

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

June 28, 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 requests an amendment to the Fiscal Year (FY) 2022-2025 Maryland Statewide Transportation Improvement Program (STIP) for four projects in the Baltimore Regional Transportation Planning Board (BRTB) FY 2024-2027 Transportation Improvement Program (TIP) on behalf of the Maryland Transit Administration (MTA).

The BRTB approved the amendment on June 25, 2024. The supporting documentation is attached and MDOT has assigned Control #22-142 for this amendment to the STIP.

Project Name	STIP#	TIP#	Funding Source	FY22-FY25 Net Federal Change (in 000's)
Bus and Paratransit Vehicle Overhaul and Replacement	40-1802-05	40-1802-05	5307 5339 CMAQ	51,404
Metro and Light Rail Rolling Stock Overhauls and Replacement	40-1804-63	40-1804-63	5307 5337 CMAQ	41,621
Ridesharing – Baltimore Region	40-9901-01	40-9901-01	CMAQ	1,391
Small Urban Transit Systems – Capital Assistance	40-9502-05	40-9502-05	5307 5339	7,548

The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained. Should you have additional questions or concerns, please contact me at 410-865-1098, toll free 888-713-1414 or via e-mail at djanousek@mdot.maryland.gov.

Sincerely,

Dan Janousek Regional Planner

Office of Planning and Capital Programming

Attachment

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

Mr. Dan Sommerville, Regional Planner, Federal Transit Administration (FTA)



June 25, 2024

Mr. Geoff Anderson, Chief
Office of Planning, Programming, and Delivery
Attn: Mr. Dan Janousek
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076-1415

Dear Mr. Anderson:

Enclosed is one amendment to the 2024-2027 Baltimore Region Transportation Improvement Program (TIP) as approved by the Baltimore Regional Transportation Board (BRTB) on June 25, 2024. The documentation enclosed supports changes to the 2024-2027 TIP for four MDOT MTA projects.

- Bus and Paratransit Vehicle Overhaul and Replacement: 40-1802-05
- Small Urban Transit Systems Capital Assistance: 40-9502-05
- Metro and Light Rail Rolling Stock Overhauls and Replacement: 40-1804-63
- Ridesharing Baltimore Region: 40-9901-01

This amendment was presented to the Technical Committee on June 4, 2024. The Interagency Consultation Group (ICG) has also determined these projects to be exempt according to the conformity rule.

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

Pursuant to the prescribed TIP amendment process MOU signed in 2014, the BRTB approved Resolution #24-25 to support these changes to the 2024-2027 TIP.



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

Sincerely,

Todd R. Lang, Director Transportation Planning

Enclosures

cc: Mr. Eric Beckett, MDOT MTA Ms. Erika Falk, MDOT MTA

Ms. Jamie Richardson, MDOT MTA



Summary of FY 2024-2027 TIP Changes

Paratransit Vehicle Overhaul and Replacement 40-1802-05 Small Urban Transit Systems - Capital Assistance 40-9502-05 Sectio \$10.1 matcl funds feders CMAC (\$42.3 in FY These of shi previo	IP Change Reason	Description	Type of Change
Transit from reflect obligation Assistance 40-9502-05 (\$6.4)	his amendment increases ection 5307 funds by 10.1M (\$6.4M federal/\$3.7M natching), Section 5339 unds by \$3.3M (\$2.6M ederal/\$0.7 matching) and MAQ funds by \$51.5M \$42.3 federal/\$9.2 matching) a FY 2024 for construction. hese increases are a result f shifting funds from revious years to the correct ear of obligation. The total ost increases from \$97.5M o \$162.5M.	This project provides for routine replacement of buses past their useful service life. Planned purchases include 310 forty-foot clean diesel buses and 40 sixty-foot clean diesel articulated buses. MTA continuously receives deliveries of buses for MTA service. MTA also proactively repairs and replaces bus components at key points in the vehicle's life, including the engine, battery, brakes, suspension, body, paint, and wheelchair/ADA, electrical, pneumatic systems, and other components as needed. Batteries in hybrid electric buses batteries near the end of their useful life will be replaced. Project also covers the purchase of paratransit vehicles under MTA's Mobility program, 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 \$76 million in state dollars.	Amendment Resolution #24-25
const estim increa	his amendment shifts funds from previous TIP years to eflect the proper year of bligations. Section 5307 unds increase by \$10.1M 66.4M federal/\$3.7M natching) in FY 2024 for construction. The total stimated cost of the project acreases from \$1.6 million o \$11.1 million.	Capital assistance to small urban transit systems throughout the region to purchase vehicles, equipment, and facilities. The Baltimore region's small urban transit system includes Carroll Transit System, Anne Arundel County, The City of Annapolis, and Howard County. Planned purchases include small bus replacements, minivan replacements, heavy duty bus replacements, and continued preventative maintenance. Conformity Status: Exempt	Amendment Resolution #24-25



Project Title	TIP Change Reason	Description	Type of Change
Metro and Light Rail Rolling Stock Overhauls and Replacement 40-1804-63	This amendment shifts funds from previous years to the correct year of obligation. Section 5307 funds increase in FY 2024 for construction by \$14.5 million (\$11.6 million federal/\$2.9 matching). The total estimated cost of the project increases from \$152.9 million to \$194.0 million.	Mid-life Overhaul of 53 Light Rail Vehicles and upgrades to various systems/subsystems to address obsolete parts, improve safety and vehicle performance, and enhance passenger comfort. The overhaul has been engineered to provide an additional 15 years of service of the light rail vehicle fleet. Metro cars were designed with a 30 year life and are due for replacement. The Automatic Train Protection system is experiencing reliability issues due to its age and obsolete parts thus increasing maintainability issues across its various systems/sub-systems. The replacement of Metro Cars and Train Control System with modern, reliable equipment will enhance passenger comfort, ensure better reliability and improve safety. In addition to the matching funds listed, MTA has committed \$116 million in state dollars.	Amendment Resolution #24-25
Didocharing	This amondment shifts funds	Conformity Status: Exempt	
Ridesharing – Baltimore Region 40-9901-01	This amendment shifts funds from previous TIP years to reflect the proper year of obligations. CMAQ funds increase by \$1.39 million (\$1.39 million federal/\$0 matching) in FY 2024. The total estimated cost of the project increases from \$2.67 million to \$4.06 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, the Baltimore Metropolitan Council, and Anne Arundel, Howard, and Harford counties. Conformity Status: Exempt	Amendment Resolution #24-25

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

BALTIMORE REGIONAL TRANSPORTATION BOARD RESOLUTION #24-25

AMENDMENT TO THE 2024-2027 BALTIMORE REGION TRANSPORTATION IMPROVEMENT PROGRAMS

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

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2024-2027 Transportation Improvement Program for the Baltimore region at its July 27, 2023 meeting, with federal approval on October 25, 2023; 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 four amendments to the 2024-2027 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, MDOT MTA is requesting to amend the FY 2024-2027 TIP for the Bus and Paratransit Vehicle Overhaul and Replacement project. This amendment will shift \$10.4 million in Section 5307 funds, \$3.3 million in Section 5339 funds, and \$51.5 million in CMAQ funds from previous TIP years to FY 2024 to reflect the proper year of obligation. (see attachment); and

WHEREAS, MDOT MTA is requesting to amend the FY 2024-2027 TIP for the Metro and Light Rail Rolling Stock Overhaul and Replacement project. This amendment will shift \$14.5 million in Section 5307 funds and \$26.6 million in CMAQ funds from previous TIP years to FY 2024 to reflect the proper year of obligation. (see attachment); and

WHEREAS, MDOT MTA is requesting to amend the FY 2024-2027 TIP for the Small Urban Transit Systems – Capital Assistance project. This amendment will shift \$73,000 in

Section 5307 funds and \$9.4 million in Section 5339 funds from previous TIP years to FY 2024 to reflect the proper year of obligation. (see attachment); and

WHEREAS, MDOT MTA is requesting to amend the FY 2024-2027 TIP for the Ridesharing – Baltimore Region project. This amendment will shift \$1.39 million in CMAQ funds from previous TIP years to FY 2024 to reflect the proper year of obligation.

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

WHEREAS, 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 these projects are exempt according to the Conformity Rule (40 CFR Parts 51 and 93); and

WHEREAS, the proposed Transportation Improvement Program amendment was presented to the Technical Committee on June 4, 2024.

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 2024-2027 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 #24-25 on June 25, 2024.

 $0 \times 0 \times 0$

06/25/2024	Cuty Russell J
Date	Anthony Russell, Chair Baltimore Regional Transportation Board

Emission Reduction Strategy

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 \$162,782,000

Description:

This project provides for routine replacement of buses past their useful service life. Planned purchases include 310 forty-foot clean diesel buses and 40 sixty-foot clean diesel articulated buses. MTA continuously receives deliveries of buses for MTA service. MTA also proactively repairs and replaces bus components at key points in the vehicle's life, including the engine, battery, brakes, suspension, body, paint, and wheelchair/ADA, electrical, pneumatic systems, and other components as needed. 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 which 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 \$76 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.

Amendment: This amendment increases Section 5307 funds by \$10.4M (\$6.7M federal/\$3.7M matching), Section 5339 funds by \$3.3M (\$2.6M federal/\$0.7 matching) and CMAQ funds by \$51.5M (\$42.3 federal/\$9.2 matching) in FY 2024 for construction. These increases are a result of shifting funds from previous years to the correct year of obligation. The total cost increases from \$97.5M to \$162.78M.

Connection to Long-Range Transportation Planning Goals:

- 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
- 3.A Improve Accessibility -- Increase transportation options and equity for all populations.
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.



Page 1 of 3 2024-2027



Bus and Paratransit Vehicle Overhaul and Replacement

(Funding in Thousands)

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

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$11,136	\$2,784	\$14,643	\$3,660	\$4,957	\$1,239	\$3,800	\$950	\$43,169
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	\$11,136	\$2,784	\$14,643	\$3,660	\$4,957	\$1,239	\$3,800	\$950	\$43,169

Section 5339 (Bus and Bus Facilities Formula Program -ORIGINAL

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$349	\$87	\$4,794	\$1,199	\$0	\$0	\$0	\$0	\$6,429
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	\$349	\$87	\$4,794	\$1,199	\$0	\$0	\$0	\$0	\$6,429

Page 2 of 3 2024-2027

MTA - Transit

2024 - 2027 Transportation Improvement Program

Emission Reduction Strategy

Bus and Paratransit Vehicle Overhaul and Replacement

(Funding in Thousands)

Congestion Mitigation and Air Quality -ORIGINAL

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$14,178	\$3,544	\$2,079	\$520	\$15,889	\$3,972	\$6,201	\$1,550	\$47,933
ОТН	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$14,178	\$3,544	\$2,079	\$520	\$15,889	\$3,972	\$6,201	\$1,550	\$47,933
			, 1						
Total	\$25,663	\$6,415	\$21,516	\$5,379	\$20,846	\$5,211	\$10,001	\$2,500	\$97,531

Page 3 of 3 2024-2027



Bus and Paratransit Vehicle Overhaul and Replacement

(Funding in Thousands)

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

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$17,842	\$6,510	\$14,643	\$3,660	\$4,957	\$1,239	\$3,800	\$950	\$ 53,601
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	\$17,842	\$6,510	\$14,643	\$3,660	\$4,957	\$1,239	\$3,800	\$950	\$53,601

Section 5339 (Bus and Bus Facilities Formula Program)

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$3,000	\$750	\$4,794	\$1,199	\$0	\$0	\$0	\$0	\$9.743
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	\$3,000	\$750	\$4,794	\$1,199	\$0	\$0	\$0	\$0	\$9,743

Page 2 of 3 2024-2027

MTA - Transit

2024 - 2027 Transportation Improvement Program

Emission Reduction Strategy

Bus and Paratransit Vehicle Overhaul and Replacement

(Funding in Thousands)

Congestion Mitigation and Air Quality -UPDATE

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$ 56,504	\$12,723	\$2,079	\$520	\$15,889	\$3,972	\$6,201	\$1,550	\$99,438
ОТН	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$56,504	\$12,723	\$2,079	\$520	\$15,889	\$3,972	\$6,201	\$1,550	\$99,438
			1						
Total	\$77,346	\$19,983	\$21,516	\$5,379	\$20,846	\$5,211	\$10,001	\$2,500	\$162,782

Page 3 of 3 2024-2027

Transit Preservation

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 \$193,973,000

Description:

Mid-life Overhaul of 53 Light Rail Vehicles and upgrades to various systems/sub-systems to address obsolete parts, improve safety and vehicle performance, and enhance passenger comfort. The overhaul has been engineered to provide an additional 15 years of service of the light rail vehicle fleet. Metro cars were designed with a 30 year life and are due for replacement. The Automatic Train Protection system is experiencing reliability issues due to its age and obsolete parts thus increasing maintainability issues across its various systems/sub-systems. The replacement of Metro Cars and Train Control System with modern, reliable equipment will enhance passenger comfort, ensure better reliability and improve safety. Delays were a result of Covid such as material delivery, sub-suppliers, internal Alstom impacts and plant shutdown. In addition to the matching funds listed, MTA has committed \$106 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. Light rail fleet overhaul is designed to reduce system failures and improve reliability and service.

Amendment: This amendment shifts funds from previous years to the correct year of obligation. Section 5307 funds increase in FY 2024 for construction by \$14.5 million (\$11.6 million federal/\$2.9 matching) Additionally, CMAQ funding increases in FY 2024 by \$26.6 million (\$20.0 federal/\$6.6 matching). The total estimated cost of the project increases from \$152.9 million to \$194.0 million.

Connection to Long-Range Transportation Planning Goals:

- 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.
- 6.A Improve System Security -- Provide security-related features at transit facilities or on transit vehicles.



Page 1 of 3 2024-2027

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 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$32,196	\$8,049	\$24,178	\$6,044	\$15,043	\$6,045	\$3,331	\$833	\$95,719
ОТН	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$32,196	\$8,049	\$24,178	\$6,044	\$15,043	\$6,045	\$3,331	\$833	\$95,719

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

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$10	\$2,500	\$12,163	\$3,041	\$2,468	\$617	\$20,799
ОТН	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$10	\$2,500	\$12,163	\$3,041	\$2,468	\$617	\$20,799

Page 2 of 3 2024-2027

MTA - Transit

2024 - 2027 Transportation Improvement Program

Transit Preservation

Metro and Light Rail Rolling Stock Overhauls and Replacement

(Funding in Thousands)

Congestion Mitigation and Air Quality -ORIGINAL

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$29,071	\$7,267	\$0	\$0	\$0	\$0	\$0	\$0	\$36,338
ОТН	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$29,071	\$7,267	\$0	\$0	\$0	\$0	\$0	\$0	\$36,338
Total	\$61,267	\$15,316	\$24,188	\$8,544	\$27,206	\$9,086	\$5,799	\$1,450	\$152,856

Page 3 of 3 2024-2027

MTA - Transit

2024 - 2027 Transportation Improvement Program

Transit Preservation

Metro and Light Rail Rolling Stock Overhauls and Replacement

(Funding in Thousands)

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

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$43,823	\$10,956	\$24,178	\$6,044	\$15,043	\$6,045	\$3,331	\$833	\$110,253
ОТН	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$43,823	\$10,956	\$24,178	\$6,044	\$15,043	\$6,045	\$3,331	\$833	\$110,253

Section 5337 (State of Good Repair Formula Program)

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$10	\$2,500	\$12,163	\$3,041	\$2,468	\$617	\$20,799
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	\$10	\$2,500	\$12,163	\$3,041	\$2,468	\$617	\$20,799

Page 2 of 3 2024-2027

MTA - Transit

2024 - 2027 Transportation Improvement Program

Transit Preservation

Metro and Light Rail Rolling Stock Overhauls and Replacement

(Funding in Thousands)

Congestion Mitigation and Air Quality -NEW

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$49,075	\$13,846	\$0	\$0	\$0	\$0	\$0	\$0	\$62,921
ОТН	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$49,075	<mark>\$13,846</mark>	\$0	\$0	\$0	\$0	\$0	\$0	\$62,921
Total	\$92.898	\$24,802	\$24,188	\$8,544	\$27,206	\$9,086	\$5,799	\$1,450	\$193,973

Page 3 of 3 2024-2027

Emission Reduction Strategy

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 \$4,063,000

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.

Amendment: This amendment shifts funds from previous TIP years to reflect the proper year of obligations. CMAQ funds increase by \$1.39 million (\$1.39 million federal/\$0 matching) in FY 2024. The total estimated cost of the project increases from \$2.67 million to \$4.06 million.

Connection to Long-Range Transportation Planning Goals:

4.B Increase Mobility -- Provide techniques or alternatives as part of a Congestion Management Process (CMP).

5.A Implement Env. Responsible Trans. Solutions -- Coordinate to reduce delay & increase non-SOV through perf.-based planning & programming.

5.D Ilmplement Env. Responsible Trans. Solutions -- Reduce energy use of the transportation system.



MTA - Transit

2024 - 2027 Transportation Improvement Program

Emission Reduction Strategy

Ridesharing - Baltimore Region

(Funding in Thousands)

Congestion Mitigation and Air Quality -ORIGINAL

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$668	\$0	\$668	\$0	\$1,336
ОТН	\$668	\$0	\$668	\$0	\$0	\$0	\$0	\$0	\$1,336
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
			, 1						
Total	\$668	\$0	\$668	\$0	\$668	\$0	\$668	\$0	\$2,672

Page 2 of 2 2024-2027

MTA - Transit

2024 - 2027 Transportation Improvement Program

Emission Reduction Strategy

Ridesharing - Baltimore Region

(Funding in Thousands)

Congestion Mitigation and Air Quality -NEW

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$668	\$0	\$668	\$0	\$1,336
ОТН	\$2,059	\$0	\$668	\$0	\$0	\$0	\$0	\$0	\$2,727
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	\$2,059	\$0	\$668	\$0	\$668	\$0	\$668	\$0	\$4,063
			l						
Total	\$2,059	\$0	\$668	\$0	\$668	\$0	\$668	\$0	\$4,063

Page 2 of 2 2024-2027

Emission Reduction Strategy

Small Urban Transit Systems - Capital Assistance

TIP ID 40-9502-05 Year of Operation Ongoing

Agency MTA - Transit Project Type Fleet improvement

Project Category Emission Reduction Strategy Functional Class NA

Conformity Status Exempt Physical Data NA

CIP or CTP ID(s) NA Est. Total Cost \$11,121,000

Description:

Capital assistance to small urban transit systems throughout the region to purchase vehicles, equipment, and facilities. The Baltimore region's small urban transit system includes Carroll Transit System, Anne Arundel County, The City of Annapolis, and Howard County. Planned purchases include 2 small bus replacements, a minivan replacement, 2 heavy duty bus replacements, and continued preventative maintenance.

Justification:

Small urban transit capital assistance will enable locally operated transportation systems to operate such that local needs for services can be met. The small urban systems are important components of the regional transportation network.

Amendment: This amendment shifts funds from previous TIP years to reflect the proper year of obligations. Section 5307 funds increase by \$73,000 (\$58,000 federal/\$15,000 matching) in FY 2024 for "Other". Section 5339 funds increases \$9.45 million (\$7.49 million federal/\$1.96 million matching). The total estimated cost of the project increases from \$1.6 million to \$11.1 million.

Connection to Long-Range Transportation Planning Goals:

- 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
- 3.A Improve Accessibility -- Increase transportation options and equity for all populations.
- 5.A Implement Env. Responsible Trans. Solutions -- Coordinate to reduce delay & increase non-SOV through perf.-based planning & programming.



Page 1 of 2 2024-2027



Small Urban Transit Systems - Capital Assistance

(Funding in Thousands)

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

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$160	\$40	\$200
OTH	\$160	\$40	\$160	\$40	\$0	\$200	\$0	\$0	\$600
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$160	\$40	\$160	\$40	\$0	\$200	\$160	\$40	\$800

Section 5339 (Bus and Bus Facilities Formula Program -ORIGINAL

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ОТН	\$160	\$40	\$160	\$40	\$160	\$40	\$160	\$40	\$800
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$160	\$40	\$160	\$40	\$160	\$40	\$160	\$40	\$800
			, 1						
Total	\$320	\$80	\$320	\$80	\$160	\$240	\$320	\$80	\$1,600

Page 2 of 2 2024-2027



Small Urban Transit Systems - Capital Assistance

(Funding in Thousands)

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

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$160	\$40	\$200
ОТН	\$218	\$55	\$160	\$40	\$0	\$200	\$0	\$0	\$673
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$218</u>	<u>\$55</u>	\$160	\$40	\$0	\$200	\$160	\$40	\$873

Section 5339 (Bus and Bus Facilities Formula Program) NEW

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ОТН	\$7.650	\$1,998	\$160	\$40	\$160	\$40	\$160	\$40	\$10,248
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	\$7,650	\$1,998	\$160	\$40	\$160	\$40	\$160	\$40	\$10,248
			1						
Total	\$7,868	\$2,053	\$320	\$80	\$160	\$240	\$320	\$80	\$11,121

Page 2 of 2 2024-2027



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

May 7, 2024

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

Dear Mr. Lang:

The Maryland Department of Transportation (MDOT) requests three amendments to projects contained in the Baltimore Region's FY 2024-2027 Transportation Improvement Program (TIP) on behalf of the Maryland Transit Administration (MTA).

The MTA is requesting an amendment to the Metro and Light Rail Rolling Stock Overhaul and Replacement project (TIP ID #40-1804-63). This amendment will add \$11.6 million in 5307 funds, \$20.0 million in CMAQ funds, and \$9.5 million in state matching funds to FY 2024. This amendment will also add \$10.0 million in 5337 funding to FY 2025. The total project cost will increase to \$201.6M.

The MTA is requesting an amendment to the Bus and Paratransit Vehicle Overhaul and Replacement project (TIP ID #40-1802-05). This modification will add \$6.4 million in 5307 funds, \$42.3 million in CMAQ funds, and \$13.6 million in state matching funds to FY 24. The total project cost will increase to \$159.1M.

The MTA is requesting an amendment to the Small Urban Transit Systems – Capital project (TIP ID #40-9502-05). This amendment will add \$58,000 in 5307 funds, \$7.49 million in 5339 funds, and \$1.97 million in state matching funds to FY 24. The amendment also shifts \$160,000 from state/local funds to federal for 5307 in FY 2026. The total project cost will increase to \$11.1M.

Mr. Todd Lang Page Two

If you have questions or need additional information, please contact me at 410-865-1098, or via email at djanousek@mdot.maryland.gov for assistance.

Sincerely,

Dan Janousek Regional Planner

Office of Planning and Capital Programming

Attachment

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

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

Administrator

TO: OPCP REGIONAL PLANNING MANAGER TYSON BYRNE

OFFICE OF PLANNING AND CAPITAL PROGRAMMING

MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: OPCP REGONIAL PLANNER KARI SNYDER

OPCP REGIONAL PLANNER DAN JANOUSEK

FROM: DIRECTOR ERIC BECKETT Eric Beckett

OFFICE OF CAPITAL PROGRAMMING AND ASSET MANAGEMENT

MARYLAND TRANSIT ADMINISTRATION (MTA)

DATE: APRIL 15, 2024

SUBJECT: REQUEST FOR AN ADMENDMENT TO THE FISCAL YEAR 2024-2027

BALTIMORE REGIONAL TRANSPORTATION BOARD (BRTB)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

PURPOSE OF MEMORANDUM

To request OPCP request BRTB to approve the following TIP amendment and, upon BRTB approval, notify the Federal Transit Administration (FTA) of the amendment to the BRTB FY 2024-FY2027 TIP. This modification will add \$11.6 million in 5307 funds, \$20.0 million in CMAQ funds, and \$9.5 million in state matching funds to FY 24. This amendment will also add \$10.0 million in 5337 funding to FY 25.

SUMMARY

The MTA requests that the BRTB amend the FY 2024-2027 BRTB TIP to reflect the following action.

TIP	PROJECT	FUNDING TYPE	NEW FUNDING
40-1804-63	- 8		\$11,627,000
	Overhaul and Replacement	CMAQ	\$20,004,000
			\$ 9,485,000
		5337	\$ 9,990,000

Mr. Tyson Byrne Page Two

ANALYSIS

The Metro and Light Rail Rolling Stock Overhauls and Replacement project is an ongoing project for the midlife overhaul of the Light Rail vehicles and the replacement of the Metro cars and train control system. The project is key to providing safe and reliable vehicles for Metro and Light Rail service and complying with federally mandated maintenance requirements. This amendment increases the 5307 capital by \$11.6 million, the CMAQ by \$20.0 million and the local match by \$9.5 million in FY 24. This amendment will also add \$10.0 million in 5337 funding to FY 25.

The attached Statewide Transportation Improvement Program (STIP) report documents MDOT's requested amendment with respect to funding for the project above. The requested action will not impact scheduling or funding availability for other projects in the current STIP, which continues to be fiscally constrained.

Please modify the FY2024-2027 BRTB TIP and the FY 2022-2025 STIP to reflect the funding information provided in the attachments. If you have any questions, please do not hesitate to contact Ms. Erika Falk, MDOT MTA Office of Planning and Capital Programming, at 410-767-3895 or via email at efalk@mdot.maryland.gov.

ATTACHMENTS

- FY 2024-2027 BRTB TIP Project Report
- FY 2022-2025 Maryland STIP Project Report

cc: Ms. Erika Falk, Capital Analyst, Office of Planning and Programming, MTA
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA
Ms. Michelle Martin, Deputy Director, Planning and Capital Programming, TSO
Ms. Jamie Richardson, Manager, Baltimore Project Development, MTA

Metro and Light Rail Rolling Stock Overhaul and Replacement

TIP ID #	40-1804-63	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Fleet Improvement
Project Category	Transit	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP / CTP Page #	Multiple	Est. Total Cost	\$ 201,679,998

Description Performing Mid-life Overhaul of 53 Light Rail Vehicles. Perform selective upgrades to various systems/sub-systems to address parts obsolescence, improve safety and vehicle performance, and enhance passenger comfort. The overhaul has been engineered to provide an additional 15 years of service of the light rail vehicle fleet. The Metro cars were designed with a 30 year life and are now due for replacement. The Automatic Train Protection system is currently experiencing reliability issues due to its age and parts obsolescence thus increasing maintainability issues across its various systems and subsystems. The replacement of Metro Cars and Train Control System with modern, reliable equipment will enhance passenger comfort, ensure better reliability, and improve safety. In addition to the matching funds listed, MTA has reduce system failures and improve reliability and service. committed \$106 million in state dollars.

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

Justification

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

	Pi	eviou	Requ	ests		Annual	Eler	nent				Fed	lera	l Funding	Requ	iests (\$0	00)				Pro	ject Totals
	Previ	ous	Previ	ious	FY2	024	FY2	2024	FY2	2025	FY2	025	FY2	026	FY20	026	FY20	027	FY202	27		
	Feder	al	Mato	hing	Fed	leral	Ma	tching	Fed	leral	Mat	ching	Fed	eral	Mat	ching	Fede	eral	Matc	hing	Estir	nated
Phase	Funds	6	Fund	s	Fun	ıds	Fur	nds	Fur	nds	Fun	ds	Fun	ds	Fund	ls	Fund	ds	Funds	6	Proj	ect Total
CON	\$	-	\$	-	\$	43,823	\$	10,956	\$	24,179	\$	6,045	\$	15,043	\$	3,761	\$	3,331	\$	833	\$	107,970
ОТН	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
PE	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
PP	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
ROW	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Totals	\$	-	\$	-	\$	43,823	\$	10,956	\$	24,179	\$	6,045	\$	15,043	\$	3,761	\$	3,331	\$	833	\$	107,970

Metro and Light Rail Rolling Stock Overhaul and Replacement

Congestion Mitigation and Air Quality

														_								
	Pi	reviou	s Requ	ests	П	Annual	Eler	nent				Fed	deral F	unding	g Requ	ests (\$0	000)				Proj	ect Totals
	Previ	ous	Previ	ous	FY2	2024	FY2	2024	FY202	5	FY202	25	FY202	26	FY20	26	FY202	27	FY20	27		
	Feder	al	Mato	hing	Fed	leral	Ma	tching	Feder	al	Matc	hing	Feder	ral	Matc	hing	Feder	ral	Mato	hing	Estin	nated
Phase	Funds	6	Fund	s	Fur	nds	Fur	nds	Funds		Funds	6	Funds	s	Fund	s	Fund	s	Fund	s	Proje	ect Total
CON	\$	-	\$	-	\$	49,075	\$	13,846	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	62,921
ОТН	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
PE	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
PP	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
ROW	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Totals	\$	-	\$	-	\$	49,075	\$	13,846	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	62,921

5337

	Pre	evious	Requ	ests		Annual	Eleme	ent				Fed	dera	l Funding	Req	uests (\$0	00)				Pro	ect Totals
	Previo	us	Previ	ous	FY20	24	FY20	24	FY2	025	FY20)25	FY2	2026	FY2	026	FY2	027	FY20	27		
	Federa	al	Mato	hing	Fede	ral	Mate	hing	Fed	leral	Mat	ching	Fed	leral	Mat	ching	Fede	eral	Mate	ching	Estin	nated
Phase	Funds		Fund	s	Fund	s	Fund	s	Fun	ıds	Fune	ds	Fun	nds	Fun	ds	Fun	ds	Fund	ls	Proje	ect Total
CON	\$	-	\$	-	\$	-	\$	-	\$	10,000	\$	2,500	\$	12,163	\$	3,041	\$	2,468	\$	617	\$	30,789
ОТН	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
PE	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
PP	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
ROW	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Totals	\$	-	\$	-	\$	-	\$	-	\$	10,000	\$	2,500	\$	12,163	\$	3,041	\$	2,468	\$	617	\$	30,789

Funding Source(s) Total

	Previou	s Req	uests	Annual E	len	nent		Fed	lera	l Funding	Req	uests (\$0	00)			Pro	ject Totals
Totals	\$ -	\$	-	\$ 92,898	\$	24,802	\$ 34,179	\$ 8,545	\$	27,206	\$	6,802	\$	5,799	\$ 1,450	\$	201,680

				MA	ARYL	AN	ID STA	ΛT	EWIDE	ΞΤ	IP FY	202	22-2	025					
MDOT TID II	D: 40-1804-63																		
SUMMARY					_														
															Current	Funding Le	vel (000s)		
Project:					Amendme	nt Criter	ria	_	Conformity Status	S		Environn	nental Stat	us	Federal		State/Local	Total	
Metro and L	ight Rail Rolling Stock	Overhaul and	Replacement		В			IE	Exempt						\$ Not Euro	85,456 ding Chang		1 \$	109,317
					Administra	ation		F	Area/MPO			CTP Pag	ae		Federal		State/Local	Total	
					MTA				BRTB			Multiple			\$	41,621		6 \$	51,107
	Description													bsolescence, imp					
		The Automat	tic Train Protec	ction syste	em is curren	tly expe	riencing reliabilit	y iss	sues due to its a	ge and	parts obsoles	cence th	us increasi	ing maintainability	issues a	cross its va			
	Justification	System cons Automatic Tr replacement	sists of a doub rain Protection of the Signalir	le tracked system is ng System	train contro currently e with moder	olled sign	naling system that cing reliability iss	at is sues	15 miles long. T	he Met	ro train contro s obsolescend	ol system ce thus ir	was instal	lled in three phase naintainability issu	s and the les across	oldest sec s its various	tion is currently s systems and s	30 yrs o ub-syste	ld. The ems. The
INDIVIDUAL	REQUEST FORM									I-		E)/ 0000		E)/ 0000	EV 0004		E)/ 000E	II	
STIP/TIP	Amendment Criteria							H	Currer		Ü				-			Total	109,317
☐ A) Add	ls new individual projec	ts to the curre	ent STIP									\$		\$ -	\$				85,456
☑ B) Incr					inge				<u> </u>	′ 📗	/Local	\$	-	\$ -	\$			_	23,861
		lual listed proj	ect from the S	TIP								\$		\$ -	\$				160,424
D) Oth	er								(000s	·				•					127,077 33,347
44								F	Chang					т	\$ T	,		_	51,107
A) Adds new individual projects to the current STIP			41,621																
										State	/Local	\$	-	\$ -	\$	9,486	\$ -	\$	9,486
	P/TIP Amendment Criteria A) Adds new individual proje B) Increase/decrease, scop C) Removes or deletes indiv D) Other MARYLA SE DETAIL ent e Funding 5307 5337 CMAQ Increased E Funding 5307 CMAQ	_	EV 2022		1	ΓV	2022	-	EV.	2024			EV 2	0005	П		TOTAL		
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 Automatic Train Protection system is currently experiencing reliability issues due to layer and parts obsolescence thus increasing maintainability issues across its variety of the signaling system with modern, reliable equipment will enhance passenger comfort, ensure better reliability and offer improved safety. Light rail fleet or failures and improve reliability and service. NOVIDUAL REQUEST FORM	Federal			Federal			Total												
				70,469															
	Funding FY 2023 FY 2024 FY 2025 FY 2026 FY 2025 FY 2026 FY 2026 FY 2026 FY 2026 FY 2026 FY 2026 FY 2027 FY 2026 FY 2027 FY 2028 FY 2	0 \$	2,510																
			36,338																
		\$	-																
Total	J	\$				-	• •				15,316	_		•	\$				109,317
								,											
	E					FY		- -			,, ,							T	
								_							Federal ¢			Total	85,003
		+ ·			T										\$			0 \$	12,500
				-		-	\$ -		\$ 49,075	\$	13,846	\$			\$				62,921
		<u> </u>		-	+ -	-		- 1	•		-	-	-		\$		•	\$	-
Total		-			+		T					-		т	\$			\$	400 404
lotai		\$	- 5	-	\$	-	-	- 1	\$ 92,898	5 \$	24,802	\$	34,179	\$ 8,545	\$	127,077	\$ 33,34	7 \$	160,424
Change			FY 2022			FY	2023		FY	2024			FY 2	2025	T .		TOTAL		
Phase	Funding	Federal	State/Lo	ocal	Federal		State/Local	F	ederal	State	/Local	Federal		State/Local	Federal		State/Local	Total	
CO			- \$	-		-						\$	-	\$ -	\$	11,627		7 \$	14,534
					\$		•	_				\$			\$	9,990			9,990 26,583
	CIVIAQ	-			s			_	\$ 20,004 \$ -	\$	0,579	\$			\$	20,004	\$ 0,5		20,505
Total	3	\$	- \$	-	\$	-	\$ -	_	\$ 31,631	\$	9,486	\$	9,990	•	\$	41,621	т	6 \$	51,107
TOTAL PRO																			
	FY 2021)				_	(FY 20	22-2025)			-	nce to Comple	ete (≥ FY			*	roject Cost			
Federal			\$	-	Federal				\$ 127,077 \$ 33,347						Federal State/Lo			\$	160,082
iotate/Local	S	31		1.3	\$ 33,347	1.State	vi ocal			\$ 8,252	astate/Lo			- 4	41,599				
Total							_	\$ 160,424						Total	Cai		\$	201,681	



Wes Moore
Governor

Aruna Miller
Lieutenant Governor
Paul J. Wiedefeld
Secretary

Holly Arnold
Administrator

TO: OPCP REGIONAL PLANNING MANAGER TYSON BYRNE

OFFICE OF PLANNING AND CAPITAL PROGRAMMING

MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: OPCP REGONIAL PLANNER KARI SNYDER

OPCP REGIONAL PLANNER DAN JANOUSEK

FROM: DIRECTOR ERIC BECKETT Eric Beckett

OFFICE OF CAPITAL PROGRAMMING AND ASSET MANAGEMENT

MARYLAND TRANSIT ADMINISTRATION (MTA)

DATE: APRIL 15, 2024

SUBJECT: REQUEST FOR AN ADMENDMENT TO THE FISCAL YEAR 2024-2027

BALTIMORE REGIONAL TRANSPORTATION BOARD (BRTB)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

PURPOSE OF MEMORANDUM

To request OPCP request BRTB to approve the following TIP amendment and, upon BRTB approval, notify the Federal Transit Administration (FTA) of the amendment to the BRTB FY 2024-FY2027 TIP. This modification will add \$6.4 million in 5307 funds, \$42.3 million in CMAQ funds, and \$13.6 million in state matching funds to FY 24.

SUMMARY

The MTA requests that the BRTB amend the FY 2024-2027 BRTB TIP to reflect the following action.

TIP	PROJECT	FUNDING TYPE	NEW FUNDING
40-1802-05	Bus and Paratransit Vehicle Overhaul and	5307 CAP	\$ 6,427,000
	Replacement	CMAQ	\$42,326,000
		STATE	\$12,906,000

Mr. Tyson Byrne Page Two

ANALYSIS

The Bus and Paratransit Vehicle Overhaul and Replacement project supports the purchase and repair and replacement of key components for buses and paratransit vehicles for MTA. These improvements are essential to support the fleet capacity requirements and replace aging equipment. This amendment increases the 5307 capital by \$6.4 million, the CMAQ by \$42.3 million and the local match by \$13.6 million in FY 24.

The attached Statewide Transportation Improvement Program (STIP) report documents MDOT's requested amendment with respect to funding for the project above. The requested action will not impact scheduling or funding availability for other projects in the current STIP, which continues to be fiscally constrained.

Please modify the FY2024-2027 BRTB TIP and the FY 2022-2025 STIP to reflect the funding information provided in the attachments. If you have any questions, please do not hesitate to contact Ms. Erika Falk, MDOT MTA Office of Planning and Capital Programming, at 410-767-3895 or via email at efalk@mdot.maryland.gov.

ATTACHMENTS

- FY 2024-2027 BRTB TIP Project Report
- FY 2022-2025 Maryland STIP Project Report

cc: Ms. Erika Falk, Capital Analyst, Office of Planning and Programming, MTA
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA
Ms. Michelle Martin, Deputy Director, Planning and Capital Programming, TSO
Ms. Jamie Richardson, Manager, Baltimore Project Development, MTA

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	\$ 162,505,054

This project provides for the routine replacement of buses past their useful service life. Planned purchases include 310 forty-foot clean diesel buses and 40 sixty-foot clean diesel articulated buses. MDOT MTA is continously receiving deliveries of buses for MTA revenue service. 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, pneumatic systems, and other components as needed. Batteries in hybrid electric buses batteries near the end of their useful life wil 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 \$88 million in state dollars.

In order to reduce operating and maintenance costs, MDOT 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.

Justification

Section 5307 Urbanized Area Formula Program (funding for capital projects

					_				_	<u> </u>						• •					_	
	P	reviou	s Requ	ests		Annual	Elem	ent				Fe	deral	Funding	Req	uests (\$0	00)				Proj	ect Totals
	Previ	ous	Previ	ous	FY2	024	FY20	024	FY2	2025	FY20	025	FY2	026	FY2	026	FY2	027	FY202	27		
	Fede	ral	Matc	hing	Fed	leral	Mat	ching	Fed	leral	Mat	ching	Fed	eral	Mat	ching	Fede	eral	Matc	hing	Estin	nated
Phase	Fund	S	Fund	S	Fur	ıds	Fund	ds	Fur	nds	Fund	ds	Fun	ds	Fun	ds	Fund	ds	Funds	S	Proje	ect Total
CON	\$	-	\$	-	\$	17,563	\$	6,510	\$	14,643	\$	3,661	\$	4,957	\$	1,239	\$	3,800	\$	950	\$	53,324
ОТН	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
PE	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
PP	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
ROW	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Totals	\$	-	\$	-	\$	17,563	\$	6,510	\$	14,643	\$	3,661	\$	4,957	\$	1,239	\$	3,800	\$	950	\$	53,324

Bus and Paratransit Vehicle Overhaul and Replacement

Section 5339 (Bus and Bus Facilities Formula Program)

	Pr	evious	Reque	ests		Annual	Eleme	ent				Fe	deral F	undin	g Requ	ests (\$	000)				Proje	ct Totals
	Previo	ous	Previo	ous	FY20)24	FY20	24	FY20)25	FY20	025	FY202	26	FY20	26	FY20	27	FY20	27		
	Feder	al	Matcl	hing	Fede	eral	Matc	hing	Fede	eral	Mat	ching	Feder	al	Matc	hing	Fede	ral	Matc	hing	Estim	ated
Phase	Funds		Funds	5	Fund	ds	Fund	s	Fund	ds	Fund	ds	Funds	;	Fund	S	Fund	S	Fund	S	Proje	ct Total
CON	\$	-	\$	-	\$	3,000	\$	750	\$	4,794	\$	1,199	\$	-	\$	-	\$	-	\$	-	\$	9,743
ОТН	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
PE	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
PP	\$	-	\$	-	\$	-	\$		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
ROW	\$	-	\$	-	\$	-	\$		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Totals	\$	-	\$	-	\$	3,000	\$	750	\$	4,794	\$	1,199	\$	-	\$	-	\$	-	\$	-	\$	9,743

Congestion Mitigation and Air Quality (CMAQ)

	Р	reviou	s Requ	ests		Annual	Elen	nent				Fed	dera	l Funding	Req	uests (\$0	000)				Proj	ect Totals
	Previ	ous	Previ	ous	FY2	024	FY2	024	FY20	025	FY202	25	FY2	2026	FY2	026	FY2	027	FY2	027		
	Fede	ral	Matc	hing	Fed	leral	Ma	tching	Fede	eral	Matc	hing	Fed	leral	Mat	tching	Fed	eral	Mat	ching	Estin	nated
Phase	Fund	S	Fund	S	Fun	ıds	Fur	ıds	Fund	ds	Funds	;	Fun	nds	Fun	ds	Fun	ds	Fun	ds	Proje	ect Total
CON	\$	-	\$	-	\$	56,504	\$	12,723	\$	2,079	\$	520	\$	15,889	\$	3,972	\$	6,201	\$	1,550	\$	99,439
ОТН	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
PE	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
PP	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
ROW	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Totals	\$	-	\$	-	\$	56,504	\$	12,723	\$	2,079	\$	520	\$	15,889	\$	3,972	\$	6,201	\$	1,550	\$	99,439

Funding Source(s) Total

	Р	revious	Requ	ests	Annual I	Elemer	nt		Fed	dera	l Funding	Req	uests (\$0	00)			Proj	ject Totals
Totals	\$	-	\$	-	\$ 77,068	\$ 1	L9,984	\$ 21,516	\$ 5,379	\$	20,846	\$	5,212	\$	10,001	\$ 2,500	\$	162,505

				MARY	LAND S	TA	TEWI)F	TIP FY	2022	2-20	25					
				VI/ \I \ I			1 L VV 1L			2022		20					
MDOT TIP SUMMARY	ID: 40-1802-05									_	_					_	
SUMMARI	I IADLE			_							_		IC	urrent Funding Lo	evel (000s)	_	
Project:				Amendme	nt Criteria		Conformity St	tatus		Environm	ental Stat	us		ederal	State/Local	Tot	al
	arartransit Vehicle Ove	rhaul and Replace	ement	В			Exempt						9			,794 \$	58,973
										OTD D				et Funding Chan			
				Administra MTA	tion		Area/MPO BRTB			CTP Page Multiple	9		9	ederal 51,404	State/Local	.568 \$	64,972
	Descript	ion This project p	rovides for the routine		of buses past their us			ned pui			ot clean di	esel buses and					
		continously re suspension, b also covers th including lift e	eceiving deliveries of b body, paint, and wheeld ne purchase of paratral equipped buses.	uses for MTA chair/ADA, ele- nsit vehicles u	revenue service. MD ctrical, pneumatic sy nder MTA's Mobility	OOT MT/ stems, a program	A will also proa and other com n. Mobility is a	actively ponent special	repair and replace s as needed. Batte lized door-to-doors	e bus com eries in hyb service for	ponents a orid electr r people w	t key points in to c buses batterie ith disabilities w	ne veh es nea ho are	nicle's life, includi or the end of their e not able to ride	ing the vehicle useful life will fixed route pub	engine, ba be replace lic transp	attery, brakes, ed. This project ortation,
		high out of cor standards. To develop the w	mmission rates and the improve bus reliability orkforce through traini	e excessive m	najor repair problems rhaul program for bu e cost savings. Funds	that ari	se from retain les will simulta	ing bus ineously	es beyond their ec y increase vehicle	onomic life lifespan, ir	e. Replac mprove m	ement with clear aintenance effic	n dies iency	el buses helps m , reduce mechani	eet higher fede ical breakdown	eral emissi s, mitigate	ions e safety risks,
INDIVIDUA	AL REQUEST FORM							- In		E)/ 0000		EV 0000	I-	V 0004	EV 000E	т.,	-1
STIP/TIP	Amendment Criteria					-	<u></u>		Funding Fotal	FY 2022 \$	-	FY 2023	_	Y 2024 32,078	FY 2025	.895 \$	58,973
□ A) Add	ds new individual proje	cts to the current	STIP						ederal	\$	-	\$ -	9			,516 \$	47,179
☑ B) Inc.				nge			,		State/Local	\$	-	\$ -	3			,379 \$	11,794
		idual listed projec	t from the STIP	-			Prop	oosed T	Γotal	\$	-	\$ -	\$		\$ 26	,895 \$	123,945
□ D) Oth	her	continously receiving deliveries of suspension, body, paint, and whee also covers the purchase of paratr including lift equipped buses. Justification In order to reduce operating and migh out of commission rates and istandards. To improve bus reliability develop the workforce through trait (ADA) provisions adopted by the FREQUEST FORM mendment Criteria new individual projects to the current STIP ase/decrease, scope change, advance, delay, or phase choves or deletes individual listed project from the STIP of the state				(0		ederal	\$	-	\$ -	١,٠			,516 \$	98,583	
									State/Local	\$	-	\$ -	9	, 10,000		,379 \$	25,362
M	including lift equipped buses. Justification In order to reduce operating and high out of commission rates and standards. To improve bus reliable develop the workforce through track (ADA) provisions adopted by the ALREQUEST FORM. Amendment Criteria Ids new individual projects to the current STIP becase/decrease, scope change, advance, delay, or phase of the current strip in the strip her. MARYLAND DEPARTMENT OF T FY 2022 Funding Federal State/Local 5307 \$	TMENT OF TR	ANSPORT	ΓΔΤΙΟΝ					\$	-	\$ -				- \$	64,972 51,404	
	including lift equipped buse Justification In order to reduce operating high out of commission rate standards. To improve bus develop the workforce throu (ADA) provisions adopted buse the control of t		11101 0111	Allon		(0		ederai State/Local	\$	-	\$ -	1 9			- \$	13,568	
PHASE DE	ETAIL									,		•					
		suspension, body, paint, and whalso covers the purchase of pare including lift equipped buses. Justification In order to reduce operating and high out of commission rates an standards. To improve bus reliated develop the workforce through tr (ADA) provisions adopted by the control of the current STIP standards are control			FY 2023						FY 2				TOTAL		
		Federal	State/Local						State/Local	Federal	44040	State/Local		ederal	State/Local	Tota	
20		\$	- \$ -			-				\$	14,643 4,794	\$ 3,6 \$ 1,1				,444 \$,286 \$	32,223 6,429
develop the workforce through training, and create cost savings. Funds are also needed to provide par (ADA) provisions adopted by the Federal Transit Administration. INDIVIDUAL REQUEST FORM	φ 0/		4,794						0,429								
	ADA provisions adopted by the Federal Transit Administration.	178	\$ 3544	•	2.070	¢ 5					20 321						
		- \$	- 1	\$			\$	2,079		20 \$	16,257	\$ 4	,064 \$	20,321			
		*	T		*	-		- :	\$ -	\$,		20	16,257		,064 \$	
Fotal		\$	- \$ -	\$	- \$	-	\$	- :	\$ - \$ -	\$,	\$ -	20 \$	16,257 5 -	\$ 4 \$ \$,064 \$ - \$	
		\$	- \$ - - \$ -	\$	- \$ - \$	-	\$	- - i,663	\$ - \$ - \$ 6,415	\$	21,516	\$ - \$ - \$ 5,3	20 \$	16,257 5 -	\$ 4 \$ \$ \$,064 \$ - \$ - \$	-
Proposed		\$ \$	- \$ - - \$ -	\$	- \$ - \$	-	\$ 25	- - i,663	\$ - \$ - \$ 6,415	\$ \$ \$	-	\$ - \$ 5,3	79	16,257 6 - 6 - 6 47,179	\$ 4 \$ \$ \$ 11	,064 \$ - \$ - \$, 794 \$	- - 58,973
Proposed Phase	develop the workforce through training, and create cost savings. Funds are also (ADA) provisions adopted by the Federal Transit Administration. DUAL REQUEST FORM	\$ 25 Federal	- - 5,663 FY 20	\$ - \$ - \$ 6,415 O24 State/Local	\$ \$ \$	21,516 FY 2	\$ - \$ 5,3 2025 State/Local	20 \$	6 16,257 6 - 6 - 6 47,179 ederal	\$ 4 \$ \$ 11 TOTAL State/Local	,064 \$ - \$ - \$,794 \$	- - 58,973					
Proposed Phase		\$ 25 Federal \$ 17	FY 20	\$ - \$ - \$ 6,415 024 State/Local \$ 6,510	\$ \$ Federal	21,516 FY 2	\$ - \$ 5,3 2025 State/Local \$ 3,6	20 \$ \$ 79 \$ F 60 \$	6 16,257 6 - 6 - 7 47,179 ederal 6 32,206	\$ 4 \$ \$ 11 TOTAL State/Local \$ 10	,064 \$ - \$ - \$ - \$.794 \$ Tot:	58,973 58,973 al					
Proposed Phase	5307 5339	high out of commission rates and the excessive standards. To improve bus reliability, the mini of develop the workforce through training, and cre (ADA) provisions adopted by the Federal Transicular Federal Federa	\$ \$ Federal \$ \$	- \$ - \$ FY 2023 State/Local - \$ - \$	-	\$ 25 Federal \$ 17 \$ 3	FY 20 5,563 3,000	\$ - \$ 6,415 024 State/Local \$ 6,510 \$ 750	\$ \$ \$	21,516 FY 2	\$ \$ 5,3 2025 State/Local \$ 3,6 \$ 1,1	79 \$	6 16,257 6 - 6 47,179 ederal 6 32,206 6 7,794	\$ 4 \$ \$ 11 TOTAL State/Local \$ 10 \$ 1	,064 \$ - \$ - \$,794 \$ Tot: ,170 \$,949 \$	58,973 58,973 al 42,376 9,743	
Proposed Phase	5307 5339	Federal \$ \$ \$ \$	- \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$	Federal \$ \$ \$	- \$ - \$ State/Local - \$ - \$ - \$		\$ 25 Federal \$ 17 \$ 3 \$ 56	FY 20 5,563 5,000 5,504	\$ - \$ 6,415 024 State/Local \$ 6,510 \$ 750 \$ 12,723	\$ \$ Federal \$	21,516 FY 2	\$ \$ 5,3 2025 State/Local \$ 3,6 \$ 1,1	79 \$	ederal 32,206 5,7,794 5,58,583	\$ 4 \$ \$ 11 TOTAL State/Local \$ 10 \$ 1	,064 \$ - \$ - \$ - \$.794 \$ Tot:	58,973 58,973 al
Proposed Phase	5307 5339	Federal \$ \$ \$ \$	- \$ - \$ - - \$ - \$ - FY 2022 State/Local - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$	Federal \$ \$ \$ \$	- \$ - \$ FY 2023 State/Local - \$ - \$ - \$	- - - - - - - -	Federal \$ 17 \$ 3 \$ 56 \$ \$	FY 20 S 5,563 5,000 6,504	\$ - \$ 5 6,415 024 State/Local \$ 6,510 \$ 750 \$ 12,723 \$ -	\$ \$ \$ Federal \$ \$	21,516 FY 2 14,643 4,794 2,079	\$	79 \$ F 60 \$ 99 \$ 20 \$ \$	ederal 3 32,206 7,794 5 7,794 5 8,583 6 -	\$ 4 \$ 11 TOTAL State/Local \$ 10 \$ 1 \$ 13	,064 \$ - \$ - \$,794 \$ Tot: ,170 \$,949 \$,243 \$ - \$ - \$	58,973 58,973 al 42,376 9,743
Proposed Phase CO	5307 5339	Federal \$ \$ \$ \$	- \$ - \$ - FY 2022 State/Local - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$	Federal \$ \$ \$ \$ \$	- \$ - \$ - \$ FY 2023 State/Local - \$ - \$ - \$ - \$ - \$ - \$	-	Federal \$ 17 \$ 3 \$ 56 \$ \$	FY 20 S 5,563 5,000 6,504	\$ - \$ 5 5 5 5 5 5 5 5 5	\$ \$ \$ \$ Federal \$ \$ \$ \$ \$ \$	21,516 FY 2	\$ \$ 5,3 2025 State/Local \$ 3,6 \$ 1,1 \$ 5	79 \$ F 60 \$ 99 \$ 20 \$ \$	ederal 3 32,206 7,794 5 7,794 5 7,794 5 8,583	\$ 4 \$ 11 TOTAL State/Local \$ 10 \$ 1 \$ 13	,064 \$ - \$ - \$,794 \$ Tot: ,170 \$,949 \$,243 \$ - \$	58,973 58,973 al 42,376 9,743
Proposed Phase CO	5307 5339	Federal \$ \$ \$ \$	- \$ - \$ - FY 2022 State/Local - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	Federal \$ \$ \$ \$ \$	- \$ - \$ FY 2023 State/Local - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$		Federal \$ 17 \$ 3 \$ 56 \$ \$	FY 20 S 7,563 3,000 5,504 -	\$ - \$ 5 5 5 5 5 5 5 5 5	Federal \$ \$ \$ \$	21,516 FY 2 14,643 4,794 2,079	\$ \$ 5,3 \$ 5,3 \$ 2025 State/Local \$ 3,6 \$ 1,1 \$ 5 \$ 5 \$ 5 \$ 5	79 \$ F 60 \$ 99 \$ 20 \$ \$	ederal 3 32,206 7,794 5 7,794 5 8,583 6 -	\$ 4 \$ 11 TOTAL State/Local \$ 10 \$ 13 \$ 25	,064 \$ - \$ - \$,794 \$ Tot: ,170 \$,949 \$,243 \$ - \$ - \$	58,973 342,376 9,743 71,826
Proposed Phase CO Total Change	5307 5339 CMAQ	Federal \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$	Federal \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- \$ - \$ FY 2023 State/Local - \$ - \$ - \$ - \$ - \$ - \$ - \$ FY 2023		Federal \$ 17 \$ 3 \$ 56 \$ \$ \$ 77	FY 20 S 7,563 3,000 5,504 FY 20	\$ - 5 6,415 224 State/Local	Federal \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	21,516 FY 2 14,643 4,794 2,079	\$	79 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	6 16,257 6 - 6 47,179 ederal 6 32,206 6 7,794 6 58,583 6 98,583	\$ 4 \$ 11 TOTAL State/Local \$ 10 \$ 1 \$ 13 \$ 25		123,945
Proposed Phase CO Total Change Phase	5307 5339 CMAQ	Federal Federal Federal Federal Federal	- \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$	Federal \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- \$ - \$ FY 2023 State/Local - \$ - \$ - \$ - \$ - \$ - \$ - \$ FY 2023		Federal \$ 17 \$ 3 \$ 56 \$ \$ \$ \$ 77	FY 20 S,563 3,000 5,504 FY 20 FY 20	\$ - \$ 6,415 D224 State/Local \$ 6,510 \$ 750 \$ 12,723 \$ \$ 19,983	Federal \$ \$ \$ \$	21,516 FY 2 14,643 4,794 2,079	\$	79 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	6 16,257	\$ 4 \$ \$ 11 TOTAL State/Local \$ 10 \$ 13 \$ \$ 15 \$ \$ 25 TOTAL State/Local		58,973 42,376 9,743 71,826 - 123,945
Proposed Phase CO Total Change Phase	5307 5339 CMAQ Funding 5307	Federal S S S S S S S S S S S S S S S S S S S	- \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$	Federal \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- \$ - \$ - \$ FY 2023 State/Local - \$ - \$ - \$ - \$ - \$ - \$ FY 2023 State/Local - \$		Federal \$ 17 \$ 3 \$ 56 \$ \$ \$ 77	FY 20 \$,563 \$,000 \$,504 - - 7,067 FY 20 \$,3427	\$ - 5 6,415 224 State/Local	Federal \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	21,516 FY 2 14,643 4,794 2,079	\$	79 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	6 16,257 6 - 6 - 6 47,179 ederal 6 32,206 7,794 6 58,583 6 - 9 98,583 ederal	\$ 4 \$ \$ 11 TOTAL State/Local \$ 10 \$ 13 \$ \$ 15 \$ \$ 25 TOTAL State/Local		123,945
Proposed Phase CO Total Change	5307 5339 CMAQ Funding 5307 5339	Federal S S S S S S S S S S S S S S S S S S	- \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$	Federal \$ \$ \$ \$ \$ Federal \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- \$ - \$ - \$ FY 2023 State/Local - \$ - \$ - \$ - \$ - \$ - \$ FY 2023 State/Local - \$		\$ 25 Federal \$ 17 \$ 3 \$ 56 \$ 5 \$ 77 Federal \$ 6 \$ 2	FY 20 5,563 5,563 5,504 7,067 FY 20 8,427 2,651	\$ - \$ 5 5 5 5 5 5 5 5 5	Federal \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	21,516 FY 2 14,643 4,794 2,079	\$ 5,3 2025 State/Local \$ 3,6 \$ 1,1 \$ 5 \$ 5 \$ 5,3 2025 State/Local \$ 5,3	20 \$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	ederal 6 6,427 6 2,651	\$ 4 \$ \$ \$ 11 TOTAL State/Local \$ 10 \$ 13 \$ \$ 25 TOTAL State/Local \$ 3 \$ \$ 25 TOTAL State/Local \$ 3 \$ \$ 3 \$ \$ \$ 3 \$ \$ \$ 3 \$ \$ \$ 3 \$ \$ \$ 3 \$ \$ \$ 3 \$ \$ \$ 3 \$ \$ \$ 3 \$ \$ \$ 3 \$ \$ \$ 3 \$ \$ \$ 3 \$ \$ \$ 3 \$ \$ \$ 3 \$ \$ \$ 3 \$ \$ \$ 3 \$ \$ \$ 3 \$ \$ \$ 3 \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ 3 \$ \$ \$ \$ \$ 3 \$ \$ \$ \$ \$ 3 \$ \$ \$ \$ \$ 3 \$ \$ \$ \$ \$ 3 \$ \$ \$ \$ \$ \$ 3 \$ \$ \$ \$ \$ \$ \$ 3 \$		58,973 al 42,376 9,743 71,826 - 123,945
Proposed Phase CO Total Change Phase CO	5307 5339 CMAQ Funding 5307 5339	Federal S S S S S S S S S S S S S S S S S S S	- \$ - \$ - FY 2022 State/Local - \$ - \$ - - \$ - - \$ - FY 2022 State/Local - \$ - - \$ - - \$ - - \$ - - \$ - \$ -	Federal \$ \$ \$ \$ \$ Federal \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- \$ - \$ FY 2023 State/Local - \$ - \$ - \$ - \$ - \$ - \$ FY 2023 State/Local - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$		\$ 25 Federal \$ 17 \$ 3 \$ 56 \$ 5 \$ 77 Federal \$ 6 \$ 2 \$ 42 \$ \$	FY 20 S 7,563 3,000 5,504 FY 20 S 6,427 2,651 1,326	\$	Federal \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	21,516 FY 2 14,643 4,794 2,079	\$ -5,3 2025 State/Local \$ 3,6 \$ 1,1 \$ 5 \$ -5 \$ 5,3 2025 State/Local \$ 5,3	FF FF S S S S S S S S S S S S S S S S S	ederal	\$ 4 \$ \$ 11 TOTAL State/Local \$ 10 \$ 13 \$ 25 TOTAL State/Local \$ 25		58,973 al
Proposed Phase CO Fotal Change Phase CO	5307 5339 CMAQ Funding 5307 5339 CMAQ	Federal S S S S S S S S S S S S S S S S S S	- \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$	Federal \$ \$ \$ \$ \$ Federal \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- \$ - \$ - \$ FY 2023 State/Local - \$ - \$ - \$ - \$ - \$ - \$ FY 2023 State/Local - \$		\$ 25 Federal \$ 17 \$ 3 \$ 56 \$ 5 \$ 77 Federal \$ 6 \$ 2 \$ 42 \$ \$	FY 20 5,563 5,563 5,504 7,067 FY 20 8,427 8,651	\$	Federal \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	21,516 FY 2 14,643 4,794 2,079	\$ 5,3 2025 State/Local \$ 3,6 \$ 1,1 \$ 5 \$ \$ 5,3 2025 State/Local \$ 5,3	FF	ederal	\$ 4 \$ \$ 11 TOTAL State/Local \$ 10 \$ 13 \$ 25 TOTAL State/Local \$ 25		10,153 3,314
Proposed Phase CO Total Change Phase CO Total Total Total Total	5307 5339 CMAQ Funding 5307 5339 CMAQ	Federal S S S S S S S S S S S S S S S S S S S	- \$ - \$ - FY 2022 State/Local - \$ - \$ - - \$ - - \$ - FY 2022 State/Local - \$ - - \$ - - \$ - - \$ - - \$ - \$ -	Federal \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	FY 2023 State/Local \$		\$ 25 Federal \$ 17 \$ 3 \$ 56 \$ 5 \$ 77 Federal \$ 6 \$ 2 \$ 42 \$ \$	FY 20 5,563 3,000 5,504 	\$ - \$ 6,415 \$ 6,415 \$ 6,415 \$ 6,510 \$ 6,510 \$ 12,723 \$ - 5 \$ 19,963 \$ 3,726 \$ 663 \$ 9,179 \$ - 5 \$ 13,568	Federal \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	21,516 FY 2 14,643 4,794 2,079 21,516 FY 2	\$ -5,3 2025 State/Local \$ 3,6 \$ 1,1 \$ 5 \$ -5 \$ 5,3 2025 State/Local \$ 5,3	FF 5 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	ederal 3 32,206 7,794 5 5 - 98,583 6 98,583 6 6,427 6 42,326 6 42,326 6 5 1,404	\$ 4 \$ \$ 11 TOTAL State/Local \$ 10 \$ 13 \$ 25 TOTAL State/Local \$ 3 \$ 25 TOTAL \$ 3 \$ 3 \$ 3 \$ 3 \$ 3 \$ 3 \$ 3 \$ 3 \$ 3 \$ 3		58,973 al
Proposed Phase CO Total Change Phase CO Total Total TOTAL PR Prior Cost (5307 5339 CMAQ Funding 5307 5339 CMAQ	Federal S S S S S S S S S S S S S S S S S S S	- \$ - \$ - - \$ - \$ - FY 2022 State/Local - \$ - \$ - - \$ - \$ - - \$ - \$ - FY 2022 State/Local - \$ - - \$ - - \$ - \$ - - \$ -	Federal \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- \$ - \$ FY 2023 State/Local - \$ - \$ - \$ - \$ - \$ - \$ FY 2023 State/Local - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$		\$ 25 Federal \$ 17 \$ 3 \$ 56 \$ 5 \$ 77 Federal \$ 6 \$ 2 \$ 42 \$ 51	FY 20 5,563 5,563 5,000 5,504 - - 7,067 FY 20 5,427 2,651 2,326 - 4,404	\$	Federal \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	21,516 FY 2 14,643 4,794 2,079 21,516 FY 2	\$ 5,3 2025 State/Local \$ 3,6 \$ 1,1 \$ 5 \$ 5 \$ 5,3 2025 State/Local \$ 5 \$ 5,3	F F F F F F F F F F F F F F F F F F F	ederal	\$ 4 \$ \$ 11 TOTAL State/Local \$ 10 \$ 13 \$ 25 TOTAL State/Local \$ 3 \$ 25 TOTAL \$ 3 \$ 3 \$ 3 \$ 3 \$ 3 \$ 3 \$ 3 \$ 3 \$ 3 \$ 3		10,153 3,314 51,505 64,972
Proposed Phase CO Change Phase CO Total Total	Funding S307 S339 CMAQ	Federal S S S S S S S S S S S S S S S S S S S	- \$ - \$ - - \$ - \$ - State/Local - \$ - \$ - - \$ - \$ - \$ \$ \$ - \$ \$ \$ - \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$	Federal \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	FY 2023 State/Local - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$		\$ 25 Federal \$ 17 \$ 3 \$ 56 \$ 57 Federal \$ 42 \$ 51 \$ 98	FY 20 \$,563 \$,000 \$,504 FY 20 \$,427 \$,651 \$,326 \$,427 \$,447	\$	Federal \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	21,516 FY 2 14,643 4,794 2,079 21,516 FY 2	\$	FF	ederal	\$ 4 \$ \$ 11 TOTAL State/Local \$ 10 \$ 13 \$ 25 TOTAL State/Local \$ 3 \$ 25 TOTAL \$ 3 \$ 3 \$ 3 \$ 3 \$ 3 \$ 3 \$ 3 \$ 3 \$ 3 \$ 3	.064 \$ \$	123,945 10,153 3,314 51,505 64,972
Proposed Phase CO Cotal Change Phase CO Cotal COTAL PR Prior Cost (Funding S307 S339 CMAQ	Federal S S S S S S S S S S S S S S S S S S S	- \$ - \$ - - \$ - \$ - FY 2022 State/Local - \$ - \$ - - \$ - \$ - - \$ - \$ - FY 2022 State/Local - \$ - - \$ - - \$ - \$ - - \$ -	Federal \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	FY 2023 State/Local - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$		\$ 25 Federal \$ 17 \$ 3 \$ 56 \$ 77 Federal \$ 6 \$ 2 \$ 51 \$ 51	FY 20 \$,563 \$,000 \$,504 FY 20 \$,427 \$,651 \$,326 \$,427 \$,447	\$ - \$ 6,415 \$ 6,415 \$ 6,415 \$ 6,510 \$ 750 \$ 12,723 \$ - \$ \$ 19,983 \$ 24 State/Local \$ 3,726 \$ 9,179 \$ - \$ \$ 13,568 Salance to Comple Federal State/Local	Federal \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	21,516 FY 2 14,643 4,794 2,079 21,516 FY 2	\$ -5,3 2025 State/Local \$ 3,6 \$ 1,1 \$ 5 \$ -\$ \$ 5,3 2025 State/Local \$ 5 \$ -\$ \$ 5,3 2025 State/Local \$ 5 \$ -\$ \$ 7,7	FF	ederal 3	\$ 4 \$ \$ 11 TOTAL State/Local \$ 10 \$ 13 \$ 25 TOTAL State/Local \$ 3 \$ 25 TOTAL \$ 3 \$ 3 \$ 3 \$ 3 \$ 3 \$ 3 \$ 3 \$ 3 \$ 3 \$ 3		10,153 3,314 51,505 64,972



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

Administrator

TO: OPCP REGIONAL PLANNING MANAGER TYSON BYRNE

OFFICE OF PLANNING AND CAPITAL PROGRAMMING

MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: OPCP REGONIAL PLANNER KARI SNYDER

OPCP REGIONAL PLANNER DAN JANOUSEK

FROM: DIRECTOR ERIC BECKETT Eric Beckett

OFFICE OF CAPITAL PROGRAMMING AND ASSET MANAGEMENT

MARYLAND TRANSIT ADMINISTRATION (MTA)

DATE: APRIL 19, 2024

SUBJECT: REQUEST FOR AN ADMENDMENT TO THE FISCAL YEAR 2024-2027

BALTIMORE REGIONAL TRANSPORTATION BOARD (BRTB)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

PURPOSE OF MEMORANDUM

To request OPCP request BRTB to approve the following TIP amendment and, upon BRTB approval, notify the Federal Transit Administration (FTA) of the amendment to the BRTB FY 2024-FY2027 TIP. This amendment will add \$58,000 in 5307 funds, \$7.49 million in 5339 funds, and \$1.97 million in state matching funds to FY 24. The amendment also shifts \$160,000 from state/local funds to federal for 5307 in FY 26.

SUMMARY

The MTA requests that the BRTB amend the FY 2024-2027 BRTB TIP to reflect the following action.

TIP	PROJECT	FUNDING TYPE	NEW FUNDING
40-9502-05	Small Urban Transit Systems - Capital	5307 CAP	\$ 58,000
		5339	\$ 7,490,000
		STATE	\$ 1,973,000

ANALYSIS

The Small Urban Transit Systems – Capital project provides assistance to small urban transit systems throughout the region to purchase vehicles, equipment, and facilities. This amendment will add \$58,000 in 5307 funds, \$7.49 million in 5339 funds, and \$1.97 million in state matching funds to FY 24. The amendment also shifts \$160,000 from state/local funds to federal for 5307 in FY 26.

The attached Statewide Transportation Improvement Program (STIP) report documents MDOT's requested amendment with respect to funding for the project above. The requested action will not impact scheduling or funding availability for other projects in the current STIP, which continues to be fiscally constrained.

Please modify the FY2024-2027 BRTB TIP and the FY 2022-2025 STIP to reflect the funding information provided in the attachments. If you have any questions, please do not hesitate to contact Ms. Erika Falk, MDOT MTA Office of Planning and Capital Programming, at 410-767-3895 or via email at efalk@mdot.maryland.gov.

ATTACHMENTS

- FY 2024-2027 BRTB TIP Project Report
- FY 2022-2025 Maryland STIP Project Report

cc: Ms. Erika Falk, Capital Analyst, Office of Planning and Programming, MTA
 Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA
 Ms. Michelle Martin, Deputy Director, Planning and Capital Programming, TSO
 Ms. Jamie Richardson, Manager, Baltimore Project Development, MTA

	Small Urban Tr	ansit Systems - Capital													
TIP ID# 40-9502-05	P ID# 40-9502-05 40-9502-05 Year of Operation Ongoing														
Agency	MTA - Transit	Project Type	Fleet Improvement												
Project Category	Emission Reduction Strategy	Functional Class	NA												
Conformity Status	Exempt	Physical Data	NA												
CIP/CTP Page #	NA	Est. Total Cost	\$11,120,707												

Description	Justification
Capital assistance to small urban transit systems throughout the region to purchase	Small urban transit capital will enable locally operated transportation systems to
vehicles, equipment, and facilities. The Baltimore region's small urban transit	operate such that local needs for services can be met. The small urban systems
system includes Carroll Transit System, Anne Arundel County, The City of Annapolis,	are important components of the regional transportation network.
and Howard County. Planned purchases include 5 small bus replacements, 8 small	
cutaway bus expansions, 3 mini van expansions, 3 heavy duty bus replacements,	
and continued preventative maintenance.	

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

																				Р	roject
	Pı	revious	Req	uests		Annual	Eler	ment			Fed	lera	l Funding	Rec	quests (\$00	0)				7	otals
	Prev	vious	Р	revious	F	Y 2024	I	FY 2024	FY 2025		FY 2025		FY 2026		FY 2026	F	Y 2027	F١	2027	Est	imated
	Fed	leral	М	atching	ı	ederal	N	Natching	Federal	N	Matching		Federal	١	/latching	F	ederal	Ma	atching	Р	roject
Phase	Fu	nds		Funds		Funds		Funds	Funds		Funds		Funds		Funds		Funds	F	unds	-	Γotal
CON	\$	-	\$	-	\$	-	\$	-	\$ -	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
ОТН	\$	-	\$	-	\$	218	\$	55	\$ 160	\$	40	\$	160	\$	40	\$	160	\$	40	\$	873
PE	\$	-	\$	-	\$	-	\$		\$ -	\$	-	\$	-	\$		\$	-	\$	-	\$	-
PP	\$	-	\$	-	\$	-	\$		\$ -	\$	-	\$	-	\$		\$	-	\$	-	\$	-
ROW	\$	-	\$	-	\$	-	\$		\$ -	\$	-	\$	-	\$		\$	-	\$	-	\$	-
Totals	\$	-	\$	-	\$	218	\$	55	\$ 160	\$	40	\$	160	\$	40	\$	160	\$	40	\$	873

Small Urban Transit Systems - Capital

Section 5339 (Bus and Bus Facilities Formula Program)

																				ı	Project
	Pi	revious	Red	quests		Annual	Elen	nent			Fed	lera	l Funding	Rec	uests (\$00	00)					Totals
	Pre	/ious	F	Previous	F	Y 2024	ı	FY 2024	FY 2025		FY 2025	ı	Y 2026		FY 2026	F۱	/ 2027	FY	2027	Estimated	
	Fed	Federal Matching Funds Funds			ı	ederal	N	latching	Federal	N	/latching	ı	Federal	N	latching	Fe	ederal	Ma	tching	ı	Project
Phase	Fu	Funds Funds				Funds		Funds	Funds		Funds		Funds	Funds		Funds		Funds			Total
CON	\$	-	\$	-	\$	-	\$	-	\$ -	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
ОТН	\$	-	\$	-	\$	7,650	\$	1,998	\$ 160	\$	40	\$	160	\$	40	\$	160	\$	40	\$	10,248
PE	\$	-	\$	-	\$	-	\$	-	\$ -	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
PP	\$	-	\$	-	\$	-	\$	-	\$ -	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
ROW	\$	-	\$	-	\$	-	\$	-	\$ -	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Totals	\$	-	\$	-	\$	7,650	\$	1,998	\$ 160	\$	40	\$	160	\$	40	\$	160	\$	40	\$	10,248

Funding Source(s) Total

																	Pro	ject
	Pr	revious	Reque	ests	Annual I	Elem	ent		Fed	leral	Funding	Requ	ıests (\$00	00)			Tot	als
Totals	\$	-	\$	•	\$ 7,868	\$	2,053	\$ 320	\$ 80	\$	320	\$	80	\$	320	\$ 80	\$	11,121

MARYLAND STATEWIDE TIP FY 2022-2025 MDOT TIP ID: 40-9502-05 Current Funding Level (000s) Project: Amendment Criteria Conformity Status **Environmental Status** 640 \$ 160 \$ 800 Small Urban Transit Systems - Capital Exempt В Net Funding Change (000s) Area/MPO CTP Page Federal State/Local Administration Total MTA BRTB Multiple 7,548 \$ 1,973 \$ 9,521 Description Capital assistance to small urban transit systems throughout the region to purchase vehicles, equipment, and facilities. The Baltimore region's small urban transit system includes Carroll Transit System, Anne Arundel County, The City of Annapolis, and Howard County. Planned purchases include 5 small bus replacements, 8 small cutaway bus expansions, 3 mini van expansions, 3 heavy duty bus replacements, and continued preventative maintenance. Justification Small urban transit capital will enable locally operated transportation systems to operate such that local needs for services can be met. The small urban systems are important components of the regional transportation network. INDIVIDUAL REQUEST FORM unding FY 2022 FY 2023 FY 2024 FY 2025 Total STIP/TIP Amendment Criteria 400 \$ Total \$ \$ \$ 400 800 Curren A) Adds new individual projects to the current STIP ederal \$ \$ 320 \$ 320 640 (000s)B) Increase/decrease, scope change, advance, delay, or phase change State/Local \$ 80 80 160 \$ C) Removes or deletes individual listed project from the STIP 9,921 \$ 400 10,321 Proposed Total \$ \$ D) Other ederal 7.868 320 8,188 (000s)tate/Local 2.053 80 2.133 Total 9,521 \$ 9,521 MARYLAND DEPARTMENT OF TRANSPORTATION Change (000s)ederal 7,548 7,548 State/Local 1,973 1,973 PHASE DETAIL FY 2025 Current FY 2022 FY 2023 FY 2024 TOTAL Funding State/Local State/Local State/Local State/Local State/Local Phase Federal Federal Federal Federal Federal Total CO 5307 40 160 320 80 \$ 400 \$ \$ \$ 160 40 5339 160 40 160 40 320 80 400 \$ 640 \$ Total \$ \$ \$ \$ 320 \$ 80 \$ 320 \$ 80 160 \$ 800 FY 2022 FY 2023 FY 2024 FY 2025 TOTAL Proposed Phase Funding Federal State/Local Federal State/Local Federal State/Local Federal State/Local State/Local Total CO 5307 \$ \$ \$ \$ 218 \$ 55 160 \$ 40 378 \$ 95 \$ 473 5339 \$ \$ 7,650 \$ 1,998 \$ 160 40 7,810 \$ 2,038 \$ 9,848 \$ \$ \$ \$ \$ \$ \$ 7.868 \$ 2.053 \$ 320 \$ 80 \$ 8.188 \$ 2.133 \$ 10.321 Total \$ \$ \$ - \$ \$ FY 2022 FY 2023 FY 2024 FY 2025 TOTAL Change Phase Funding Federal State/Local Federal State/Local Federal State/Local Federal State/Local Federal State/Local Total 5307 58 58 73 CO 15 **S** 5339 7,490 1,958 7,490 1,958 9,448 1.973 \$ Total 7.548 7.548 \$ 1.973 \$ 9,521 \$ TOTAL PROJECT COST Prior Cost (≤ FY 2021) STIP Cost (FY 2022-2025) Balance to Complete (≥ FY 2026) **Total Project Cost** 640 Federal Federal \$ Federal \$ 8,188 Federal \$ \$ 8,828 State/Local 2.133 State/Local 160 State/Local 2.293 State/Loca \$ \$ \$ \$ Total \$ -Total \$ 10,321 Total 800 Total \$ 11,121



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

May 16, 2024

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

Dear Mr. Lang:

The Maryland Department of Transportation (MDOT) requests one amendment to a project contained in the Baltimore Region's FY 2024-2027 Transportation Improvement Program (TIP) on behalf of the Maryland Transit Administration (MTA).

The MTA requests an amendment for the Ridesharing – Baltimore Region project (TIP ID #40-9901-01). The amendment will add \$1.4M in federal Congestion Mitigation Air Quality (CMAQ) funding to the project in FY 2024.

If you have questions or need additional information, please contact me at 410-865-1098, or via email at djanousek@mdot.maryland.gov for assistance.

Sincerely,

Dan Janousek Regional Planner

Office of Planning and Capital Programming

Attachment

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

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

Administrator

TO: OPCP REGIONAL PLANNER DAN JANOUSEK

OFFICE OF PLANNING AND CAPITAL PROGRAMMING MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: OPCP REGONIAL PLANNER KARI SNYDER

DIRECTOR ERIC BECKETT Eric Beckett

FROM: OFFICE OF CAPITAL PROGRAMMING AND ASSET MANAGEMENT

MARYLAND TRANSIT ADMINISTRATION (MTA)

DATE: MAY 15, 2024

SUBJECT: REQUEST FOR AN AMENDMENT TO THE FISCAL YEAR 2024-2027

BALTIMORE REGIONAL TRANSPORTATION BOARD (BRTB)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

PURPOSE OF MEMORANDUM

To request OPCP request BRTB to approve the following TIP amendment and, upon BRTB approval, notify the Federal Transit Administration (FTA) of the amendment to the BRTB FY 2024-FY2027 TIP. This amendment will add \$1,391,000 to CMAQ funds.

SUMMARY

The MTA requests that the BRTB amend the FY 2024-2027 BRTB TIP to reflect the following action.

TIP	PROJECT	FUNDING TYPE	NEW FUNDING
40-9901-01	Ridesharing – Baltimore Region	CMAQ	\$ 1,391,000

Mr. Dan Janousek Page Two

ANALYSIS

The ridesharing project covers the activities of the ridesharing program in all jurisdictions in the Baltimore Region, including the Guaranteed Ride Home Program (GRH). The amendment will increase the FY 24 by \$1,391,000. MTA is moving forward with obligating the FY 22, FY 23, and FY 24 CMAQ grants for this project with this action, so it is not new funding.

The attached Statewide Transportation Improvement Program (STIP) report documents MDOT's requested amendment with respect to funding for the project above. The requested action will not impact scheduling or funding availability for other projects in the current STIP, which continues to be fiscally constrained.

Please amend the FY2024-2027 BRTB TIP and the FY 2022-2025 STIP to reflect the funding information provided in the attachments. If you have any questions, please do not hesitate to contact Ms. Erika Falk, MDOT MTA Office of Planning and Capital Programming, at 410-767-3895 or via email at efalk@mdot.maryland.gov.

ATTACHMENTS

- FY 2024-2027 BRTB TIP Project Report
- FY 2022-2025 Maryland STIP Project Report

cc: Ms. Erika Falk, Capital Analyst, Office of Planning and Programming, MTA
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA

Ms. Michelle Martin, Deputy Director, Planning and Capital Programming, TSO

Ms. Jamie Richardson, Manager, Baltimore Project Development, MTA

Ridesharing - Baltimore Region

TIP ID #	40-9901-01	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Ridesharing
Project Category	Transit	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP / CTP Page #	Multiple	Est. Total Cost	\$ 4,062,574

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

Congestion Mitigation and Air Quality

	Pre	vious	Reque	sts		Annual	Elen	nent				Fe	deral F	unding	Requ	ests (\$0	000)				Proje	ct Totals
	Previo	us	Previo	us	FY20)24	FY2	024	FY2025	5	FY202	5	FY202	6	FY202	26	FY202	7	FY20	27		
	Federa	I	Match	ning	Fede	eral	Mat	tching	Federa	ı	Match	ing	Federa	al	Matc	hing	Feder	al	Matc	hing	Estima	ated
Phase	Funds Funds			Fund	ls	Fun	ds	Funds		Funds		Funds		Funds	6	Funds	i	Fund	s	Projec	t Total	
CON	\$	-	\$	-	\$	2,059	\$		\$	668	\$	-	\$	668	\$	-	\$	668	\$	-	\$	4,063
OTH	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
PE	\$	-	\$	-	\$	-	\$		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
PP	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
ROW	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Totals	\$	-	\$	-	\$	2,059	\$	-	\$	668	\$	-	\$	668	\$	-	\$	668	\$	-	\$	4,063

Funding Source(s) Total

	Previo	Previous Requests Annual Element						nt	Federal Funding Requests (\$000)											Project Totals		
Totals	\$ -		\$		\$	2,059	\$	-	\$ 668	\$	-	\$	668	\$	-	\$	668	\$	-	\$	4,063	

MARYLAND STATEWIDE TIP FY 2022-2025 MDOT TIP ID: 40-9901-01 SUMMARY TABLE Current Funding Level (000s) Project: Amendment Criteria Conformity Status **Environmental Status** 1,336 Exempt 1.336 | \$ \$ Ridesharing - Baltimore Region В Net Funding Change (000s) Area/MPO CTP Page Federal State/Local Total Administration MTA BRTB Multiple 1,391 \$ \$ 1,391 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, Baltimore Metropolitan Council, Anne Arundel, Howard, and Harford counties. Justification 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. INDIVIDUAL REQUEST FORM unding FY 2022 FY 2023 FY 2024 FY 2025 Total STIP/TIP Amendment Criteria Total \$ \$ \$ 668 \$ 668 1,336 Curren A) Adds new individual projects to the current STIP ederal \$ \$ 668 668 1,336 (000s)B) Increase/decrease, scope change, advance, delay, or phase change State/Local \$ \$ C) Removes or deletes individual listed project from the STIP 668 2,727 Proposed Total 2,059 \$ \$ \$ D) Other (000s) ederal 2,059 668 2,727 tate/Local 1,391 Total 1,391 \$ MARYLAND DEPARTMENT OF TRANSPORTATION Change (000s)ederal 1,391 1,391 State/Local PHASE DETAIL Current FY 2022 FY 2023 FY 2024 FY 2025 TOTAL State/Local State/Local State/Local State/Local Funding Federal Federal State/Local Federal Federal Total Phase Federal CMAQ 668 1,336 1,336 OTH \$ \$ \$ 668 \$ Total \$ \$ \$ \$ 668 \$ 668 \$ 1,336 \$ \$ 1,336 FY 2022 FY 2023 FY 2024 FY 2025 TOTAL Proposed Phase Funding Federal State/Local Federal State/Local Federal State/Local Federal State/Local Federal State/Local Total OTH CMAQ \$ \$ \$ 2,059 \$ 668 \$ 2,727 2,727 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ 2,727 \$ Total 2,059 \$ 668 \$ 2,727 \$ \$ \$ \$ \$ \$ \$ FY 2022 FY 2023 FY 2024 FY 2025 TOTAL Change Phase Funding Federal State/Local Federal State/Local Federal State/Local Federal State/Local Federal State/Local Total ОТН CMAQ 1,391 1,391 1,391 \$ \$ \$ \$ Total 1.391 \$ 1.391 \$ 1,391 \$ \$ TOTAL PROJECT COST Prior Cost (≤ FY 2021) STIP Cost (FY 2022-2025) Balance to Complete (≥ FY 2026) **Total Project Cost** Federal \$ Federal \$ 2,727 Federal \$ 1,336 Federal \$ 4,063 State/Loca State/Local \$ State/Local \$ State/Local \$ \$ 4,063 Total \$ -Total \$ 2,727 | Total \$ 1,336 Total