

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #15-11**

**AMENDMENT TO THE 2014 – 2017 BALTIMORE REGION
TRANSPORTATION IMPROVEMENT PROGRAM**

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

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2014-2017 Transportation Improvement Program for the Baltimore region at its November 26, 2013 meeting; 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 the behalf of the Maryland Transit Administration has requested approval of an amendment to the 2014-2017 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, the Maryland Transit Administration is requesting to update funding for the Metro Railcar Overhaul and Emergency Repairs (see Attachment 1) as well as Kirk Bus Facility Replacement (see Attachment 2) projects. They are also seeking to add one new project, the Charm City Circulator Harbor Connector Electrification (see Attachment 3) project; and

WHEREAS, the Transportation Improvement Program, as amended, continues to display financial reasonableness and re-affirms the appropriate project selection criteria whereby all requirements for a Transportation Improvement Program in the Moving Ahead for Progress in the 21st Century Act are met; 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 publicized for a 30-day review from October 9, 2014 to November 10, 2014 with a public meeting on November 5, 2014 to allow for comments. XX comments were received on this project.*

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 2014-2017 Transportation Improvement Program for the Baltimore region and finds it to conform to the applicable Maryland State Implementation Plan and requirements of the 1990 Clean Air Act Amendments.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution on November 25, 2014.

Date

Harvey Gold, Chairman
Baltimore Regional Transportation Board



MTA - Transit

2014 - 2017 Transportation Improvement Program

Transit

Metro Railcar Overhaul and Emergency Repairs

TIP ID	40-1003-64	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Preservation and improvements
Project Category	Transit	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	0091/1281	Est. Total Cost	\$13,439,000

Description:

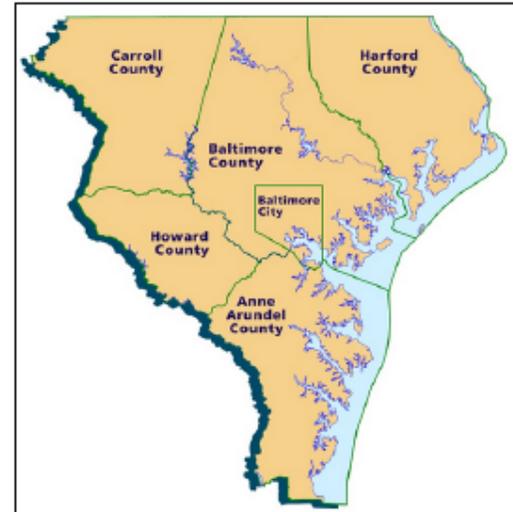
The mid-life overhaul provides for the upgrade, overhaul and/or installation of new vehicle systems. Metro railcar subsystems are to undergo future five-and ten-year ongoing overhauls. Scope of vehicle system overhaul includes the overhaul and repair of gearboxes, traction motors, air compressors, evaporator motors, PBM motors, HVAC compressors and truck assemblies. The ongoing Emergency Repair program covers equipment at end-of-life that was not captured during the mid-life/five-year overhaul program. Funds are utilized to support other capital projects and emergencies as they occur. Additionally, funds may be used to repair damaged railcar vehicles.

Justification:

There are 90 cars in the Metro System carrying an average of 51,000 riders per day. Overhaul is designed to reduce system failures and improve reliability and service.

Amendment:

MTA is requesting an amendment to add \$7.1 million of Section 5307 federal funds.



Connection to Long-Range Transportation Planning Goals:

2.D Preserve the Existing Infrastructure -- Continue to invest in improvements to existing rail and bus infrastructure and stations/stops



MTA - Transit

2014 - 2017 Transportation Improvement Program

Transit

Metro Railcar Overhaul and Emergency Repairs

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects) -New Funding Source

Phase	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$7,143	\$1,786	\$0	\$0	\$0	\$0	\$8,929
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$7,143	\$1,786	\$0	\$0	\$0	\$0	\$8,929

Section 5309 Capital Funding -New Funding Source

Phase	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	Total Four-Year Funding Request
CON	\$93	\$23	\$0	\$0	\$0	\$0	\$0	\$0	\$116
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$93	\$23	\$0	\$0	\$0	\$0	\$0	\$0	\$116
New Total	\$3,608	\$902	\$7,143	\$1,786	\$0	\$0	\$0	\$0	\$13,439



MTA - Transit

2014 - 2017 Transportation Improvement Program

Transit

Kirk Bus Facility Replacement - Phase 1 & 2

TIP ID	40-1203-65	Year of Operation	2015
Agency	MTA - Transit	Project Type	Rehabilitation of facilities
Project Category	Transit	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	0705	Est. Total Cost	\$39,795,000

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 below, MTA has committed \$31.7 million in non-federal dollars to complete the funding package for this project.

Justification:

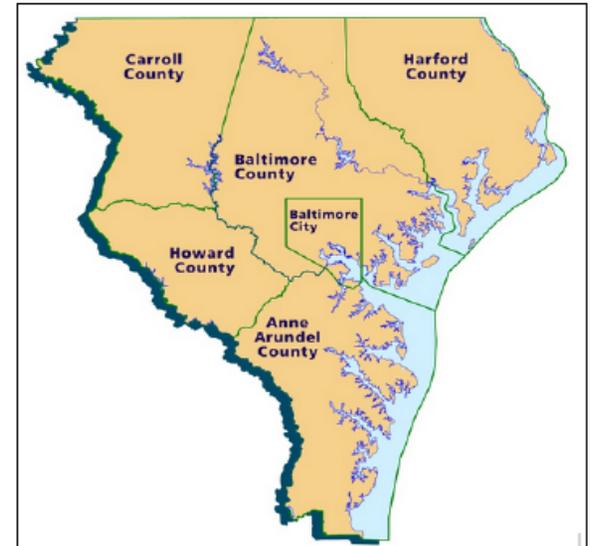
The current facility supports 14 bus routes operating in Baltimore City and Baltimore County and was built over 65 years ago and cannot accommodate MTA's modern fleet or hybrid and articulated buses. A new facility is required to ensure efficient transit traffic and parking in the nearby community. MTA has worked with the community for many years to develop a plan to modernize the Kirk Division Bus Facility. Phase 1 year of completion - 2015, Phase 2 year of completion - 2018.

Amendment:

To add FY 2015 & FY 2017 funding to Sections 5307 and 5339 to the Kirk Bus Facility Replacement – Phase 1 project. MTA will also be adding \$26.1 million of Section 5307 federal funds and \$5.8 million of Section 5399 federal funds

Connection to Long-Range Transportation Planning Goals:

2.D Preserve the Existing Infrastructure -- Continue to invest in improvements to existing rail and bus infrastructure and stations/stops





MTA - Transit

2014 - 2017 Transportation Improvement Program

Transit

Kirk Bus Facility Replacement - Phase 1 & 2
(Funding in Thousands)

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

Phase	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$1,114	\$279	\$0	\$0	\$0	\$0	\$1,393
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$1,114	\$279	\$0	\$0	\$0	\$0	\$1,393

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

Phase	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$2,085	\$521	\$0	\$0	\$3,639	\$910	\$7,155
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$2,085	\$521	\$0	\$0	\$3,639	\$910	\$7,155



MTA - Transit

2014 - 2017 Transportation Improvement Program

Transit

Kirk Bus Facility Replacement - Phase 1 & 2

(Funding in Thousands)

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

Phase	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$6,913	\$1,728	\$0	\$0	\$19,199	\$4,800	\$32,640
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$6,913	\$1,728	\$0	\$0	\$19,199	\$4,800	\$32,640
Total	\$0	\$0	\$8,998	\$2,249	\$0	\$0	\$22,838	\$5,710	\$39,795

Section 5307 has been utilized for this project prior to FY 2014



MTA - Transit

2014 - 2017 Transportation Improvement Program

Emission Reduction Strategy

Charm City Circulator Harbor Connector Electrification Project

TIP ID	42-1401-05	Year of Operation	2016
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)	0217	Est. Total Cost	\$1,005,000

Description:

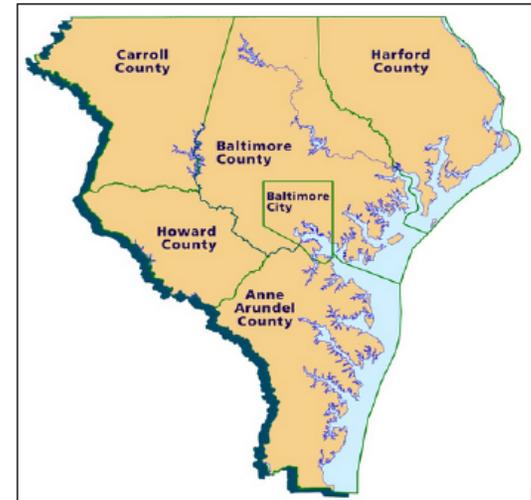
The Baltimore City Department of Transportation will be procuring an all-electric water taxi and high powered smart charging infrastructure for the Harbor Connector Commuter Service (water taxi system.)

Justification:

The CCC-HC will provide Baltimore Harbor with a state-of-the- art passenger vessel designed for safe, efficient and environmentally friendly transportation of people around the developing waterfront, and will serve as an integral part of the City’s efforts to mitigate automobile congestion growth and accompanying pollution.

Amendment:

A new project to be added to the TIP to allow Baltimore City to purchase a new, environmentally friendly vessel.



5.C Preserve the Environment -- Promote efficient use of energy resources by supporting fuel efficient technologies and alternative fuel use



Charm City Circulator Harbor Connector Electrification Project

(Funding in Thousands)

Section 5307 Urbanized Area Formula

Phase	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$854	\$151	\$0	\$0	\$0	\$0	\$1,005
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$854	\$151	\$0	\$0	\$0	\$0	\$1,005
Total	\$0	\$0	\$854	\$151	\$0	\$0	\$0	\$0	\$1,005

Matching funds provided by Baltimore City