	2028		
	Fede	ral	Matc	hing	FY 20	25	Mat	tching	Fed	deral	Ma	tching	Fed	leral	Mat	ching	Fed	deral	Mat	tching	Estir	mated
Phase	Fund	s	Fund	s	Feder	al Funds	Fun	ds	Fur	nds	Fun	ds	Fur	ıds	Fun	ds	Fur	nds	Fun	ds	Proj	ect Total
CON	\$	-	\$	-	\$	-	- \$ - \$		\$	24,687	\$	6,171	\$	25,181	\$	6,295	\$	25,685	\$	6,421	\$	94,440
ОТН	\$	-	\$	-	\$	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

	Pr	evious	Requ	ests	Annual Element			Federal Funding Requests (\$000)									Project Totals		
Totals	\$	-	\$	-	\$ 77,295	\$ 19,32	4 5	\$ 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 Current Funding Level (000s) Amendment Criteria Conformity Status Environmental Status State/Local Total 39.103 \$ 9.775 \$ Bus and Rail Preventive Maintenance Exempt 48.878 Net Funding Change (000s) CTP Page Administration MTA BRTB Multiple \$ 38,192 \$ 9,549 \$ 47,741 Description Provides preventative maintenance on the Bus, Light Rail and Metro systems to improve safety, reliability and passenger comfort. 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 FY 2022 FY 2023 FY 2024 FY 2025 Funding STIP/TIP Amendment Criteria 48,878 Total 48,878 Current \$ \$ - \$ - \$ A) Adds new individual projects to the current STIP (000s) Federal 39,103 39,103 B) Increase/decrease, scope change, advance, delay, or phase change State/Local 9,775 9,775 C) Removes or deletes individual listed project from the STIP Proposed Total \$ \$ \$ 96,619 96,619 D) Other (000s) 77.295 \$ 77.295 Federal \$ State/Local 19,324 19,324 \$ MARYLAND DEPARTMENT OF TRANSPORTATION Change Total \$ - \$ 47,741 \$ 47,741 (000s)Federal \$ -\$ -\$ -38,192 \$ 38,192 State/Local 9,549 \$ 9,549 \$ Current FY 2022 FY 2023 FY 2024 FY 2025 Phase State/Local Funding ederal State/Local Federal State/Local Federal State/Local Federal State/Local Total ОТН 24,203 \$ 6,050 30.253 5337 \$ \$ \$ 24.203 \$ 6,050 \$ 5307 \$ 14.900 \$ 3,725 14.900 \$ 3,725 \$ 18.625 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ Total 39,103 \$ 39,103 \$ 9,775 \$ 48,878 9,775 Proposed FY 2022 FY 2023 FY 2024 FY 2025 TOTAL Phase Funding ederal State/Local Federal State/Local Federal State/Local Federal State/Local State/Local Total 5337 \$ \$ \$ \$ \$ 48,951 \$ 12,238 48,951 \$ 12,238 \$ 61,189 5307 28,344 \$ 7,086 28,344 \$ 7,086 \$ 35,430 \$ 96,619 Total - \$ - \$ - \$ 77,295 \$ 19,324 \$ 77,295 \$ 19,324 \$ \$ \$ - \$ Change FY 2022 FY 2023 FY 2024 FY 2025 Phase Funding ederal State/Local Federal State/Local Federal State/Local Federal State/Local Total ОТН 24.748 24,748 30.936 5337 6,188 6.188 5307 13,444 3,361 13,444 3,361 16,805 47,741 38,192 \$ 9,549 38,192 \$ 9,549 \$ TOTAL PROJECT COST Prior Cost (≤ FY 2021) STIP Cost (FY 2022-2025) Balance to Complete (≥ FY 2026) Total Project Cost Federal 77,295 Federal 117,309 Federal 194,604 \$ Federal 29,325 State/Local 48,649 State/Local Total Total \$ 96.619 Total 146.634 Total 243.253

Administrator

TO: DIRECTOR MICHELLE MARTIN

OFFICE OF PLANNING, PROGRAMMING, AND PROJECT DELIVERY

MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: OPCP REGONIAL PLANNER KARI SNYDER

OPCP REGIONAL PLANNER DAN JANOUSEK

FROM: DIRECTOR ERIC BECKETT Eric Beckett

OFFICE OF CAPITAL PROGRAMMING AND ASSET MANAGEMENT

MARYLAND TRANSIT ADMINISTRATION (MTA)

DATE: 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

As a part of the FY 2024/2025 and Partial 2026 Rail Vehicle Replacement federal discretionary grant program, MTA was award \$213,697,000 for the replacement of 52 light rail vehicles. To accommodate the new vehicles, 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 #	TBD	Year of Operation	2034
Agency	MTA	Project Type	Preservation and improvements
Project Category	Transit Preservation	Functional Class	Varies
Conformity Status	Exempt	Physical Data	52 new LRT vehicles, upgrades to 2 maintenance facilities, 33 station upgrades, positive train control, signaling and traction power substation improvements.
CIP/CTP Page#	2157, 1859, 2443, 2444	Estimated Total Cost	\$285,787,000

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

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

									Project Totals
Phase	FY 2025	FY 2025	FY 2026	FY 2026	FY 2027	FY 2027	FY 2028	FY 2028	4-Year
	Federal	Matching	Federal	Matching	Federal	Matching	Federal	Matching	Total
	Funds	Funds	Funds	Funds	Funds	Funds	Funds	Funds	
CON	\$192,373	\$48,094							\$240,467
ОТН									
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	FY 2025	FY 2026	FY 2026	FY 2027	FY 2027	FY 2028	FY 2028	4-Year
	Federal	Matching	Federal	Matching	Federal	Matching	Federal	Matching	Total
	Funds	Funds	Funds	Funds	Funds	Funds	Funds	Funds	
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	FY 2025	FY 2026	FY 2026	FY 2027	FY 2027	FY 2028	FY 2028	4-Year
	Federal	Matching	Federal	Matching	Federal	Matching	Federal	Matching	Total
	Funds	Funds	Funds	Funds	Funds	Funds	Funds	Funds	
CON									
ОТН									
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

					MAI	RYLAN	D STA	TI	EWIDE	TIP FY	202	2-20)25				
MDOT TIP ID																	
SUMMARY 1	TABLE													Current Funding I	_evel (000s)		
Project:						Amendment Crite	ria		Conformity Status		Environn	nental Stat	us	Federal	State/Local	Total	
					4	Α			Exempt					\$ - Net Funding Char	\$ -	\$	-
Low Floor Lig	ght Rail Fleet Transition					Administration			Area/MPO		CTP Pag	qe		Federal	State/Local	Total	
						MTA		$\overline{}$	BRTB		Multiple			\$ 224,076			280,096
	Descriptio	the system	's laun	ch in 1992	. All vehic	les have reached	the end of their	usefi		will also include t	he significa	ant improve			52 standard 95' rail enue maintenance		
	Justificatio		e level	of the Ligh	nt Rail syst	em to benefit all									the reliability, safe es at all 33 stations		ure ADA
INDIVIDUAL	. REQUEST FORM																
STIP/TIP A	Amendment Criteria							ļ	Current	Funding Total	FY 2022	-	FY 2023 \$ -	FY 2024 -	FY 2025 -	Total \$	
A) Add:	s new individual projects	to the current	t STIP						(000s)	Federal	\$	-	\$ -	\$ -	\$ -	\$	-
B) Incre	ease/decrease, scope ch	nange, advanc	e, dela		e change				` ′	State/Local	\$	-	\$ -	\$ -	\$ -	\$	-
	noves or deletes individua	al listed projec	t from	the STIP					Proposed	Total	\$	-	\$ -	\$ -	\$ 280,096	_	280,096
D) Othe	er								(000s)	Federal State/Local	\$ \$	-	\$ - \$ -	\$ -	\$ 224,076 \$ 56,020		224,076 56,020
11	- T							ŀ	Change	Total	\$	-	\$ -	\$ -	\$ 280,096		280,096
	MARYLAN	D DEPAR	TME	NT OF 1	TRANS	PORTATION			(000s)	Federal	\$	-	\$ -	\$ -	\$ 224,076		224,076
PHASE DET	All							_		State/Local	\$	-	\$ -	-	\$ 56,020	\$	56,020
Current	AIL	_	FY	2022		FY	2023		FY	2024		FY 2	2025	1	TOTAL		
Phase	Funding	Federal		State/Loc	cal	Federal	State/Local		Federal	State/Local	Federal		State/Local	Federal	State/Local	Total	
PP	5307	\$	-	\$		\$ -	Ψ	-	\$ -	\$ -	\$	-	\$ -	\$ -	\$ -	\$	-
PP ENG	5337 5307	\$	-	\$	-	\$ - \$ -	\$	-	\$ - \$ -	\$ -	\$	-	\$ - \$ -	\$ -	\$ -	\$	-
ENG	5337	\$	-	\$		\$ -	1	- 1	\$ -	\$ -	\$	-	\$ -	\$ -	\$ -	\$	-
ENG	RVR	\$	-	\$		\$ -	Ψ	-	\$ -	\$ -	\$	-	\$ -	\$ -	\$ -	\$	-
CO	RVR	\$		\$		\$ - \$ -	Ψ	-	\$ - \$ -	\$ -	\$		\$ - \$ -	\$ -	\$ -	\$	<u> </u>
Total		13	-	\$	-	<u> </u>	\$		\$ -	\$ -	\$	-	\$ -	\$ -	\$ -	\$	-
Proposed			FY:	2022		FY	2023		FY	2024		FY 2	2025		TOTAL		
Phase	Funding	Federal		State/Loc		Federal	State/Local		Federal	State/Local	Federal		State/Local	Federal	State/Local	Total	
PP PP	5307 5337	\$	-	\$		\$ - \$ -	\$	- 1	\$ - \$ -	\$ -	\$	2,259	\$ - \$ 565	\$ - \$ 2,259	\$ - \$ 565	\$	2,824
ENG	5307	\$	-	\$		\$ -	1		\$ -	\$ -	\$	3,880					4,850
ENG	5337	\$	-	\$	-	\$ -	\$	-	\$ -	\$ -	\$	4,240					5,300
ENG CO	RVR RVR	\$	-	\$		\$ - \$ -	Ψ	-	\$ - \$ -	\$ -	\$	21,324		\$ 21,324 \$ 192.373			26,655
Total	RVK	\$	÷	\$		\$ -	1.	-	\$ -	\$ -	\$	192,373 224.076					240,467 280,096
		1 7		T		Ť	Ť		Ť	1	, T		, ,,,,,,		, , , , , ,	1	
Change	1- "		FY	2022			2023			2024	ļ	FY 2			TOTAL		
Phase PP	Funding 5307	Federal \$		State/Loc	cal [Federal \$ -	State/Local \$	_	Federal -	State/Local -	Federal \$	-	State/Local -	Federal \$ -	State/Local	Total \$	
PP	5337	\$	-	\$	-	\$ -		-	\$ -	\$ -	\$	2,259	*			\$	2,824
ENG	5307	\$	-	\$	-	\$ -	1:	-	\$ -	\$ -	\$	3,880					4,850
ENG ENG	5337 RVR	\$	-	\$	-	\$ - \$ -	1:	-	\$ - \$ -	\$ - \$ -	\$	4,240 21,324					5,300 26,655
CO	RVR	\$	-	\$	-	\$ -	1:		\$ -	\$ -	\$	192,373					240,467
Total	•	\$	-	\$	-	\$ -	\$	-	\$ -	\$ -	\$	224,076					280,096
	JECT COST					OTID OT A COLOR	00 0005			D-I	1-4- (* F)	0000;		T-4-1 D : 4.5	-1		
Prior Cost (≤ Federal	FY 2021)			\$		STIP Cost (FY 20 Federal	22-2025)		\$ 224,076	Balance to Comp	iete (≥ FY	2026)	\$ 4,552	Total Project Co Federal	St	\$	228,628
State/Local				\$		State/Local				State/Local				State/Local		\$	57,159
Total				\$		Total		_	\$ 280,096					Total		\$	285,787

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 co gpf "c" project kp 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 wrf cvg"the Octvkp"Cktrqtv'o"Cm"Ucvkqpu"Ceeguukdkrk{"Rtqi tco "rtqlgev" *VRR"F "%95/4623/86+:"Cu"c"rctv'yi g"Dkrctvkucp"Fphtcuvtwewtg"Ncy.'OVC"y cu"cy ctf "&903"kp" CUCR"hwpf u"vq"f guki p"ko rtqxgo gpvu"vq"yi g"Octvkp"Ucvg"Cktrqtv'OCTE "ucvkqp"vq"ko rtqxg"yi g" ceeguukdkrkv{"cpf "uchgv{"qh'yi g"gzkuvkpi "uvcvkqp0"Vj ku"co gpf o gpv'y km"cff "&507O"kp"Cm"Ucvkqp" Ceeguukdkrkv{"*CUCR+"hwpf u"cpf "&, 23M"kp"uvcvg"o cvej kpi "hwpf u"vq"H["42470"Vj g"vqvcn'equv'qh" yi ku"rtqlgev"kpetgcugu"vq"& 06O."cpf "yi ku"hwpf kpi "tghrgevu"yi g"vqvcn'hqt"yi g"CUCR"i tcpv'kp"yi g" {gct"qh'qdrki cvkqp"*H["4247+0""

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

Daniel Janousek

Office of Planning, Programming & Project Delivery

Attachment

Ms. Kari Snyder, Regional Planner, OPPPD, MDOT

Mr. Shawn Kiernan, Strategic and Regional Planner, OPPPD, MDOT



Holly Arnold Administrator

TO: DIRECTOR MICHELLE MARTIN

OFFICE OF PLANNING, PROGRAMMING, AND PROJECT DELIVERY

MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: OPCP REGONIAL PLANNER KARI SNYDER

OPCP REGIONAL PLANNER DAN JANOUSEK

FROM: DIRECTOR ERIC BECKETT Eric Beckett

OFFICE OF CAPITAL PROGRAMMING AND ASSET MANAGEMENT

MARYLAND TRANSIT ADMINISTRATION (MTA)

DATE: 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	ASAP	\$3,555,000
	Accessibility Program	State	\$901,000

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

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/CTP Page #	1571	Est. Total Cost	\$8,911,000

Description	Justification
Development of plans and completion of environmental work for the future renovation of	To support those with disabilities and mobility needs to access some of the
the Martin Airport Station on its Penn commuter rail line to make it safer and fully	nation's oldest and busiest rail transit systems through essential upgrades, such as
accessible. The station, located north of Baltimore currently requires riders to cross multiple	elevators. This project is part of the first round of funding per President Biden's
tracks to board the train.	Bipartisan Infrastructure Law, designed to improve accessibility so everyone,
	including those who use wheelchairs, push strollers, or cannot easily navigate
	stairs, can reliability access the rail systems in their communities.

All Stations Accessibility Program

				П																P	roject
	Previous	Previous Requests			Annual Element				Federal Funding Requests (\$000)											Totals	
	Previous	Previous Previous		FY 2025						FY 2026		FY 2027		FY 2027		FY 2028		FY 2028			
	Federal	N	Matching	l	Federal	FΥ	2025 Matching	FY	Y 2026 Federal	N	Matching		Federal	Λ	Matching		Federal	N	/latching	Est	timated
Phase	Funds		Funds		Funds		Funds		Funds		Funds		Funds		Funds		Funds		Funds	Proj	ect Total
CON	\$ -	\$	-	\$	-	\$		\$		\$		\$	-	\$		\$		\$	-	\$	
ОТН	\$ -	\$	-	\$	-	\$		\$		\$		\$	-	\$		\$	-	\$	-	\$	-
PE	\$ -	\$	-	\$	7,110	\$	1,801	\$		\$		\$	-	\$		\$		\$	-	\$	8,911
PP	\$ -	\$	-	\$	-	\$		\$		\$		\$	-	\$		\$		\$	-	\$	
ROW	\$ -	\$		\$		\$		\$		\$		\$	-	\$		\$	-	\$	-	\$	-
Totals	\$ -	\$	-	\$	7,110	\$	1,801	\$	-	\$	•	\$	-	\$	•	\$	•	\$	-	\$	8,911

Funding Source(s) Total

																Proje	ect
	Previous	Requ	ests	Annu	al Elem	nent		Feder	al F	Funding Re	que	ests (\$000))			Tota	ls
Totals	\$ -	\$	-	\$ 7,110	\$	1,801	\$ -	\$	\$	•	\$		\$	\$	-	\$	8,911

				MA	ARYI	LAN	ID ST	ΑТ	EWIDE	TIP	FY	202	2-20	025				·		
MDOT TID I	D: 73-2401-64																			
SUMMARY																				
															Current F	unding Le	vel (000s)			
Project:					Amendme	ent Criter	ria		Conformity Status		I	Environme	ntal Statı	ıs	Federal		State/Local		Total	
Martin Airpo	ort - All Stations Acc	essibility Progra	ram		В			E	Exempt						\$	3,555		900	\$	4,455
					A desiminate	ation			Area/MDO			CTD Dage			Net Fundi				Tatal	
					Administr MTA	ation			Area/MPO BRTB			CTP Page Multiple			Federal \$	3,555	State/Local \$	901	<u>Fotal</u> \$	4,456
	Descrip	tion Developme	ent of plans a	nd completion		mental w	ork for the futu		ovation of the Mar	tin Airport Sta			commute	r rail line to make						
	Justifica	tion To support of funding p	those with d	isabilities and	d mobility n	eeds to a		of the r	in. nation's oldest an prove accessibilit											
INDIVIDUA	L REQUEST FORM																			
STIP/TIP	Amendment Criter	ia						Į.	0:	Funding	-	FY 2022	-	FY 2023	FY 2024	-	FY 2025		Total \$	4.000
□ A) Ad	ds new individual pro	iects to the cur	ront STID						Curren (000s)		_	\$		\$ - \$ -	\$.,	\$	4,455 3,555
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	MARYL	AND DED	V DTMEN	T OE TD A	NCDOD	TATIO	N		Change			\$		\$ -	\$			4,456	\$	4,456
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PHASE DE	TAIL									State/Local		\$	-	\$ -	\$	- 1	\$	901	Φ	901
PHASE DE Current	TAIL		FY 2022			FY	2023		FY	State/Local 2024		\$	- FY 2		\$	- 1	TOTAL		Φ	901
Current Phase	Funding	Federal	Stat	e/Local	Federal		State/Local	_	Federal	2024 State/Local		Federal	FY 2	025 State/Local	\$ Federal		TOTAL State/Local		Total	
Current		\$	Stat	e/Local -	\$	-	State/Local	-	Federal \$ -	2024 State/Local	-	Federal \$	FY 2	025 State/Local \$ 900		3,555	TOTAL State/Local	900	\$	4,455
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Current Phase	Funding	\$ \$ \$	Stat - \$ - \$ - \$ - \$	e/Local	\$ \$ \$ \$	- - - -	State/Local \$ \$ \$ \$		Federal \$ - \$ - \$ - \$ - \$ - \$	2024 State/Local \$ \$ \$	- - - -	Federal \$ \$ \$ \$	FY 2 3,555 - -	025 State/Local \$ 900 \$ - \$ - \$ -		3,555	TOTAL State/Local \$ \$ \$ \$ \$	900	\$ \$ \$ \$	4,455 - - -
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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 performancebased planning and programming, specifically the federal requirements pertaining to transit safety and maintaining transit assets in a state of good repair; and

WHEREAS, the Interagency Consultation Group has determined that these projects are exempt according to the Conformity Rule (40 CFR Parts 51 and 93); and

WHEREAS, the proposed Transportation Improvement Program amendment was presented to the Technical Committee on 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.

	the Baltimore Regional Transportation Board as the on for the Baltimore region approved the aforementioned .
12/17/2024	all Russell
Date	Anthony Russell, Chair Baltimore Regional Transportation Board