MARYLAND DEPARTMENT
OF TRANSPORTATION

Larry Hogan
Governor
Boyd K. Rutherford
Lt. Governor
Pete K. Rahn
Secretary

July 2, 2019

Mr. Gregory Murrill
Division Administrator
Attn: Dr. Kwame Arhin
Federal Highway Administration
10 South Howard Street
Suite 2450
Baltimore MD 21201

Ms. Terry Garcia Crews
Regional Administrator
Attn: Mr. Ryan Long
Federal Transit Administration
1760 Market Street. Suite 500
Philadelphia PA 19103

Dear Mr. Murrill and Ms. Crews:

The Maryland Department of Transportation (MDOT) hereby modifies the Fiscal Year (FY) 2019-2022 Maryland Statewide Transportation Improvement Program (STIP) for six administrative modifications to transit projects in the Baltimore Regional Transportation Board's (BRTB) *2019 – 2022 Baltimore Region Transportation Improvement Program* (TIP). The BRTB Executive Committee approved the administrative modifications to its TIP on July 1, 2019. The MDOT has assigned Control #19-9 for these modifications to the STIP, as described below.

The Maryland Transit Administration (MDOT MTA) has adjusted the Bus and Paratransit Vehicle Overhaul and Replacement project by adding previously unobligated FTA Section 5307, 5307 Flex, and CMAQ funds from FY 2017 and FY 2018, to FY 2019. The MDOT MTA also removed Section 5339 funds in FY 2019 (TIP ID 40-1802-05). These funds will be used to procure vehicle assets.

The MDOT MTA has adjusted the Kirk Bus Facility Replacement Phase 1 & 2 project by decreasing FTA Section 5307 funds in FY 2019 (TIP ID 40-1203-65). These changes do not affect the project schedule or scope.

The MDOT MTA has adjusted the MARC Facilities project by removing FTA Section 5337 funds in FY 2019. These changes do not affect the project schedule or scope.

The MDOT MTA has adjusted the Metro and Light Rail Rolling Stock Overhauls and Replacement project by adding previously unobligated FTA Section 5307, 5307 Flex, and CMAQ funds to FY 2019 (TIP ID 40-1804-63). These funds will be used to assist in efforts to overhaul the metro and light rail vehicle fleets.

The MDOT MTA has adjusted the Ridesharing project by adding CMAQ funds to FY 2019 (TIP ID 40-9901-01), due to differences in planned funding versus actual need throughout the Baltimore region.

The MDOT MTA has also adjusted the Seniors and Individuals with Disabilities Program project by increasing Section 5310 funds in FY 2019 (TIP ID 40-1502-69). These funds will be utilized to add and replace vehicle assets, mobility management, operating assistance, and preventative maintenance.

Project Name	**STIP #**	**TIP #**	**Funding Source**	**FY 19-22 Net Federal Change (000)**
Bus and Paratransit Vehicle Overhaul and Replacement	40-1802-05	40-1802-05	5307 5307 Flex, CMAQ 5339	19,027 1,702 1 (3,625) 17,105
Kirk Bus Facility Replacement Phase 1 & 2	40-1203-65	40-1203-65	5307	(4,550)
MARC Facilities	70-1503-55	70-1503-55	5337	(5,530)
Metro and Light Rail Rolling Stock Overhauls and Replacement	40-1804-63	40-1804-63	5307 5307 Flex CMAQ	2,564 975 147 3,686
Ridesharing	40-9901-01	40-9901-01	CMAQ	43
Seniors and Individuals with Disabilities	40-1502-69	40-1502-69	5310	1,119

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, feel free to contact me directly.

Sincerely,

Tyson Byrne
Regional Planning Manager,
Office of Planning and Capital Programming

Attachments

bcc: Mr. Todd Lang, Director, Department of Transportation Planning, BRTB
Mr. Kevin Quinn, Director, Office of Planning and Capital Programming, MTA

BALTIMORE METROPOLITAN COUNCIL

July 1, 2019

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 six Administrative Modifications to the *2019 – 2022 Baltimore Region Transportation Improvement Program (TIP)* as approved by the BRTB Executive Committee on July 1, 2019. The documentation enclosed supports changes to the *2019 – 2022 TIP* for six MDOT Maryland Transit Administration projects:

- **Bus and Paratransit Vehicle Overhaul and Replacement: 40-1802-05**
- **Kirk Bus Facility Replacement Phase I & 2: 40-1203-65**
- **MARC Facilities: 70-1503-55**
- **Metro and Light Rail Rolling Stock Overhauls and Replacement: 40-1804-63**
- **Ridesharing: 40-9901-01**
- **Seniors and Individuals with Disabilities: 40-1502-69**

These minor changes are within the framework for an Administrative Modification and do not impact conformity. MDOT MTA has 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 *2019 – 2022 TIP*.

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

Sincerely,

Todd R. Lang, Director
Transportation Planning

Enclosures

cc: Mr. Jacob Dunkle, Maryland Transit Administration
Ms. Laurie Brown, Maryland Transit Administration

BMC

Summary of FY 2019-2022 TIP Changes

Project Title	TIP Change Reason	Description	Type of Change
Bus and Paratransit Vehicle Overhaul and Replacement: 40-1802-05	This admin mod adds previously unobligated FTA Section 5307, 5307 Flex, and CMAQ funds from FY 2017 and FY 2018 to FY 2019. It also removes Section 5339 funds in FY 2019. These funds will be used to procure buses and mobility vehicles and to purchase key vehicle components. Federal funding increases by $17.105 million along with an increase of $4.278 million in matching funds. Total funding in the TIP increases from $198.626 million to $220.009 million.	This project provides for the routine replacement of buses past their useful service life. Planned purchases include 301 forty-foot clean diesel buses. MDOT MTA will also proactively repair and replace bus components at key points in the vehicle's life, including the vehicle engine, battery, brakes, suspension, body, paint, and wheelchair/ADA, electrical, and pneumatic systems. Batteries in hybrid electric buses near the end of their useful life will be replaced. This project also covers the purchase of paratransit vehicles under MTA's Mobility program. Mobility is a specialized door-to-door service for people with disabilities who are not able to ride fixed route public transportation, including lift equipped buses. In addition to the matching funds listed, MTA has committed $97.5 million in state dollars. **Conformity Status**: Exempt	Admin Mod
Kirk Bus Facility Replacement Phase 1 & 2: 40-1203-65	This administrative modification updates FTA Section 5307 funds in FY 2019. Section 5307 funds decrease in the amount of $4.55 million along with a decrease of $1.138 million in matching funds. Total funding in the TIP decreases from $33.84 million to $28.152 million. These changes do not impact the project schedule or scope.	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. Note: In addition to the matching funds listed, MTA has committed $52.4 million in state dollars. **Conformity Status**: Exempt	Admin Mod

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Project Title	TIP Change Reason	Description	Type of Change
MARC Facilities: 70-1503-55	This administrative modification removes FTA Section 5337 funds in FY 2019. Section 5337 funds decrease in the amount of $5.53 million along with a decrease of $1.383 million in matching funds. Total funding in the TIP decreases from $38.344 million to $31.431 million. These changes do not impact the project schedule or scope.	1) Procure Riverside Maintenance Facility, which CSXT has offered to sell to MTA. Maintenance activities for equipment on the MARC Camden Line would then be under direct control of MARC. MTA & CSX are jointly working with MDE to remediate hazardous material contamination. 2) BWI Garage - Comprehensive structural inspection of garages 1 & 2, w/ design & construction of recommended structural repairs and repairs to mechanical, plumbing, fire protection and electrical systems & elevators. 3) MARC Martin State Airport – Purchase private property & construct 2 additional storage tracks. 4) BWI Station Improvements - Renovation of BWI Station **Conformity Status:** Exempt	Admin Mod
Metro and Light Rail Rolling Stock Overhauls and Replacement: 40-1804-63	This administrative modification adds previously unobligated FTA Section 5307, 5307 Flex, and CMAQ funds from FY 2017 and FY 2018 to FY 2019. These funds will be used to assist in efforts to overhaul the metro and light rail vehicle fleets. Federal funding increases by $3.686 million along with an increase of $922,000 in matching funds. Total funding in the TIP increases from $225.791 million to $230.399 million.	The Metro Railcar fleet consists of 90 cars that have surpassed the 30-year design life. Replacement of the railcar fleet will provide passengers with enhanced comfort, conveniences, and ensure improved reliability. The Light Rail vehicle fleet will require the plan and design of maintenance objectives to perform a 15-year inspection of the major and sub-assemblies of the original 35-vehicle fleet. The inspections will identify and remedy all obsolete parts issues in order to overhaul the major and sub-assemblies according to manufacturer recommendations and facilitate any modifications deemed necessary by engineering or OEM for 15-year maintenance. The first vehicles were placed back in service in 2015, and the last vehicle will be placed back in service in 2020. In addition to the matching funds listed, MTA has committed $147.2 million in state dollars. **Conformity Status:** Exempt	Admin Mod
Ridesharing: 40-9901-01	This administrative modification adds federal CMAQ funds to FY 2019. The increase is attributable to differences in planned funding versus actual need throughout the region. CMAQ funds increase in the amount of $43,000. Total funding in the TIP increases from $2.672 million to $2.715 million.	The ridesharing project covers the activities of the ridesharing program in all jurisdictions in the Baltimore region, including the Guaranteed Ride Home (GRH) Program. Entities eligible to receive funding include Baltimore City, Baltimore Metropolitan Council, and Anne Arundel, Howard, and Harford counties. **Conformity Status:** Exempt	Admin Mod

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Project Title	TIP Change Reason	Description	Type of Change
Seniors and Individuals with Disabilities: 40-1502-69	This administrative modification adds Section 5310 funds to FY 2019. These funds will be used to add and replace minivans and small cutaway buses throughout the region as well as for mobility management, operating assistance, and preventive maintenance. Section 5310 funds increase in the amount of $621,000 along with an increase of $498,000 in matching funds. Total funding in the TIP increases from $9.36 million to $10.479 million.	Capital and operating assistance to non-profit agencies who provide transportation services for the elderly and individuals with disabilities. Non-profit recipients are determined through a competitive selection process and based upon the Baltimore Area Coordinated Public Transit - Human Services Transportation Plan. **Conformity Status:** Exempt	Admin Mod

Bus and Paratransit Vehicle Overhaul and Replacement

TIP ID	40-1802-05	**Year of Operation**	Ongoing
Agency	MTA - Transit	**Project Type**	Fleet improvement
Project Category	Emission Reduction Strategy	**Functional Class**	NA
Conformity Status	Exempt	**Physical Data**	NA
CIP or CTP ID(s)	Multiple	**Est. Total Cost**	$220,009,000

Description:

This project provides for the routine replacement of buses past their useful service life. Planned purchases include 301 forty-foot clean diesel buses. MDOT MTA will also proactively repair and replace bus components at key points in the vehicle's life, including the vehicle engine, battery, brakes, suspension, body, paint, and wheelchair/ADA, electrical, and pneumatic systems. Batteries in hybrid electric buses near the end of their useful life will be replaced. This project also covers the purchase of paratransit vehicles under MTA's Mobility program. Mobility is a specialized door-to-door service for people with disabilities who are not able to ride fixed route public transportation, including lift equipped buses. In addition to the matching funds listed, MTA has committed $97.5 million in state dollars.

Justification:

In order to reduce operating and maintenance costs, the MTA is committed to procuring new buses to support fleet capacity requirements and to replace aging equipment. This systematic replacement reduces high out of commission rates and the excessive major repair problems that arise from retaining buses beyond their economic life. Replacement with clean diesel buses helps meet higher federal emissions standards. To improve bus reliability, the mini overhaul program for bus vehicles will simultaneously increase vehicle lifespan, improve maintenance efficiency, reduce mechanical breakdowns, mitigate safety risks, develop the workforce through training, and create cost savings. Funds are also needed to provide paratransit vehicles within the Baltimore region. MTA's Mobility program satisfies the American with Disabilities Act (ADA) provisions adopted by the Federal Transit Administration.

Connection to Long-Range Transportation Planning Goals:

2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.
5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.

Administrative Modification: This admin mod adds previously unobligated FTA Section 5307, 5307 Flex, and CMAQ funds from FY 2017 and FY 2018 to FY 2019. It also removes Section 5339 funds in FY 2019. These funds will be used to procure buses and mobility vehicles and to purchase key vehicle components. Federal funding increases by $17.105 million along with an increase of $4.278 million in matching funds. Total funding in the TIP increases from $198.626 million to $220.009 million.

Bus and Paratransit Vehicle Overhaul and Replacement

(Funding in Thousands)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	$10,245	$2,561	$26,212	$6,553	$9,172	$2,293	$34,607	$8,652	$100,295
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	**$10,245**	**$2,561**	**$26,212**	**$6,553**	**$9,172**	**$2,293**	**$34,607**	**$8,652**	**$100,295**

Section 5339 (Bus and Bus Facilities Formula Program) ORIGINAL

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	$3,625	$906	$3,698	$925	$3,772	$943	$3,848	$962	$18,679
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$3,625**	**$906**	**$3,698**	**$925**	**$3,772**	**$943**	**$3,848**	**$962**	**$18,679**

Bus and Paratransit Vehicle Overhaul and Replacement

(Funding in Thousands)

Congestion Mitigation and Air Quality ORIGINAL

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	$14,197	$3,549	$24,774	$6,194	$15,028	$3,757	$9,722	$2,431	$79,652
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	**$14,197**	**$3,549**	**$24,774**	**$6,194**	**$15,028**	**$3,757**	**$9,722**	**$2,431**	**$79,652**
Total	**$28,067**	**$7,016**	**$54,684**	**$13,672**	**$27,972**	**$6,993**	**$48,177**	**$12,045**	**$198,626**

Bus and Paratransit Vehicle Overhaul and Replacement

(Funding in Thousands)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	$29,272	$7,318	$26,212	$6,553	$9,172	$2,293	$34,607	$8,652	$124,079
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	**$29,272**	**$7,318**	**$26,212**	**$6,553**	**$9,172**	**$2,293**	**$34,607**	**$8,652**	**$124,079**

Section 5307 Flex (STBG funds flexed to Section 5307) -NEW

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	$1,702	$426	$0	$0	$0	$0	$0	$0	$2,128
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	**$1,702**	**$426**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$2,128**

Bus and Paratransit Vehicle Overhaul and Replacement

(Funding in Thousands)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$3,698	$925	$3,772	$943	$3,848	$962	$14,148
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**	**$3,698**	**$925**	**$3,772**	**$943**	**$3,848**	**$962**	**$14,148**

Congestion Mitigation and Air Quality -UPDATE

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	$14,198	$3,550	$24,774	$6,194	$15,028	$3,757	$9,722	$2,431	$79,654
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	**$14,198**	**$3,550**	**$24,774**	**$6,194**	**$15,028**	**$3,757**	**$9,722**	**$2,431**	**$79,654**
Total	**$45,172**	**$11,294**	**$54,684**	**$13,672**	**$27,972**	**$6,993**	**$48,177**	**$12,045**	**$220,009**

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:

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.

Note: In addition to the matching funds listed, MTA has committed $52.4 million in state dollars.

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 1 completed; Phase 2 year of completion - 2021.

Administrative Modification: This administrative modification updates FTA Section 5307 funds in FY 2019. Section 5307 funds decrease in the amount of $4.55 million along with a decrease of $1.138 million in matching funds. Total funding in the TIP decreases from $33.84 million to $28.152 million. These changes do not impact the project schedule or scope.

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 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	$9,899	$2,475	$0	$0	$17,173	$4,293	$0	$0	$33,840
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	$9,899	$2,475	$0	$0	$17,173	$4,293	$0	$0	$33,840
Total	$9,899	$2,475	$0	$0	$17,173	$4,293	$0	$0	$33,840

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

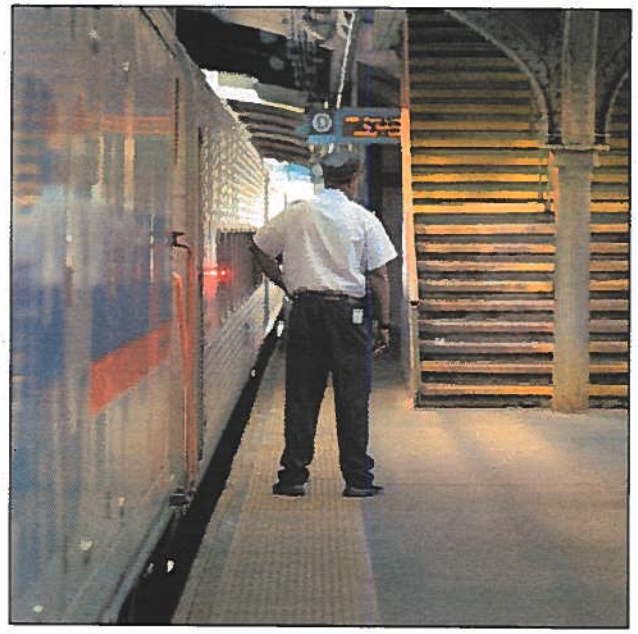
Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	$5,349	$1,337	$0	$0	$17,173	$4,293	$0	$0	$28,152
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
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	$5,349	$1,337	$0	$0	$17,173	$4,293	$0	$0	$28,152
Total	$5,349	$1,337	$0	$0	$17,173	$4,293	$0	$0	$28,152

MARC Facilities

TIP ID	70-1503-55	**Year of Operation**	Ongoing
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)	Multiple	**Est. Total Cost**	$62,822,000

Description:

1) Procure Riverside Maintenance Facility, which CSX has offered to sell to MTA. Maintenance activities for equipment on the MARC Camden Line would then be under direct control of MARC. MTA & CSX are jointly working with MDE to remediate hazardous material contamination.
2) BWI Garage - Comprehensive structural inspection of garages 1 & 2, w/ design & construction of recommended structural repairs and repairs to mechanical, plumbing, fire protection and electrical systems & elevators.
3) MARC Martin State Airport - Purchase private property & construct 2 additional storage tracks.
4) BWI Station Improvements - Renovation of BWI Station



Justification:

1) Space needed in the Baltimore region for MARC train maintenance and storage.
2) Repairs will extend the useful life of the garages and support continued ridership on the MARC system from this location.
3) Space needed in the Baltimore region for MARC train maintenance and storage.
4) BWI Station is in need of renovation to maintain a state of good repair

Note: In addition to the matching funds listed, MTA has committed $6.8 million in state dollars.

Administrative Modification: This administrative modification removes FTA Section 5337 funds in FY 2019. Section 5337 funds decrease in the amount of $5.53 million along with a decrease of $1.383 million in matching funds. Total funding in the TIP decreases from $38.344 million to $31.431 million. These changes do not impact the project schedule or scope.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.
3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.

MARC Facilities

(Funding in Thousands)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	$5,530	$1,383	$497	$124	$13,580	$3,395	$11,068	$2,767	$38,344
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	$5,530	$1,383	$497	$124	$13,580	$3,395	$11,068	$2,767	$38,344
Total	$5,530	$1,383	$497	$124	$13,580	$3,395	$11,068	$2,767	$38,344

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$497	$124	$13,580	$3,395	$11,068	$2,767	$31,431
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	$497	$124	$13,580	$3,395	$11,068	$2,767	$31,431
Total	$0	$0	$497	$124	$13,580	$3,395	$11,068	$2,767	$31,431

Metro and Light Rail Rolling Stock Overhauls and Replacement

TIP ID	40-1804-63	**Year of Operation**	Ongoing
Agency	MTA - Transit	**Project Type**	Fleet improvement
Project Category	Transit Preservation	**Functional Class**	NA
Conformity Status	Exempt	**Physical Data**	NA
CIP or CTP ID(s)	Multiple	**Est. Total Cost**	$230,399,000

Description:

The Metro Railcar fleet consists of 90 cars that have surpassed the 30-year design life. Replacement of the railcar fleet will provide passengers with enhanced comfort, conveniences, and ensure improved reliability. The Light Rail vehicle fleet will require the plan and design of maintenance objectives to perform a 15-year inspection of the major and sub-assemblies of the original 35-vehicle fleet. The inspections will identify and remedy all obsolete parts issues in order to overhaul the major and sub-assemblies according to manufacturer recommendations and facilitate any modifications deemed necessary by engineering or OEM for 15-year maintenance. The first vehicles were placed back in service in 2015, and the last vehicle will be placed back in service in 2020. In addition to the matching funds listed, MTA has committed $147.2 million in state dollars.

Justification:

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

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
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.

Administrative Modification: This administrative modification adds previously unobligated FTA Section 5307, 5307 Flex, and CMAQ funds from FY 2017 and FY 2018 to FY 2019. These funds will be used to assist in efforts to overhaul the metro and light rail vehicle fleets. Federal funding increases by $3.686 million along with an increase of $922,000 in matching funds. Total funding in the TIP increases from $225.791 million to $230.399 million.

Metro and Light Rail Rolling Stock Overhauls and Replacement

(Funding in Thousands)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	$5,441	$1,360	$539	$135	$12,848	$3,212	$20,848	$5,212	$49,595
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	**$5,441**	**$1,360**	**$539**	**$135**	**$12,848**	**$3,212**	**$20,848**	**$5,212**	**$49,595**

Section 5307 Flex (STBG funds flexed to Section 5307) ORIGINAL

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	$4,027	$1,007	$26,883	$6,721	$0	$0	$0	$0	$38,638
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	**$4,027**	**$1,007**	**$26,883**	**$6,721**	**$0**	**$0**	**$0**	**$0**	**$38,638**

Metro and Light Rail Rolling Stock Overhauls and Replacement

(Funding in Thousands)

Congestion Mitigation and Air Quality ORIGINAL

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	$29,053	$7,263	$18,680	$4,670	$28,222	$7,056	$34,091	$8,523	$137,558
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	**$29,053**	**$7,263**	**$18,680**	**$4,670**	**$28,222**	**$7,056**	**$34,091**	**$8,523**	**$137,558**
Total	**$38,521**	**$9,630**	**$46,102**	**$11,526**	**$41,070**	**$10,268**	**$54,939**	**$13,735**	**$225,791**

Metro and Light Rail Rolling Stock Overhauls and Replacement

(Funding in Thousands)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	$8,005	$2,001	$539	$135	$12,848	$3,212	$20,848	$5,212	$52,800
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	**$8,005**	**$2,001**	**$539**	**$135**	**$12,848**	**$3,212**	**$20,848**	**$5,212**	**$52,800**

Section 5307 Flex (STBG funds flexed to Section 5307) -UPDATE

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	$5,002	$1,251	$26,883	$6,721	$0	$0	$0	$0	$39,857
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	**$5,002**	**$1,251**	**$26,883**	**$6,721**	**$0**	**$0**	**$0**	**$0**	**$39,857**

Metro and Light Rail Rolling Stock Overhauls and Replacement

(Funding in Thousands)

Congestion Mitigation and Air Quality -UPDATE

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	$29,200	$7,300	$18,680	$4,670	$28,222	$7,056	$34,091	$8,523	$137,742
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	**$29,200**	**$7,300**	**$18,680**	**$4,670**	**$28,222**	**$7,056**	**$34,091**	**$8,523**	**$137,742**
Total	**$42,207**	**$10,552**	**$46,102**	**$11,526**	**$41,070**	**$10,268**	**$54,939**	**$13,735**	**$230,399**

Ridesharing - Baltimore Region

TIP ID	40-9901-01	**Year of Operation**	Ongoing
Agency	MTA - Transit	**Project Type**	Ridesharing
Project Category	Emission Reduction Strategy	**Functional Class**	NA
Conformity Status	Exempt	**Physical Data**	NA
CIP or CTP ID(s)	Multiple	**Est. Total Cost**	$2,715,000

Description:

The ridesharing project covers the activities of the ridesharing program in all jurisdictions in the Baltimore region, including the Guaranteed Ride Home (GRH) Program. Entities eligible to receive funding include Baltimore City, the Baltimore Metropolitan Council, and Anne Arundel, Howard, and Harford counties.

Justification:

The Maryland Ridesharing Program promotes the use of alternatives to the single occupant vehicle through mass transit, carpools, and vanpools with financial assistance under the Rideshare/Commuter Assistance Program. Funding is provided to eligible entities to assist with the promotion and management of their Rideshare Program.

Administrative Modification: This administrative modification adds federal CMAQ funds to FY 2019. The increase is attributable to differences in planned funding versus actual need throughout the region. CMAQ funds increase in the amount of $43,000. Total funding in the TIP increases from $2.672 million to $2.715 million.

Connection to Long-Range Transportation Planning Goals:

3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.
5.D Conserve and Enhance the Environment -- Reduce greenhouse gas emissions in accordance with state and local sustainability and climate change plans.

Ridesharing - Baltimore Region

(Funding in Thousands)

Congestion Mitigation and Air Quality -ORIGINAL

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$668	$0	$668	$0	$668	$0	$668	$0	$2,672
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	$668	$0	$668	$0	$668	$0	$668	$0	$2,672
Total	$668	$0	$668	$0	$668	$0	$668	$0	$2,672

Congestion Mitigation and Air Quality -UPDATE

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$711	$0	$668	$0	$668	$0	$668	$0	$2,715
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	$711	$0	$668	$0	$668	$0	$668	$0	$2,715
Total	$711	$0	$668	$0	$668	$0	$668	$0	$2,715

Seniors and Individuals with Disabilities

TIP ID	40-1502-69	**Year of Operation**	Ongoing
Agency	MTA - Transit	**Project Type**	Other
Project Category	Transit Preservation	**Functional Class**	NA
Conformity Status	Exempt	**Physical Data**	NA
CIP or CTP ID(s)	N/A	**Est. Total Cost**	$10,479,000

Description:

Capital and operating assistance to non-profit agencies who provide transportation services for the elderly and individuals with disabilities. Non-profit recipients are determined through a competitive selection process and based upon the Baltimore Area Coordinated Public Transit - Human Services Transportation Plan.

Justification:

This program is intended to enhance mobility for seniors and individuals with disabilities by providing capital and operating funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and ADA complementary paratransit services.

Administrative Modification: This administrative modification adds Section 5310 funds to FY 2019. These funds will be used to add and replace minivans and small cutaway buses throughout the region as well as for mobility management, operating assistance, and preventive maintenance. Section 5310 funds increase in the amount of $621,000 along with an increase of $498,000 in matching funds. Total funding in the TIP increases from $9.36 million to $10.479 million.

Connection to Long-Range Transportation Planning Goals:

3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.

Seniors and Individuals with Disabilities

(Funding in Thousands)

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program -ORIGINAL

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$3,370	$1,310	$0	$0	$3,370	$1,310	$0	$0	$9,360
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	**$3,370**	**$1,310**	**$0**	**$0**	**$3,370**	**$1,310**	**$0**	**$0**	**$9,360**
Total	**$3,370**	**$1,310**	**$0**	**$0**	**$3,370**	**$1,310**	**$0**	**$0**	**$9,360**

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program -UPDATE

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$3,991	$1,808	$0	$0	$3,370	$1,310	$0	$0	$10,479
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	**$3,991**	**$1,808**	**$0**	**$0**	**$3,370**	**$1,310**	**$0**	**$0**	**$10,479**
Total	**$3,991**	**$1,808**	**$0**	**$0**	**$3,370**	**$1,310**	**$0**	**$0**	**$10,479**

MARYLAND DEPARTMENT
OF TRANSPORTATION

Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

June 24, 2019

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

Dear Mr. Lang:

The Maryland Department of Transportation (MDOT) on behalf of the Maryland Department of Transportation Maryland Transit Administration (MDOT-MTA) is requesting administrative modifications to the Fiscal Year (FY) 2019-2022 Baltimore Region Transportation Improvement Program (TIP). The purpose of these modifications is to increase Section 5310 funds for the Enhanced Mobility of Seniors and Individuals with Disabilities Program (TIP ID 40-1502-69), and to execute unobligated funding for several TIP projects by the end of FY 2019, as follows: Section 5307, Section 5339, CMAQ, and Section 5307 Flex Funding (TIP ID 40-1802-05); Section 5307 (TIP ID 40-1203-65); Section 5337 (TIP ID 70-1503-55); Section 5307, CMAQ and Section 5307 Flex (TIP ID 40-1804-63); CMAQ (TIP ID 40-9901-01).

Details of these modifications can be found on the attached request memorandum. The MDOT assures that these changes do not adversely affect the fiscal constraint of the TIP.

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.state.md.us for assistance.

Sincerely,

Mr. Tyson Byrne, Regional Planning Manager
Office of Planning and Capital Programming

Attachment

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

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION

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. KATE SYLVESTER, DIRECTOR
MDOT MTA OFFICE OF PLANNING AND CAPITAL PROGRAMMING

DATE: May 23, 2019

SUBJECT: Administrative Modification to the FY 2019-2022 BMC/BRTB TIP

MDOT MTA is requesting an Administrative Modification to the FY 2019-2022 BMC/BRTB TIP. MDOT MTA has increased Section 5310 Federal funding in the amount of $621K for the Enhanced Mobility of Seniors and Individuals with Disabilities Program, TIP ID # 40-1502-69.

This additional source of funding will be used to expand and replace vehicles to the minivan and small cutaway bus fleets throughout the region, mobility management, and continued operating assistance and preventive maintenance.

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 2019-2022 BMC/BRTB TIP. If you have any questions, please do not hesitate to contact Mr. Jacob Dunkle, MDOT MTA Office of Planning and Capital Programming, at 410-767-3633 or via email at JDunkle@mdot.maryland.gov.

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

Seniors and Individuals with Disabilies

TIP ID#	40-1502-69	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Other
Project Category	Transit	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP/CTP Page #	N/A	Est. Total Cost	$10,479,204

Description	Justification
Capital and operating assistance to non-profit agencies who provide transportation services for the elderly and individuals with disabilities. Non-profit recipients are determined through a competitive selection process and based upon the Baltimore Area Coordinated Public Transit - Human Services Transportation Plan.	This program is intended to enhance mobility for seniors and individuals with disabilities by providing capital and operating funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and ADA complementary paratransit services.

Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities Program Formula)

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Estimated Project Total
CON	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
OTH	$ -	$ -	$ 3,991	$ 1,808	$ -	$ -	$ 3,370	$ 1,310	$ -	$ -	$ 10,479
PE	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ROW	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Totals	$ -	$ -	$ 3,991	$ 1,808	$ -	$ -	$ 3,370	$ 1,310	$ -	$ -	$ 10,479

Funding Source(s) Total

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Totals	$ -	$ -	$ 3,991	$ 1,808	$ -	$ -	$ 3,370	$ 1,310	$ -	$ -	$ 10,479

TIP ADMINISTRATIVE MODIFICATION
STIP/TIP ID# 40-1502-69

BEFORE

Funding Category	Previous	FY 2019	FY 2020	FY 2021	FY 2022	Total
Section 5310	$ -	$ 3,370	$ -	$ 3,370	$ -	**$ 6,740**
Matching Funds	$ -	$ 1,310	$ -	$ 1,310	$ -	**$ 2,620**
						$ 9,360

ADJUSTMENT

Funding Category	Previous	FY 2019	FY 2020	FY 2021	FY 2022	Total
Section 5310	$ -	$ 621	$ -	$ -	$ -	**$ 621**
Matching Funds	$ -	$ 498	$ -	$ -	$ -	**$ 498**
						$ 1,119

AFTER

Funding Category	Previous	FY 2019	FY 2020	FY 2021	FY 2022	Total
Section 5310	$ -	$ 3,991	$ -	$ 3,370	$ -	**$ 7,361**
Matching Funds	$ -	$ 1,808	$ -	$ 1,310	$ -	**$ 3,118**
						$ 10,479

% CHANGE	12%

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION

Larry Hogan
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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. KATE SYLVESTER, DIRECTOR
MDOT MTA OFFICE OF PLANNING AND CAPITAL PROGRAMMING

DATE: June 17, 2019

SUBJECT: Administrative Modification to the FY 2019-2022 BMC/BRTB TIP

MDOT MTA is requesting an Administrative Modification to the FY 2019-2022 BMC/BRTB TIP. The purpose behind this request is to reflect a change in the obligation year of Federal funding. MDOT MTA has shifted prior-year unobligated funding within the capital program to better align with planned fiscal year obligation of Federal funding.

MDOT MTA was unable to execute FY17 and FY18 5307 grants in time for prior fiscal year-end. MDOT MTA intends to execute this unobligated funding by the end of FY19, thus necessitating the Administrative Modification to the current TIP.

By shifting unobligated funding into the FY 2019-2022 TIP, it will appear as though funding in FY19 has increased or decreased for certain projects. For the following TIP pages, this funding change did not exceed the threshold of 20% for projects that total in cost of over $10M:

- **40-1802-05:** Bus and Paratransit Vehicle Overhaul and Replacement
- **40-1203-65:** Kirk Bus Facility Replacement – Phase I & II
- **70-1503-55:** MARC Facilities
- **40-1804-63:** Metro and Light Rail Rolling Stock Overhaul and Replacement

This source of funding will be used to assist in the procurement of buses and mobility vehicles to serve throughout the Baltimore region. Additionally, this funding will be used to purchase key vehicle components such as engines, batteries, brakes, suspension systems, electrical and pneumatic systems, wheelchair/ADA components.

The construction and replacement of the Kirk Bus Facility, Phase II will continue to receive Federal funding. This state-of-the-art facility, once completed, will house over 150 buses overnight and mitigate noise, environmental hazard pollution, and limited visibility to the surrounding community.

Federal funding will be used to fund several MARC facility projects including the procurement of the Riverside Maintenance Facility from CSX, which would enhance MDOT MTA space for vehicular maintenance and storage.

Federal funding will continue to be used to assist in overhaul efforts to the metro and light rail vehicle fleet. These efforts will result in enhanced safety and comfort for MDOT MTA riders and will help to reduce system failures and improve overall reliability and service.

MDOT MTA is also requesting an Administrative Modification to the FY 2019-2022 BMC/BRTB TIP for ridesharing in the Baltimore area; TIP ID # 40-9901-01. MDOT MTA is requesting an increase in Congestion Mitigation and Air Quality (CMAQ) Federal funding by $43K.

This increase in funding can be attributed to the difference in planned funding versus actual need throughout the region.

The proposed action will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. Additionally, this proposed action will not affect the amount of Federal funding previously obligated to MDOT MTA projects captured in the TIP.

After your review, please process the requested Administrative Modification for inclusion in the FY 2019-2022 BMC/BRTB TIP. If you have any questions, please do not hesitate to contact Mr. Jacob Dunkle, MDOT MTA Office of Planning and Capital Programming, at 410-767-3633 or via email at JDunkle@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

Bus and Paratransit Vehicle Overhaul and Replacement

TIP ID#	40-1802-05	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Fleet improvement
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP/CTP Page #	Multiple	Est. Total Cost	$220,008,000

Description	Justification
This project provides for the routine replacement of buses past their useful service life. Planned purchases include 301 forty-foot clean diesel buses. MTA will also proactively repair and replace bus components at key points in the vehicle's life, including the vehicle engine, battery, brakes, suspension, body, paint, and wheelchair/ADA, electrical, and pneumatic systems. Batteries in hybrid electric buses batteries near the end of their useful life will be replaced. This project also covers the purchase of paratransit vehicles under MTA's Mobility program. Mobility is a specialized door-to-door service for people with disabilities who are not able to ride fixed route public transportation, including lift equipped buses. This project previously had TIP ID 40-1601-05. In addition to the matching funds listed, MTA has committed $97.5 million in state dollars.	In order to reduce operating and maintenance costs, the MTA is committed to procuring new buses to support fleet capacity requirements and to replace aging equipment. This systematic replacement reduces high out of commission rates and the excessive major repair problems that arise from retaining buses beyond their economic life. Replacement with clean diesel buses helps meet higher federal emissions standards. To improve bus reliability, the mini overhaul program for bus vehicles will simultaneously increase vehicle lifespan, improve maintenance efficiency, reduce mechanical breakdowns, mitigate safety risks, develop the workforce through training, and create cost savings. Funds are also needed to provide paratransit vehicles within the Baltimore region. MTA's Mobility program satisfies the American with Disabilities Act (ADA) provisions adopted by the Federal Transit Administration.

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

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Estimated Project Total
CON	$ -	$ -	$ 29,272	$ 7,318	$ 26,212	$ 6,553	$ 9,172	$ 2,293	$ 34,607	$ 8,652	$ 124,079
OTH	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PE	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ROW	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Totals	$ -	$ -	$ 29,272	$ 7,318	$ 26,212	$ 6,553	$ 9,172	$ 2,293	$ 34,607	$ 8,652	$ 124,079

Bus and Paratransit Vehicle Overhaul and Replacement

Section 5339 (Bus and Bus Facilities Formula Program)

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Estimated Project Total
CON	$ -	$ -	$ -	$ -	$ 3,698	$ 925	$ 3,772	$ 943	$ 3,848	$ 962	$ 14,148
OTH	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PE	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ROW	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Totals	$ -	$ -	$ -	$ -	$ 3,698	$ 925	$ 3,772	$ 943	$ 3,848	$ 962	$ 14,148

Congestion Mitigation and Air Quality

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Estimated Project Total
CON	$ -	$ -	$ 14,198	$ 3,550	$ 24,774	$ 6,194	$ 15,028	$ 3,757	$ 9,722	$ 2,431	$ 79,654
OTH	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PE	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ROW	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Totals	$ -	$ -	$ 14,198	$ 3,550	$ 24,774	$ 6,194	$ 15,028	$ 3,757	$ 9,722	$ 2,431	$ 79,654

5307 Flex Funding

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Estimated Project Total
CON	$ -	$ -	$ 1,702	$ 426	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,128
OTH	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

PE	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ROW	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Totals	$ -	$ -	$ 1,702	$ 426	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,128

Funding Source(s) Total

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Totals	$ -	$ -	$ 45,172	$ 11,293	$ 54,684	$ 13,672	$ 27,972	$ 6,993	$ 48,177	$ 12,045	$ 220,008

TIP MODIFICATION/AMENDMENT ANALYSIS

TIP ID: 40-1802-05

BEFORE

Funding Category	Previous	FY 2019	FY 2020	FY 2021	FY 2022	Total
Section 5307	$ -	$ 10,245	$ 26,212	$ 9,172	$ 34,607	$ 80,236
CMAQ	$ -	$ 14,197	$ 24,774	$ 15,028	$ 9,722	$ 63,721
5339	$ -	$ 3,625	$ 3,698	$ 3,772	$ 3,848	$ 14,943
5307 Flex	$ -	$ -	$ -	$ -	$ -	$ -
Matching Funds	$ -	$ 7,017	$ 13,671	$ 6,993	$ 12,044	$ 39,725
						$ 198,625

ADJUSTMENT

Funding Category	Previous	FY 2019	FY 2020	FY 2021	FY 2022	Total
Section 5307	$ -	$ 19,027	$ -	$ -	$ -	$ 19,027
CMAQ	$ -	$ 1	$ -	$ -	$ -	$ 1
5339	$ -	$ (3,625)	$ -	$ -	$ -	$ (3,625)
5307 Flex	$ -	$ 1,702	$ -	$ -	$ -	$ 1,702
Matching Funds	$ -	$ 4,276	$ -	$ -	$ -	$ 4,276
						$ 21,381

AFTER

Funding Category	Previous	FY 2019	FY 2020	FY 2021	FY 2022	Total
Section 5307	$ -	$ 29,272	$ 26,212	$ 9,172	$ 34,607	$ 99,263
CMAQ	$ -	$ 14,198	$ 24,774	$ 15,028	$ 9,722	$ 63,722
5339	$ -	$ -	$ 3,698	$ 3,772	$ 3,848	$ 11,318
5307 Flex	$ -	$ 1,702	$ -	$ -	$ -	$ 1,702
Matching Funds	$ -	$ 11,293	$ 13,671	$ 6,993	$ 12,044	$ 44,001
						$ 220,006

Percent Change 11%

Kirk Bus Facility Replacement - Phase 1 & 2

TIP ID#	40-1203-65	**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**	$153,000,000

Description	Justification
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. Note: In addition to the matching funds listed, MTA has committed $52.4 million in state dollars.	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 1 completed; Phase 2 year of completion - 2021.

Section 5307 (Urbanized Area Formula)

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Estimated Project Total
CON	$ -	$ -	$ 5,349	$ 1,337	$ -	$ -	$ 17,173	$ 4,293	$ -	$ -	$ 28,153
OTH	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PE	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ROW	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Totals	$ -	$ -	$ 5,349	$ 1,337	$ -	$ -	$ 17,173	$ 4,293	$ -	$ -	$ 28,153

Funding Source(s) Total

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Totals	$ -	$ -	$ 5,349	$ 1,337	$ -	$ -	$ 17,173	$ 4,293	$ -	$ -	$ 28,153

TIP MODIFICATION/AMENDMENT ANALYSIS

TIP ID: 40-1203-65

BEFORE

Funding Category	Previous	FY 2019	FY 2020	FY 2021	FY 2022	Total
Section 5307	$ -	$ 9,899	$ -	$ 17,173.00	$ -	$ 27,072
CMAQ	$ -	$ -	$ -	$ -	$ -	$ -
SGR	$ -	$ -	$ -	$ -	$ -	$ -
Matching Funds	$ -	$ 2,475	$ -	$ 4,293	$ -	$ 6,768
						$ 33,840

ADJUSTMENT

Funding Category	Previous	FY 2019	FY 2020	FY 2021	FY 2022	Total
Section 5307	$ -	$ (4,550)	$ -	$ -	$ -	$ (4,550)
CMAQ	$ -	$ -	$ -	$ -	$ -	$ -
SGR	$ -	$ -	$ -	$ -	$ -	$ -
Matching Funds	$ -	$ (1,138)	$ -	$ -	$ -	$ (1,138)
						$ (5,688)

AFTER

Funding Category	Previous	FY 2019	FY 2020	FY 2021	FY 2022	Total
Section 5307	$ -	$ 5,349	$ -	$ 17,173	$ -	$ 22,522
CMAQ	$ -	$ -	$ -	$ -	$ -	$ -
SGR	$ -	$ -	$ -	$ -	$ -	$ -
Matching Funds	$ -	$ 1,337	$ -	$ 4,293	$ -	$ 5,631
						$ 28,153

Percent Change -17%

MARC Facilities

TIP ID#	70-1503-55	Year of Operation	Ongoing
Agency	MTA - Commuter Rail	Project Type	Rehabilitation of facilities
Project Category	Commuter Rail	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP/CTP Page #	Multiple	Est. Total Cost	$62,822,000

Description	Justification
1) Procure Riverside Maintenance Facility, which CSXT has offered to sell to MTA. Maintenance activities for equipment on the MARC Camden Line would then be under direct control of MARC. MTA & CSX are jointly working with MDE to remediate hazardous material contamination. 2) BWI Garage - Comprehensive structural inspection of garages 1 & 2, w/ design & construction of recommended structural repairs and repairs to mechanical, plumbing, fire protection and electrical systems & elevators. 3) MARC Martin State Airport – Purchase private property & construct 2 additional storage tracks. 4) BWI Station Improvements - Renovation of BWI Station	1) Space needed in the Baltimore region for MARC train maintenance and storage. 2) Repairs will extend the useful life of the garages and support continued ridership on the MARC system from this location. 3) Space needed in the Baltimore region for MARC train maintenance and storage. 4) BWI Station is in need of renovation to maintain a state of good repair. Note: In addition to the matching funds listed, MTA has committed $6.8 million in state dollars.

Section 5337 (State of Good Repair Formula Program)

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Estimated Project Total
CON	$ -	$ -	$ -	$ -	$ 497	$ 124	$ 13,580	$ 3,395	$ 11,068	$ 2,767	$ 31,431
OTH	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PE	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ROW	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Totals	$ -	$ -	$ -	$ -	$ 497	$ 124	$ 13,580	$ 3,395	$ 11,068	$ 2,767	$ 31,431

MARC Facilities

Funding Source(s) Total

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Totals	$ -	$ -	$ -	$ -	$ 497	$ 124	$ 13,580	$ 3,395	$ 11,068	$ 2,767	$ 31,431

TIP MODIFICATION/AMENDMENT ANALYSIS

TIP ID: 70-1503-55

BEFORE

Funding Category	Previous	FY 2019	FY 2020	FY 2021	FY 2022	Total
Section 5337	$ -	$ 5,530	$ 497	$ 13,580.00	$ 11,068.00	$ 30,675
CMAQ	$ -	$ -	$ -	$ -	$ -	$ -
SGR	$ -	$ -	$ -	$ -	$ -	$ -
Matching Funds	$ -	$ 1,383	$ 124	$ 3,395	$ 2,767	$ 7,669
						$ 38,344

ADJUSTMENT

Funding Category	Previous	FY 2019	FY 2020	FY 2021	FY 2022	Total
Section 5337	$ -	$ (5,530)	$ -	$ -	$ -	$ (5,530)
CMAQ	$ -	$ -	$ -	$ -	$ -	$ -
SGR	$ -	$ -	$ -	$ -	$ -	$ -
Matching Funds	$ -	$ (1,383)	$ -	$ -	$ -	$ (1,383)
						$ (6,913)

AFTER

Funding Category	Previous	FY 2019	FY 2020	FY 2021	FY 2022	Total
Section 5337	$ -	$ -	$ 497	$ 13,580	$ 11,068	$ 25,145
CMAQ	$ -	$ -	$ -	$ -	$ -	$ -
SGR	$ -	$ -	$ -	$ -	$ -	$ -
Matching Funds	$ -	$ -	$ 124	$ 3,395	$ 2,767	$ 6,286
						$ 31,431

Percent Change -18%

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	$230,398,750

Description	Justification
The Metro Railcar fleet consists of 90 cars that have surpassed the 30-year design life. Replacement of the railcar fleet will provide passengers with enhanced comfort, conveniences, and ensure improved reliability. The Light Rail vehicle fleet will require the plan and design of maintenance objectives to perform a 15-year inspection of the major and sub-assemblies of the original 35-vehicle fleet. The inspections will identify and remedy all obsolete parts issues in order to overhaul the major and sub-assemblies according to manufacturer recommendations and facilitate any modifications deemed necessary by engineering or OEM for 15-year maintenance. First vehicles were placed back in service in 2015, and last vehicle will be placed back in service in 2020. In addition to the matching funds listed, MTA has committed $147.2 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 reduce system failures and improve reliability and service.

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

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Estimated Project Total
CON	$ -	$ -	$ 8,005	$ 2,001	$ 539	$ 135	$ 12,848	$ 3,212	$ 20,848	$ 5,212	$ 52,800
OTH	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PE	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PP	$ -	$ -	$ -	$	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ROW	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Totals	$ -	$ -	$ 8,005	$ 2,001	$ 539	$ 135	$ 12,848	$ 3,212	$ 20,848	$ 5,212	$ 52,800

BMC

Project Title	TIP Change Reason	Description	Type of Change
MARC Facilities: 70-1503-55	This administrative modification removes FTA Section 5337 funds in FY 2019. Section 5337 funds decrease in the amount of $5.53 million along with a decrease of $1.383 million in matching funds. Total funding in the TIP decreases from $38.344 million to $31.431 million. These changes do not impact the project schedule or scope.	1) Procure Riverside Maintenance Facility, which CSXT has offered to sell to MTA. Maintenance activities for equipment on the MARC Camden Line would then be under direct control of MARC. MTA & CSX are jointly working with MDE to remediate hazardous material contamination. 2) BWI Garage - Comprehensive structural inspection of garages 1 & 2, w/ design & construction of recommended structural repairs and repairs to mechanical, plumbing, fire protection and electrical systems & elevators. 3) MARC Martin State Airport – Purchase private property & construct 2 additional storage tracks. 4) BWI Station Improvements - Renovation of BWI Station **Conformity Status:** Exempt	Admin Mod
Metro and Light Rail Rolling Stock Overhauls and Replacement: 40-1804-63	This administrative modification adds previously unobligated FTA Section 5307, 5307 Flex, and CMAQ funds from FY 2017 and FY 2018 to FY 2019. These funds will be used to assist in efforts to overhaul the metro and light rail vehicle fleets. Federal funding increases by $3.686 million along with an increase of $922,000 in matching funds. Total funding in the TIP increases from $225.791 million to $230.399 million.	The Metro Railcar fleet consists of 90 cars that have surpassed the 30-year design life. Replacement of the railcar fleet will provide passengers with enhanced comfort, conveniences, and ensure improved reliability. The Light Rail vehicle fleet will require the plan and design of maintenance objectives to perform a 15-year inspection of the major and sub-assemblies of the original 35-vehicle fleet. The inspections will identify and remedy all obsolete parts issues in order to overhaul the major and sub-assemblies according to manufacturer recommendations and facilitate any modifications deemed necessary by engineering or OEM for 15-year maintenance. The first vehicles were placed back in service in 2015, and the last vehicle will be placed back in service in 2020. In addition to the matching funds listed, MTA has committed $147.2 million in state dollars. **Conformity Status:** Exempt	Admin Mod
Ridesharing: 40-9901-01	This administrative modification adds federal CMAQ funds to FY 2019. The increase is attributable to differences in planned funding versus actual need throughout the region. CMAQ funds increase in the amount of $43,000. Total funding in the TIP increases from $2.672 million to $2.715 million.	The ridesharing project covers the activities of the ridesharing program in all jurisdictions in the Baltimore region, including the Guaranteed Ride Home (GRH) Program. Entities eligible to receive funding include Baltimore City, Baltimore Metropolitan Council, and Anne Arundel, Howard, and Harford counties. **Conformity Status:** Exempt	Admin Mod

Metro and Light Rail Rolling Stock Overhaul and Replacement

Congestion Mitigation and Air Quality

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Estimated Project Total
CON	$ -	$ -	$ 29,200	$ 7,300	$ 18,680	$ 4,670	$ 28,222	$ 7,056	$ 34,091	$ 8,523	$ 137,742
OTH	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PE	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ROW	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Totals	$ -	$ -	$ 29,200	$ 7,300	$ 18,680	$ 4,670	$ 28,222	$ 7,056	$ 34,091	$ 8,523	$ 137,742

5307 Flex

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Estimated Project Total
CON	$ -	$ -	$ 5,002	$ 1,251	$ 26,883	$ 6,721	$ -	$ -	$ -	$ -	$ 39,857
OTH	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PE	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ROW	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Totals	$ -	$ -	$ 5,002	$ 1,251	$ 26,883	$ 6,721	$ -	$ -	$ -	$ -	$ 39,857

Funding Source(s) Total

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Totals	$ -	$ -	$ 42,207	$ 10,552	$ 46,102	$ 11,526	$ 41,070	$ 10,268	$ 54,939	$ 13,735	$ 230,399

TIP MODIFICATION/AMENDMENT ANALYSIS

TIP ID: 40-1804-63

BEFORE

Funding Category	Previous	FY 2019	FY 2020	FY 2021	FY 2022	Total
Section 5307	$ -	$ 5,441	$ 539	$ 12,848.00	$ 20,848.00	$ 39,676
CMAQ	$ -	$ 29,053	$ 18,680	$ 28,222	$ 34,091	$ 110,046
5307 Flex	$ -	$ 4,027	$ 26,883	$ -	$ -	$ 30,910
Matching Funds	$ -	$ 9,630	$ 11,526	$ 10,268	$ 13,735	$ 45,158
						$ 225,790

ADJUSTMENT

Funding Category	Previous	FY 2019	FY 2020	FY 2021	FY 2022	Total
Section 5307	$ -	$ 2,564	$ -	$ -	$ -	$ 2,564
CMAQ	$ -	$ 147	$ -	$ -	$ -	$ 147
5307 Flex	$ -	$ 975	$ -	$ -	$ -	$ 975
Matching Funds	$ -	$ 922	$ -	$ -	$ -	$ 922
						$ 4,608

AFTER

Funding Category	Previous	FY 2019	FY 2020	FY 2021	FY 2022	Total
Section 5307	$ -	$ 8,005	$ 539	$ 12,848	$ 20,848	$ 42,240
CMAQ	$ -	$ 29,200	$ 18,680	$ 28,222	$ 34,091	$ 110,193
5307 Flex	$ -	$ 5,002	$ 26,883	$ -	$ -	$ 31,885
Matching Funds	$ -	$ 10,552	$ 11,526	$ 10,268	$ 13,735	$ 46,080
						$ 230,398

Percent %	2%

Ridesharing - Baltimore Region

TIP ID#	40-9901-01	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Ridesharing
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP/CTP Page #	Multiple	Est. Total Cost	$2,715,070

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

Congestion Mitigation and Air Quality

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Estimated Project Total
CON	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
OTH	$ -	$ -	$ 711	$ -	$ 668	$ -	$ 668	$ -	$ 668	$ -	$ 2,715
PE	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ROW	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Totals	$ -	$ -	$ 711	$ -	$ 668	$ -	$ 668	$ -	$ 668	$ -	$ 2,715

Funding Source(s) Total

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Totals	$ -	$ -	$ 711	$ -	$ 668	$ -	$ 668	$ -	$ 668	$ -	$ 2,715

TIP MODIFICATION/AMENDMENT ANALYSIS

TIP ID: 40-9901-01

BEFORE

Funding Category	Previous	FY 2019	FY 2020	FY 2021	FY 2022	Total
CMAQ	$ -	$ 668	$ 668	$ 668	$ 668	$ 2,672
Matching Funds	$ -	$ -	$ -	$ -	$ -	$ -
						$ 2,672

ADJUSTMENT

Funding Category	Previous	FY 2019	FY 2020	FY 2021	FY 2022	Total
CMAQ	$ -	$ 43	$ -	$ -	$ -	$ 43
Matching Funds	$ -	$ -	$ -	$ -	$ -	$ -
						$ 43

AFTER

Funding Category	Previous	FY 2019	FY 2020	FY 2021	FY 2022	Total
CMAQ	$ -	$ 711	$ 668	$ 668	$ 668	$ 2,715
Matching Funds	$ -	$ -	$ -	$ -	$ -	$ -
						$ 2,715

Percent Change	2%