

March 20, 2024

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

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

Dear Ms. Remezova and Ms. Crews:

The Maryland Department of Transportation (MDOT) hereby modifies the Fiscal Year (FY) 2022-2025 Maryland Statewide Transportation Improvement Program (STIP) to reflect the addition of Section 5307 funding for one project to the Baltimore Regional Transportation Planning Board (BRTB) FY 2024-2027 Transportation Improvement Program (TIP) on behalf of The Maryland Transit Administration.

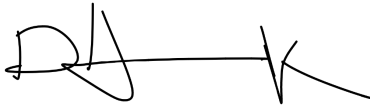
The BRTB Executive Committee approved this modification to the TIP on March 8, 2024, and MDOT has designated Control #22-106 for this modification to the STIP. The approval and supporting documentation are attached.

Project Name	STIP #	TIP #	Funding Source	FY22-FY25 Net Federal Change (in 000's)
Zero Emission Infrastructure and Rolling Stock	40-2302-63	40-2302-63	Carbon Reduction Program (CRP)	13,525

Ms. Valeriya Remezova
Ms. Terry Garcia Crews
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The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained. Should you have additional questions or concerns, please contact Mr. Dan Janousek at 410-865-1098, toll free 888-713-1414 or via e-mail at djanousek@mdot.maryland.gov. Of course, please feel free to contact me directly.

Sincerely,

A handwritten signature in black ink, appearing to be 'DJ', with a long horizontal line extending to the right and a vertical stroke at the end.

Dan Janousek
Regional Planner
Office of Planning and Capital Programming

Attachment

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



March 14, 2024

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 four Administrative Modifications to the *2024 – 2027 Baltimore Region Transportation Improvement Program (TIP)* as approved by the BRTB Executive Committee on March 8, 2024. The documentation enclosed supports changes to the *2024 – 2027 TIP* for three MDOT SHA projects and one MDOT MTA project:

- **Areawide Bridge Replacement and Rehabilitation: 60-9310-13**
- **Areawide Resurfacing and Rehabilitation: 60-9501-11**
- **Areawide Safety and Spot Improvements: 60-9508-19**
- **Zero Emission Infrastructure and Rolling Stock: 40-2302-63**

These minor changes are within the framework for Administrative Modifications and do not affect the regional conformity determination. MDOT SHA and MDOT MTA have affirmed that fiscal constraint for their program of projects remains intact.

Pursuant to the prescribed Transportation Improvement Program MOU signed in 2014, the BRTB Executive Committee approved these changes to the *2024 – 2027 TIP*.

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

Sincerely,

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

Todd R. Lang, Director
Transportation Planning



Project Title	TIP Change Reason	Description	Type of Change
Zero Emission Infrastructure and Rolling Stock 40-2302-63	This administrative modification adds \$16.5M in Section 5307 funding (\$13.5M federal/\$3.4M matching) for construction in FY 2024. This increase in cost is a result of a transfer of Carbon Reduction Program funding from FHWA to FTA. The \$13.5M will be split between two efforts. \$6.1M will go towards the Fuel Cell Electric Bus Program and \$7.4M will go support the Zero Emission Bus technology. The estimated total cost for this project increases from \$142.1 million to \$189.0 million.	MTA will use an alternative procurement process for a Contractor to procure, install, operate & maintain new electric charging infrastructure for both Kirk & Northwest bus depots. Contractor will provide turn-key design, installation, implementation, commissioning and O&M for the service equipment infrastructure needed so that BEBs can be placed into service upon delivery; Provide O&M services so that the BEBs at both Depots are fully charged at scheduled pull-out times; Provide charge mgt. services to support BEB and EVSE data collection, monitoring the performance of the EVSE, and managing energy use such that MTA can manage the BEBs in an efficient and cost-effective manner; Provide real-time and historical data regarding in-service BEB operations & daily bus charging events and minimizing monthly charging costs. In addition to the matching funds listed, MDOT MTA has committed \$72.5 million in state dollars. Conformity Status: Exempt	

March 7, 2024

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 a modification to the Zero Emission Infrastructure and Rolling Stock project (TIP ID 40-2302-63) in the Baltimore Region's FY 2024-2027 Transportation Improvement Program (TIP) on behalf of the Maryland Transit Administration (MTA).

The MDOT transferred \$13.525 million in Carbon Reduction Program (CRP) funding from the Federal Highway Administration (FHWA) to the Federal Transit Administration (FTA). These funds consist of \$8.438 million in Baltimore Urban Area CRP funds and \$5.087 million CRP Flex funds. The transferred FHWA funds will be flexed to MTA's Section 5307 program. This transfer allows the FTA to process MTA's grant applications for Zero Emission Bus Procurement which includes Fuel Cell Electric Buses and Hydrogen Infrastructure.

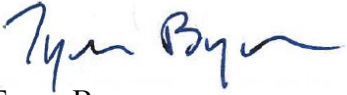
The MDOT is committed to replacing the \$8.438 million in the Baltimore Urban Area for CRP funds that are transferred to MTA. MDOT will flex/transfer \$8,437,842 back into the Baltimore sub-allocation for CRP projects, and with those funds likely being FY24 or later and determined based on project readiness for timely obligation.

Project selection for these funds will be made based upon recommendations from the Baltimore Regional Transportation Board (BRTB). This process will be part of a statewide CRP competitive process being conducted this year. Upon receipt of project applications, MDOT will evaluate projects for eligibility and carbon reduction funding. MDOT and the BRTB staff will then work cooperatively to develop a proposed recommended slate of CRP projects for BRTB TIP approval.

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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,

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



Wes Moore
Governor
Aruna Miller
Lieutenant Governor
Paul J. Wiedefeld
Secretary
Holly Arnold
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: MR. ERIC BECKETT, DIRECTOR OF CAPITAL PROGRAMMING AND
ASSET MANAGEMENT
MARYLAND TRANSIT ADMINISTRATION

DATE: February 8, 2024

SUBJECT: Administrative Modification to the FY 2024-2027 BRTB TIP

The Maryland Transit Administration (MTA) is requesting an Administrative Modification to FY 2024-2027 BRTB TIP for Zero Emission Infrastructure and Rolling Stock, TIP ID 40-2302-63

MTA received the transfer of \$13.5 million Carbon Reduction Program (CRP) funding from the Federal Highway Administration (FHWA) to the Federal Transit Administration (FTA). These funds consist of \$8.4 million Baltimore Urbanized area CRP funds and \$5.1 million CRP Flex funds. The transferred FHWA funds will go to FTA's Section 5307 program. The Baltimore Urbanized Area CRP funds will be restored in the future.

The additional \$13.5M is advancing two efforts under the Zero Emission Infrastructure and Rolling Stock project. An MTA Alternate Fuel Study was conducted early in 2023 and resulted in the recommendation for a pilot Fuel Cell Electric Bus (FCEB) Program. This program will consist of the purchase of at least seven fuel cell buses. The buses will be dispatched from one of MTA's existing bus divisions and will be fueled using a mobile tank-based hydrogen fueling system. Of the \$13.5 million, \$6.1 million is going to this effort with a match of \$1.5 million from MTA.

The second effort is the acquisition of Zero Emission Buses (ZEB). In Fall 2022, MTA advanced engineering and planning efforts to comply with Maryland's Greenhouse Gas Reduction Act (GGRA) goals of 50 percent transition for our core bus fleet by 2030, which represents over 350 buses. MTA is planning for significant impact of transitioning most vehicles, facility infrastructure, and workforce responsibilities to support Zero Emission Bus (ZEB) technology in the coming years. The ZEB procurement will supply MTA Bus Operations with buses to meet the needs of the Fleet Management Plan and will be able to support charging locations to accommodate battery electric buses. Of the \$13.5M, \$7.4 million will go this effort, with a match of \$1.9 million from MTA.

Ms. Heather Murphy
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The total project cost of the Zero Emission Infrastructure and Rolling Stock project is increasing to \$189.0M with a new total in 5307 funds of \$57.1 million. 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 Administrative Modification for inclusion in the FY 2024-2027 BRTB TIP. If you have any questions, please do not hesitate to contact Ms. Erika Falk, MTA Office of Capital Programming and Asset Management at 410-767-3895 or via email at efalk@mdot.maryland.gov.

cc: Ms. Erika Falk, Capital Analyst, Capital Programming and Asset Management, MTA
Ms. Elizabeth Gordon, Assistant Deputy Administrator for Planning and Programming,
MTA
Mr. Dan Janousek, Regional Planner, TSO
Ms. Kisha Joyner, Assistant Manager – Grants, Capital Programming and Asset
Management, MTA

Zero Emission Infrastructure and Rolling Stock

TIP ID #	40-2302-63	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Rehabilitation of Facilities
Project Category	Transit	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP / CTP Page #	Multiple	Est. Total Cost	\$ 189,035,754

Description	Justification
<p>The MTA intends to utilize an alternative procurement process for a Contractor/Developer to procure, install, operate, and maintain a new electric charging infrastructure for Kirk (100% bus fleet) and Northwest (50% of the bus fleet) bus depots. The selected Contractor will provide a turn-key design, installation, implementation, commissioning, and operations and management for civil works; Provide ongoing services such that the BEBs at both Kirk and Northwest Depots are fully charged at their scheduled morning pull-out times; Provide charge management services to support BEB and EVSE data collection, monitoring the performance of the EVSE, and managing energy use such that MTA can manage the BEBs in coordination with the rest of the fleet in an efficient and cost-effective manner. MTA needs to conduct a pilot program to demonstrate the applicability of a Fuel Cell Electric Bus (FCEB) Program to our fixed route transit system and learn the characteristics of these buses prior to MTA's purchase clean battery electric buses.</p>	<p>This infrastructure will help grow the economy, enhance U.S. competitiveness, create good jobs, reduce greenhouse gas emissions, support charging locations to accommodate battery electric buses, and build safe, resilient, and equitable transportation future.</p>

5307

Phase	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY2024 Federal Funds	FY2024 Matching Funds	FY2025 Federal Funds	FY2025 Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ 32,929	\$ 8,232	\$ -	\$ -	\$ -	\$ -	\$ 12,719	\$ 3,180	\$ 57,060
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 32,929	\$ 8,232	\$ -	\$ -	\$ -	\$ -	\$ 12,719	\$ 3,180	\$ 57,060

CMAQ

Phase	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY2024 Federal Funds	FY2024 Matching Funds	FY2025 Federal Funds	FY2025 Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ -	\$ -	\$ 41,171	\$ 10,293	\$ 27,361	\$ 6,840	\$ 37,049	\$ 9,262	\$ 131,976
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ -	\$ -	\$ 41,171	\$ 10,293	\$ 27,361	\$ 6,840	\$ 37,049	\$ 9,262	\$ 131,976

Funding Source(s) Total

Totals	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
	\$ -	\$ -	\$ 32,929	\$ 8,232	\$ 41,171	\$ 10,293	\$ 27,361	\$ 6,840	\$ 49,768	\$ 12,442	\$ 189,036
	\$ -	\$ -	\$ 32,929	\$ 8,232	\$ 41,171	\$ 10,293	\$ 27,361	\$ 6,840	\$ 49,768	\$ 12,442	\$ 189,036