

December 3, 2021

Mr. Gregory Murrill
Division Administrator
Attn: Dr. Kwame Arhin
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. Ryan Long
Federal Transit Administration, Region III
1835 Market Street, Suite 1910
Philadelphia PA 19103

Dear Mr. Murrill and Ms. Crews:

The Maryland Department of Transportation (MDOT) hereby amends the Fiscal Years (FY) 2019-2022 and 2022-2025 Maryland Statewide Transportation Improvement Programs (STIPs) for a project in the Baltimore Regional Transportation Planning Board (BRTB) FY 2021-2024 and FY 2022-2025 Transportation Improvement Programs (TIPs) on behalf of the MDOT Maryland Transit Administration (MDOT MTA).

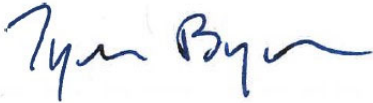
The MDOT has designated Control #22-04 for these amendments to the STIP. Details of these amendments can be found in the attached request memoranda.

Project Name	STIP #	TIP #	Funding Source	FY19-FY22 Net Federal Change (000's)	FY22-FY25 Net Federal Change (000's)
Kirk Bus Facility Replacement Phases 1 & 2	40-1203-65	40-1203-65	5307 5339	(\$13,155) \$1,865	N/A
Kirk Bus Facility Replacement Phases 1 & 2	40-1203-65	40-1203-65	5307 5339	N/A	(\$1,532) \$6,040

Mr. Gregory Murrill
Ms. Terry Garcia Crews
Page Two

The proposed actions will not impact scheduling or funding availability for other projects in the TIP, which continues to be fiscally constrained. If you have questions or need additional information, please contact Dan Janousek, Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1098, or via email at djanousek@mdot.maryland.gov for assistance. Of course, please feel free to contact me directly.

Sincerely,

A handwritten signature in blue ink that reads "Tyson Byrne". The signature is fluid and cursive, with the first name "Tyson" and last name "Byrne" clearly legible.

Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming

Attachment

cc: Mr. Dan Janousek, Regional Planner, OPCP, MDOT



August 24, 2021

Ms. Heather Murphy
Office of Planning & Capital Programming
Attn: Mr. Dan Janousek
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076-1415

Dear Ms. Murphy:

Enclosed are two amendments to the *2021-2024* and *2022-2025 Baltimore Region Transportation Improvement Program (TIP)* as approved by the Baltimore Regional Transportation Board (BRTB) on August 24, 2021. The documentation enclosed supports changes to the *2021-2024 TIP* and *2022-2025 TIP* for one MDOT Maryland Transit Administration project:

- **Kirk Bus Facility Replacement – Phase 1 & 2: 40-1203-65**

These amendments were presented to the Technical Committee on August 3, 2021. In addition, the Interagency Consultation Group has determined that the projects are exempt from the requirement to determine conformity according to the Conformity Rule.

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

Pursuant to the prescribed TIP amendment process MOU signed in 2014, the BRTB approved Resolution #22-04 to support these changes to the *2021-2024* and *2022-2025 TIPs*.



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

Sincerely,

Todd R. Lang, Director
Transportation Planning

Enclosures

cc: Ms. Laurie Brown, MDOT MTA
Ms. Jacqueline Djomo, MDOT MTA
Ms. Erika Falk, MDOT MTA

Summary of 2021-2024 TIP Changes

Project Title	TIP Change Reason	Description	Type of Change
Kirk Bus Facility Replacement Phases 1 & 2: 40-1203-65	This amendment revises funding in Sections 5307 and 5339 in FY 2021. The change in funding is due to projects originally included on the MDOT MTA grant application not being eligible for 100% federal funding under Section 5339. This resulted in MDOT MTA having to substitute Section 5339 funding for Section 5307 funding. Section 5307 decreases by \$9.934 million in FY 2021 (\$7.947 million federal/\$1.987 million matching). Section 5339 decreases by \$3.221 million in FY 2021 (\$2.577 million federal/\$0.644 million matching). The Estimated Total Cost remains the same at \$153.0 million.	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. Phase 1 completed; Phase 2 year of completion – July 2020 (FY 2021) Note: In addition to the matching funds listed, MTA has committed \$36.1 million in state dollars. Conformity Status: Exempt	Amendment



Summary of 2022-2025 TIP Changes

Project Title	TIP Change Reason	Description	Type of Change
Kirk Bus Facility Replacement Phases 1 & 2: 40-1203-65	This amendment revises funding in Sections 5307 and 5339 in FY 2022. The change in funding is due to projects originally included on the MDOT MTA grant application not being eligible for 100% federal funding under Section 5339. This resulted in MDOT MTA having to substitute Section 5339 funding for Section 5307 funding. Section 5307 decreases by \$1.532 million in FY 2022 (\$1.226 million federal/\$0.306 million matching). Section 5339 increases by \$6.04 million in FY 2022 (\$4.832 million federal/\$1.208 million matching). The Estimated Total Cost remains the same at \$153.0 million.	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. Phase 1 completed; Phase 2 year of completion - May 2021. Conformity Status: Exempt	Amendment

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #22-4**

**AMENDMENT TO THE 2021 – 2024 and 2022-2025 BALTIMORE REGION
TRANSPORTATION IMPROVEMENT PROGRAMS**

WHEREAS, the Baltimore Regional Transportation Board is the designated Metropolitan Planning Organization for the Baltimore region, encompassing the Baltimore Urbanized Area, and includes official representatives of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's as well as representatives of the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, the Maryland Transit Administration, and Annapolis Transit; and

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

WHEREAS, *the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2022-2025 Transportation Improvement Program for the Baltimore region at its July 27, 2021 meeting, with subsequent federal approval pending; and*

WHEREAS, federal regulations require that all transportation-related projects must be listed in the approved Transportation Improvement Program with accurate funding schedules in order to be eligible for federal funding; and

WHEREAS, the Transportation Improvement Program consists of projects included in, and in support of, the region's long-range transportation plan and ongoing short-range planning efforts; and

WHEREAS, the Maryland Department of Transportation on behalf of the Maryland Transit Administration (MDOT MTA) has requested approval of an amendment to the 2021-2024 and 2022-2025 Transportation Improvement Programs through the approved Transportation Improvement Program amendment process; and

WHEREAS, MDOT MTA is requesting to amend a project to the 2021-2024 and 2022-2025 TIP. MDOT MTA requests to revise funding in Sections 5307 and 5339 in FY 2021 and FY 2022 to the Kirk Bus Facility Replacement – Phase 1 & 2 project. The revised funding is due to the projects originally included on the MDOT MTA grant application not being eligible for 100% federal funding under Section 5339. (see attachment); and

WHEREAS, the Transportation Improvement Program, as amended, continues to display financial reasonableness and re-affirms the appropriate project selection criteria

whereby all requirements for a Transportation Improvement Program in the Fixing America's Surface Transportation Act are met; and

WHEREAS, this project is consistent with the federal emphasis on performance-based planning and programming, specifically the federal requirements pertaining to transit safety and maintaining transit assets in a state of good repair; and

WHEREAS, the Interagency Consultation Group has determined that this project is exempt according to the Conformity Rule (40 CFR Parts 51 and 93); and

WHEREAS, the proposed Transportation Improvement Program amendment was presented to the Technical Committee on August 3, 2021.

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approves the attached amendment to the 2021-2024 and 2022-2025 Transportation Improvement Programs for the Baltimore region and finds them to conform to the applicable Maryland State Implementation Plan and requirements of the 1990 Clean Air Act Amendments.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution on August 24, 2021.

8-24-21
Date


Ramond A. Robinson
Ramond Robinson, Chair
Baltimore Regional Transportation Board

Kirk Bus Facility Replacement - Phase 1 & 2

TIP ID	40-1203-65	Year of Operation	2020
Agency	MTA - Transit	Project Type	Rehabilitation of facilities
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	0705	Est. Total Cost	\$153,000,000

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. Phase 1 completed; Phase 2 year of completion - July 2020 (FY 2021). Note: In addition to the matching funds listed, MTA has committed \$36.1 million in state dollars.

Justification:

The current facility supports 14 bus routes operating in Baltimore City and Baltimore County. It 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.

Amendment: This amendment revises funding in Sections 5307 and 5339 in FY 2021. The change in funding is due to projects originally included on the MDOT MTA grant application not being eligible for 100% federal funding under Section 5339. This resulted in MDOT MTA having to substitute Section 5339 funding for Section 5307 funding. Section 5307 decreases by \$9.934 million in FY 2021 (\$7.947 million federal/\$1.987 million matching). Section 5339 decreases by \$3.221 million in FY 2021 (\$2.577 million federal/\$0.644 million matching). The Estimated Total Cost remains the same at \$153.0 million.

Connection to Long-Range Transportation Planning Goals:

- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.
- 5.D Conserve and Enhance the Environment -- Reduce greenhouse gas emissions in accordance with state and local sustainability and climate change plans.





Kirk Bus Facility Replacement - Phase 1 & 2

(Funding in Thousands)

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

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$12,016	\$3,004	\$0	\$0	\$0	\$0	\$0	\$0	\$15,020
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	\$12,016	\$3,004	\$0	\$0	\$0	\$0	\$0	\$0	\$15,020

Section 5339 (Bus and Bus Facilities Formula Program)

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$2,577	\$644	\$0	\$0	\$0	\$0	\$0	\$0	\$3,221
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	\$2,577	\$644	\$0	\$0	\$0	\$0	\$0	\$0	\$3,221
Total	\$14,593	\$3,648	\$0	\$0	\$0	\$0	\$0	\$0	\$18,241



Kirk Bus Facility Replacement - Phase 1 & 2

(Funding in Thousands)

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

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$4,069	\$1,017	\$0	\$0	\$0	\$0	\$0	\$0	\$5,086
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	\$4,069	\$1,017	\$0	\$0	\$0	\$0	\$0	\$0	\$5,086

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

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$4,069	\$1,017	\$0	\$0	\$0	\$0	\$0	\$0	\$5,086

Kirk Bus Facility Replacement - Phase 1 & 2

TIP ID	40-1203-65	Year of Operation	2021
Agency	MTA - Transit	Project Type	Rehabilitation of facilities
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	0705	Est. Total Cost	\$153,000,000

Description:

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Justification:

The current facility supports 14 bus routes operating in Baltimore City and Baltimore County. It 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.

Amendment: This amendment revises funding in Sections 5307 and 5339 in FY 2022. The change in funding is due to projects originally included on the MDOT MTA grant application not being eligible for 100% federal funding under Section 5339. This resulted in MDOT MTA having to substitute Section 5339 funding for Section 5307 funding. Section 5307 decreases by \$1.532 million in FY 2022 (\$1.226 million federal/\$0.306 million matching). Section 5339 increases by \$6.04 million in FY 2022 (\$4.832 million federal/\$1.208 million matching). The Estimated Total Cost remains the same at \$153.0 million.

Connection to Long-Range Transportation Planning Goals:

- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.
- 5.D Conserve and Enhance the Environment -- Reduce greenhouse gas emissions in accordance with state and local sustainability and climate change plans.





Kirk Bus Facility Replacement - Phase 1 & 2

(Funding in Thousands)

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

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$6,052	\$1,513	\$0	\$0	\$0	\$0	\$0	\$0	\$7,565
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	\$6,052	\$1,513	\$0	\$0	\$0	\$0	\$0	\$0	\$7,565

Section 5339 (Bus and Bus Facilities Formula Program)

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$2,076	\$519	\$0	\$0	\$0	\$0	\$0	\$0	\$2,595
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	\$2,076	\$519	\$0	\$0	\$0	\$0	\$0	\$0	\$2,595
Total	\$8,128	\$2,032	\$0	\$0	\$0	\$0	\$0	\$0	\$10,160



Kirk Bus Facility Replacement - Phase 1 & 2

(Funding in Thousands)

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

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$4,826	\$1,207	\$0	\$0	\$0	\$0	\$0	\$0	\$6,033
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	\$4,826	\$1,207	\$0	\$0	\$0	\$0	\$0	\$0	\$6,033

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

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$6,908	\$1,727	\$0	\$0	\$0	\$0	\$0	\$0	\$8,635
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	\$6,908	\$1,727	\$0	\$0	\$0	\$0	\$0	\$0	\$8,635
Total	\$11,734	\$2,934	\$0	\$0	\$0	\$0	\$0	\$0	\$14,668

July 14, 2021

Mr. Todd Lang
Transportation Planning Director
ATTN: Mr. Keith Kucharek
Offices @ McHenry Row
1500 Whetstone Way, Suite 300
Baltimore, Maryland 21230

Dear Mr. Lang:

The Maryland Department of Transportation (MDOT) requests an Amendment to the Baltimore Region's FY 2022-2025 Transportation Improvement Program (TIP) to change the federal and matching state funding for one project in the TIP on behalf of the MDOT Maryland Transit Administration (MDOT MTA).

This Amendment reflects a change to federal and state funding for the Kirk Bus Facility Replacement - Phase I & II project (TIP UD # 40-1203-65). The MDOT MTA will swap and increase Section 5339 funding with Section 5307 funding in FY2021 and FY2022 so that eligible tasks for this important MDOT MTA project can be completed within the planned timeframe.

Details of this Amendment can be found in the attached request memoranda. The proposed action will not impact scheduling or funding availability for other projects in the TIP, which continues to be fiscally constrained.

If you have questions or need additional information, please contact Dan Janousek, Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1098, or via email at djanousek@mdot.maryland.gov for assistance

Sincerely,



Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming

Attachment

cc: Mr. Dan Janousek, Regional Planner, OPCP, MDOT



Larry Hogan
Governor
Boyd K. Rutherford
Lt. Governor
Pete K. Rahn
Secretary
Kevin B. Quinn, Jr.
Administrator

TO: MS. HEATHER MURPHY, DIRECTOR
MDOT OFFICE OF PLANNING AND CAPITAL PROGRAMMING

ATTN: MR. TYSON BYRNE, MANAGER
MDOT OFFICE OF PLANNING AND CAPITAL PROGRAMMING

FROM: MS. OLUSEYI OLUBENLE, ACTING DIRECTOR *OO*
MDOT MTA OFFICE OF PLANNING AND CAPITAL PROGRAMMING

DATE: July 7, 2021

SUBJECT: Amendment to the FY 2022-2025 BMC/BRTB TIP

MDOT MTA is requesting an Amendment to the FY 2022-2025 BMC/BRTB TIP. MDOT MTA is requesting to decrease Section 5307 funding by \$7.9M and decrease Section 5339 by \$2.6M in FY21. Additionally, MDOT MTA is requesting to decrease Section 5307 funding by \$7.9M and increase Section 5339 funding by \$4.3M in FY22.

The change in funding is due to MDOT MTA having to swap Section 5339 funding with Section 5307 funding because the projects originally included on the grant application were not eligible to be 100% federalized under Section 5339.

The proposed action will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained.

After your review, please process the requested Amendment for inclusion in the FY 2022-2025 BMC/BRTB TIP. If you have any questions, please do not hesitate to contact Ms. Lara Bachman, MDOT MTA Office of Planning and Capital Programming, at 410-767-3135 or via email at lbachman@mdot.maryland.gov.

cc: Mr. Ian Beam, Regional Planner, Office of Planning & Capital Programming, MDOT
Mr. Dan Janousek, Regional Planner, Office of Planning & Capital Programming, MDOT

TIP MODIFICATION / AMENDMENT ANALYSIS

TIP ID # 40-1203-65

Original Data		Values in thousands				
Funding Category	Previous	FY21	FY22	FY23	FY24	Total
Section 5307	\$ -	\$ 12,016	\$ -	\$ -	\$ -	\$ 12,016
Section 5339	\$ -	\$ 2,577	\$ -	\$ -	\$ -	\$ 2,577
State Match	\$ -	\$ 3,648	\$ -	\$ -	\$ -	\$ 3,648
Local Match	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
						\$ 18,241

Difference						
Funding Category	Previous	FY21	FY22	FY23	FY24	Total
Section 5307	\$ -	\$ (7,947)	\$ -	\$ -	\$ -	\$ (7,947)
Section 5339	\$ -	\$ (2,577)	\$ -	\$ -	\$ -	\$ (2,577)
State Match	\$ -	\$ (2,631)	\$ -	\$ -	\$ -	\$ (2,631)
Local Match	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
						\$ (13,155)

Adjusted Data						
Funding Category	Previous	FY21	FY22	FY23	FY24	Total
Section 5307	\$ -	\$ 4,069	\$ -	\$ -	\$ -	\$ 4,069
Section 5339	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Match	\$ -	\$ 1,017	\$ -	\$ -	\$ -	\$ 1,017
Local Match	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
						\$ 5,086

Percent Change -72%

Action **Amendment**

Reasoning

TIP MODIFICATION / AMENDMENT ANALYSIS

TIP ID # 40-1203-65

Original Data		Values in thousands				
Funding Category	Previous	FY22	FY23	FY24	FY25	Total
Section 5307	\$ -	\$ 6,052	\$ -	\$ -	\$ -	\$ 6,052
Section 5339	\$ -	\$ 2,076	\$ -	\$ -	\$ -	\$ 2,076
State Match	\$ -	\$ 2,032	\$ -	\$ -	\$ -	\$ 2,032
Local Match	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
						\$ 10,160

Difference						
Funding Category	Previous	FY22	FY23	FY24	FY25	Total
Section 5307	\$ -	\$ (1,226)	\$ -	\$ -	\$ -	\$ (1,226)
Section 5339	\$ -	\$ 4,832	\$ -	\$ -	\$ -	\$ 4,832
State Match	\$ -	\$ 902	\$ -	\$ -	\$ -	\$ 902
Local Match	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
						\$ 4,508

Adjusted Data						
Funding Category	Previous	FY22	FY23	FY24	FY25	Total
Section 5307	\$ -	\$ 4,826	\$ -	\$ -	\$ -	\$ 4,826
Section 5339	\$ -	\$ 6,908	\$ -	\$ -	\$ -	\$ 6,908
State Match	\$ -	\$ 2,934	\$ -	\$ -	\$ -	\$ 2,934
Local Match	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
						\$ 14,668

Percent Change 44%

Action **Amendment**

Reasoning