

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #15-18**

**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, with federal approval on May 19, 2014; 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 add a project called Metro Railcar and Signaling Systems Replacement (see Attachment 1) to address railcars reaching the end of their estimated 30-year useful life; 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 this project is 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 December 15, 2014 to January 14, 2015 with a public meeting on January 8th and a presentation to the Public Advisory Committee on January 7th. 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 January 27, 2015.

Date

George G. Cardwell, Chairman
Baltimore Regional Transportation Board



Metro Railcar and Signaling Systems Replacement

| | | | |
|-------------------|---------------|-------------------|-------------------------------|
| TIP ID | 40-1403-64 | Year of Operation | 2016 |
| 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) | 1415/1445 | Est. Total Cost | \$72,694,000 |

Description:

The Metro Railcar fleet consists of 90 cars (45 semi-permanent married pairs). Based on the 30 year design life, the Metro cars are due for replacement. The replacement of the railcar fleet will provide passengers with enhanced comfort, conveniences and ensure improved reliability.

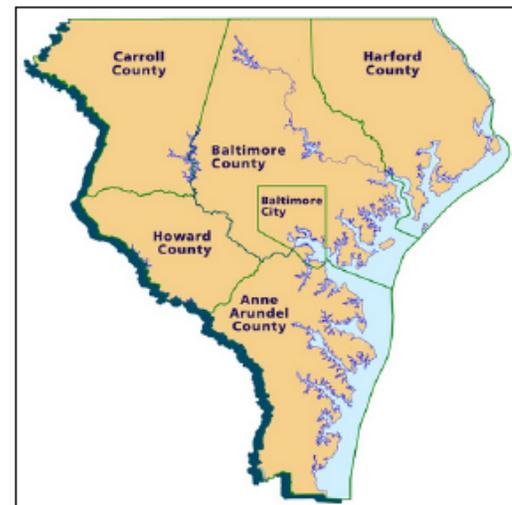
The replacement of Metro Signaling System consists of a double tracked train controlled signaling system that is 15 miles long. The Metro train control system was installed in three phases and the oldest section is currently 30 years old. The Automatic Train Protection system is currently experiencing 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.

Note: in addition to the state match below, the state will commit an additional \$228.9 million in non-federal funds.

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.

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





Metro Railcar and Signaling Systems Replacement

(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 | \$1,600 | \$400 | \$28,010 | \$7,003 | \$24,904 | \$6,226 | \$68,143 |
| 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 | \$1,600 | \$400 | \$28,010 | \$7,003 | \$24,904 | \$6,226 | \$68,143 |

Congestion Mitigation and Air Quality

| 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 | \$3,641 | \$910 | \$0 | \$0 | \$4,551 |
| 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 | \$0 | \$0 | \$3,641 | \$910 | \$0 | \$0 | \$4,551 |
| Total | \$0 | \$0 | \$1,600 | \$400 | \$31,651 | \$7,913 | \$24,904 | \$6,226 | \$72,694 |