

MARC Bayview Station

TIP ID	72-1202-56	Year of Operation	2020
Agency	MTA - Commuter Rail	Project Type	New rail facilities
Project Category	Commuter Rail	Functional Class	NA
Conformity Status	Not Exempt	Physical Data	NA
CIP or CTP ID(s)	1292	Est. Total Cost	\$0

Description:

Design a new MARC Station at the Johns Hopkins Bayview Medical Center. The new station is to be fully accessible, with high-level platforms as well as station amenities and security, to be completed before the Red Line is constructed. This project is coordinated with the Baltimore City-sponsored Transit Oriented Development (TOD) study which includes parking for the Red Line Light Rail Station. The City is preparing the NEPA Document and parking layout to benefit access to the Bayview MARC Station pedestrian bridge.

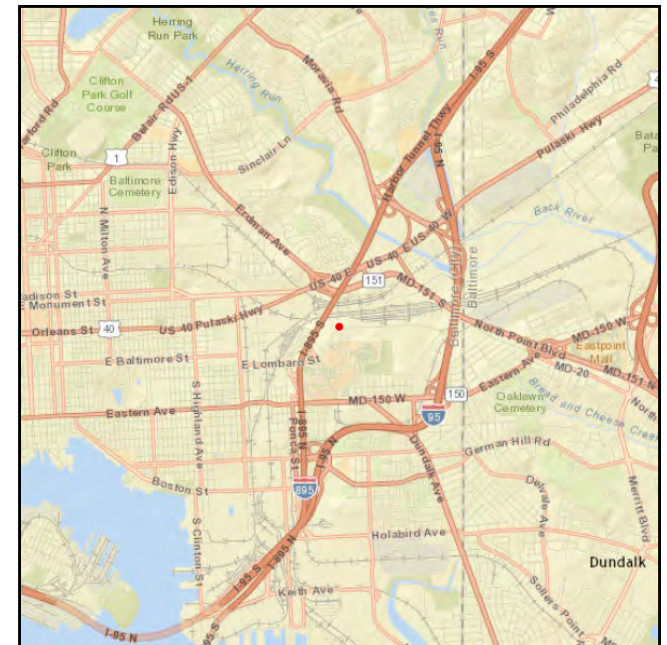
Note: In addition to the matching funds listed below, MTA has committed \$1.6 million in non-federal dollars to complete the funding package for this project.

Justification:

A new MARC Station at the Bayview Medical Center will make a critical transit connection with one of the City's major employment centers, MTA's core bus network, and it will also create a future connection for the Baltimore Red Line.

Connection to Long-Range Transportation Planning Goals:

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





MARC Bayview Station

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

MARC Rolling Stock Overhauls and Replacement

TIP ID	70-1501-53	Year of Operation	Ongoing
Agency	MTA - Commuter Rail	Project Type	Fleet improvement
Project Category	Commuter Rail	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Multiple	Est. Total Cost	\$43,960,000

Description:

This is an ongoing project for the overhaul and replacement of MARC rolling stock. The overhaul of MARC coaches and locomotives is performed in accordance with "10-year Minor" and "20-year Midlife" schedules and/or the manufacturer's schedule. MARC vehicles will be upgraded with federally-mandated Positive Train Control safety features.

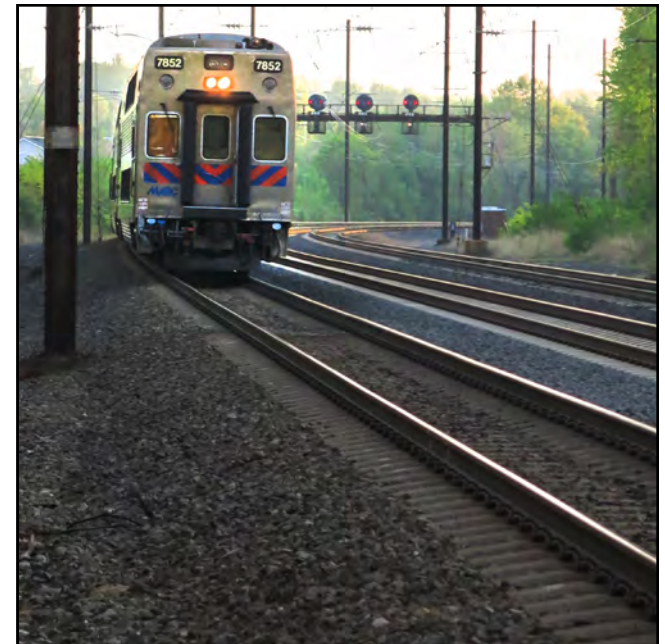
Note: In addition to matching funds listed, MTA has committed \$13.1 million in 100% state dollars.

Justification:

Overhauls will extend the life cycle of mechanical systems and car bodies. This will have the effect of providing safe and reliable vehicles for MARC service while also complying with federally mandated maintenance regulations.

Connection to Long-Range Transportation Planning Goals:

2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.





MARC Rolling Stock Overhauls and Replacement

(Funding in Thousands)

Section 5337 (State of Good Repair Formula Program)

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$9,702	\$2,426	\$5,273	\$1,318	\$17,300	\$4,325	\$2,893	\$723	\$43,960
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	\$9,702	\$2,426	\$5,273	\$1,318	\$17,300	\$4,325	\$2,893	\$723	\$43,960
Total	\$9,702	\$2,426	\$5,273	\$1,318	\$17,300	\$4,325	\$2,893	\$723	\$43,960

MARC Improvements

TIP ID	70-1502-54	Year of Operation	Ongoing
Agency	MTA - Commuter Rail	Project Type	Preservation and improvements
Project Category	Commuter Rail	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Multiple	Est. Total Cost	\$29,254,000

Description:

This project provides funding to implement ongoing improvements derived from the MARC Master Plan and Amtrak Operating Agreement. These improvements include: Baltimore Penn Station Lighting Design, B&P Tunnel Block Ties, B&P Lighting Improvements, Inner Track Platform upgrades, Lead Track to Jessup Yard, Camden Positive Train Control, Perryville P&R Lot Repairs, and MARC Station Parking Lot Beautification.

Note: In addition to the matching funds listed, MTA has committed \$8.5 million in 100% state dollars.

Justification:

Investments in passenger rail corridor infrastructure improvements are necessary to maintain/improve the safety and quality of MARC infrastructure.

Connection to Long-Range Transportation Planning Goals:

2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.





MARC Improvements

(Funding in Thousands)

Section 5337 (State of Good Repair Formula Program)

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$6,892	\$1,723	\$11,791	\$2,948	\$752	\$188	\$3,968	\$992	\$29,254
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	\$6,892	\$1,723	\$11,791	\$2,948	\$752	\$188	\$3,968	\$992	\$29,254
Total	\$6,892	\$1,723	\$11,791	\$2,948	\$752	\$188	\$3,968	\$992	\$29,254

MARC Facilities

TIP ID	70-1503-55	Year of Operation	Ongoing
Agency	MTA - Commuter Rail	Project Type	Rehabilitation of facilities
Project Category	Commuter Rail	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Multiple	Est. Total Cost	\$3,857,000

Description:

- 1) Procure the Riverside Maintenance Facility, which CSXT has offered to sell to MTA. Maintenance activities for equipment on the MARC Camden Line would then be under direct control of MARC.
- 2) BWI - Comprehensive structural inspection of both garages #1 & #2, with design and construction of recommended structural repairs. Scope also includes repairs to Mechanical, Plumbing, Fire Protection and Electrical systems and Elevators.
- 3) West Baltimore Station Improvements Phase I – Make improvements to the existing West Baltimore MARC Station to allow for barrier free access and to make it ADA compliant.
- 4) MARC Martin State Airport – Purchase private property and construct two additional storage tracks with related infrastructure.

Justification:

- 1) Baltimore region space needed for MARC train maintenance and storage.
- 2) Repairs will extend the useful life of the garages and support continued ridership on the MARC system from this location.
- 3) This will improve bus transit connections, upgrade pedestrian access, widen community wide accessibility, and provide connectivity to the Red Line and Light Rail
- 4) Baltimore region space needed for MARC train maintenance and storage.

Note: In addition to the matching funds listed, MTA has committed \$5.8 million in state dollars.

Connection to Long-Range Transportation Planning Goals:

2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.





MARC Facilities

(Funding in Thousands)

Section 5337 (State of Good Repair Formula Program)

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$1,513	\$378	\$1,269	\$317	\$0	\$0	\$304	\$76	\$3,857
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	\$1,513	\$378	\$1,269	\$317	\$0	\$0	\$304	\$76	\$3,857
Total	\$1,513	\$378	\$1,269	\$317	\$0	\$0	\$304	\$76	\$3,857

MTA Core Bus and Paratransit Vehicle Replacement

TIP ID	40-1601-05	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)	1447/0541	Est. Total Cost	\$117,821,000

Description:

This project provides for the routine replacement of buses past their useful service life. MTA will replace these buses with new clean diesel buses. Planned fleet replacement is through the purchase of 50, 40-foot clean diesel buses. This project will also cover the purchase of vehicles under the MTA's Mobility (paratransit) 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. Mobility service is provided within three quarters of a mile of any fixed route service in Baltimore City and Baltimore and Anne Arundel Counties. Fixed route refers to Local Bus, Light Rail or Metro routes operated by the MTA. Mobility service is not offered within three quarters of a mile of Commuter Bus or MARC Train routes.

Note: In addition to the matching funds listed, MTA has committed \$42.5 million in 100% 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 diesel-electric hybrid buses helps meet higher federal emissions standards.

Funds are also needed to provide paratransit service within the Baltimore region. MTA's Mobility program satisfies the American with Disabilities Act (ADA) provisions adopted by the Federal Transit Administration.

Connection to Long-Range Transportation Planning Goals:

- 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.
- 4.D Increase Mobility -- Apply mobility-related management and operations techniques.
- 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger





MTA Core Bus and Paratransit Vehicle Replacement

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$7,011	\$1,753	\$15,565	\$3,891	\$7,956	\$1,989	\$12,068	\$3,017	\$53,250
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	\$7,011	\$1,753	\$15,565	\$3,891	\$7,956	\$1,989	\$12,068	\$3,017	\$53,250

Section 5339 (Bus and Bus Facilities Formula Program)

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$3,786	\$947	\$3,862	\$966	\$9,561
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	\$3,786	\$947	\$3,862	\$966	\$9,561



MTA Core Bus and Paratransit Vehicle Replacement

(Funding in Thousands)

Congestion Mitigation and Air Quality

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$11,276	\$2,819	\$7,251	\$1,813	\$10,969	\$2,742	\$14,512	\$3,628	\$55,010
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	\$11,276	\$2,819	\$7,251	\$1,813	\$10,969	\$2,742	\$14,512	\$3,628	\$55,010
Total	\$18,287	\$4,572	\$22,816	\$5,704	\$22,711	\$5,678	\$30,442	\$7,611	\$117,821

Urban Transit Systems - Capital

TIP ID	40-1602-05	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)	N/A	Est. Total Cost	\$3,100,000

Description:

Capital assistance to Urban Transit Systems throughout the region to purchase vehicles, equipment, and facilities. Transit agencies eligible for funding in the Baltimore region include Harford County.

Justification:

Urban Transit Capital will enable Harford County locally operated transportation systems to operate such that local needs for service can be met.



Connection to Long-Range Transportation Planning Goals:

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



Urban Transit Systems - Capital

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$620	\$155	\$620	\$155	\$620	\$155	\$620	\$155	\$3,100
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	\$620	\$155	\$620	\$155	\$620	\$155	\$620	\$155	\$3,100
Total	\$620	\$155	\$620	\$155	\$620	\$155	\$620	\$155	\$3,100

Urban Transit Systems - Operating

TIP ID	40-1603-05	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)	N/A	Est. Total Cost	\$10,376,000

Description:

Operating assistance to Urban Transit systems throughout the Urbanized Aberdeen region. Transit agencies eligible for funding include Harford County.

Justification:

Urban Transit Operating will enable transportation systems to finance the operation of their services.

Connection to Long-Range Transportation Planning Goals:

3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.





Urban Transit Systems - Operating

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$1,297	\$1,297	\$1,297	\$1,297	\$1,297	\$1,297	\$1,297	\$1,297	\$10,376
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	\$1,297	\$1,297	\$1,297	\$1,297	\$1,297	\$1,297	\$1,297	\$1,297	\$10,376
Total	\$1,297	\$1,297	\$1,297	\$1,297	\$1,297	\$1,297	\$1,297	\$1,297	\$10,376

Small Urban Transit Systems - Capital

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	\$2,256,000

Description:

Capital assistance to small urban transit systems throughout the region to purchase vehicles, equipment and facilities. Baltimore region small urban transit systems include Carroll County and Anne Arundel County.

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.

Connection to Long-Range Transportation Planning Goals:

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





Small Urban Transit Systems - Capital

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$160	\$40	\$160	\$40	\$160	\$40	\$160	\$40	\$800
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	\$160	\$40	\$160	\$40	\$160	\$40	\$160	\$40	\$800



Small Urban Transit Systems - Capital

(Funding in Thousands)

Section 5339 (Bus and Bus Facilities Formula Program)

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$291	\$73	\$291	\$73	\$291	\$73	\$291	\$73	\$1,456
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	\$291	\$73	\$291	\$73	\$291	\$73	\$291	\$73	\$1,456
Total	\$451	\$113	\$451	\$113	\$451	\$113	\$451	\$113	\$2,256

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)	0045/1419	Est. Total Cost	\$6,200,000

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.

Justification:

The State of Maryland Ridesharing Project 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 Locally Operated Transit Systems (LOTS) to assist with the promotion and management of their Rideshare Program.

Connection to Long-Range Transportation Planning Goals:

- 4.D Increase Mobility -- Apply mobility-related management and operations techniques.
- 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.
- 5.D Conserve and Enhance the Environment -- Reduce greenhouse gas emissions in accordance with state and local sustainability and climate change plans.





Ridesharing - Baltimore Region

(Funding in Thousands)

Congestion Mitigation and Air Quality

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$1,550	\$0	\$1,550	\$0	\$1,550	\$0	\$1,550	\$0	\$6,200
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	\$1,550	\$0	\$1,550	\$0	\$1,550	\$0	\$1,550	\$0	\$6,200
Total	\$1,550	\$0	\$1,550	\$0	\$1,550	\$0	\$1,550	\$0	\$6,200

Bus and Rail System Preservation and Improvement

TIP ID	40-0015-64	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)	Multiple	Est. Total Cost	\$10,407,000

Description:

This is an ongoing project to rehabilitate Bus, Light Rail, and Metro vehicles, facilities and infrastructure, including operating division, MTA offices, park-and-ride lots, bus turnarounds, bridges, tunnels, track, and equipment.

Note: In addition to the matching funds listed, MTA has committed \$30 million in 100% state dollars.

Justification:

To improve service and safety and assure the preservation of the Bus, Light Rail, and Metro system. This project supports regional M&O initiatives.

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.





Bus and Rail System Preservation and Improvement

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$1,880	\$470	\$2,470	\$618	\$3,975	\$994	\$0	\$0	\$10,407
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	\$1,880	\$470	\$2,470	\$618	\$3,975	\$994	\$0	\$0	\$10,407
Total	\$1,880	\$470	\$2,470	\$618	\$3,975	\$994	\$0	\$0	\$10,407

Small Urban Transit Systems - Operating

TIP ID	40-0104-61	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Operating assistance
Project Category	Transit	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	NA	Est. Total Cost	\$2,376,000

Description:

Operating assistance to small urban transit systems throughout the Baltimore region. Transit agencies eligible for funding include Carroll County and Anne Arundel County.

Justification:

Operating assistance will enable transportation systems to finance operation of their services, including administrative expenses, and augment local funds by financing net operating deficits.

Connection to Long-Range Transportation Planning Goals:

3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.





Small Urban Transit Systems - Operating

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$297	\$297	\$297	\$297	\$297	\$297	\$297	\$297	\$2,376
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	\$297	\$297	\$297	\$297	\$297	\$297	\$297	\$297	\$2,376
Total	\$297	\$297	\$297	\$297	\$297	\$297	\$297	\$297	\$2,376

Baltimore Red Line

TIP ID	40-0602-69	Year of Operation	
Agency	MTA - Transit	Project Type	Other
Project Category	Transit	Functional Class	NA
Conformity Status	Not Exempt	Physical Data	NA
CIP or CTP ID(s)	0862	Est. Total Cost	\$296,423,000

Description:

The TIP sheet shows \$4.5 million in state funds only. The funds will be used to close out the Red Line Project. Below is a brief list of items included in the close out:

- *Assemble and archive documents in electronic and hard format.
- *Decommission 150 monitoring wells. This accounts for approximately 50% of the \$4.5 million project cost.
- *Complete an existing contract for environmental mitigation.

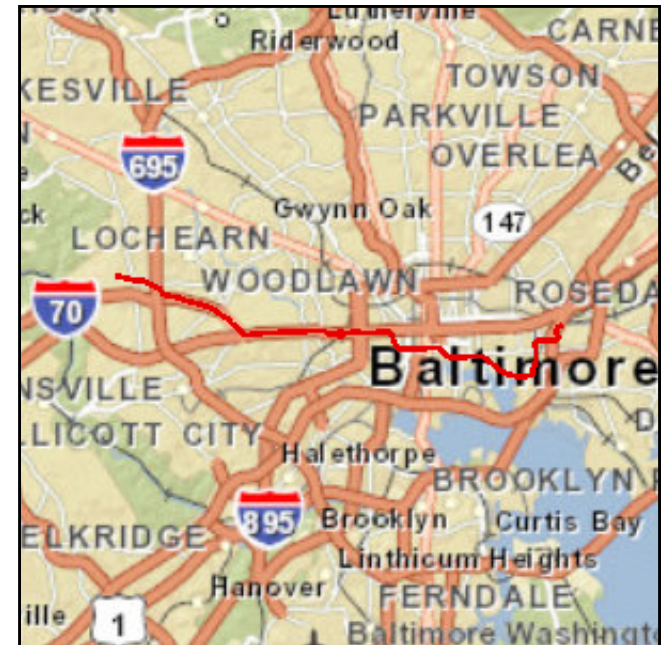
Justification:

The Red Line Project is no longer moving forward. At this time the only funds being shown in the TIP are state funds in the amount of \$4.5 million, which will be used to close out the project. Previous funding requests are as follows:

- *Section 5309: \$7,470,000 federal/\$1,868,000 matching
- *Section 5307: \$69,506,000 federal/\$17,377,000 matching

Note: In addition to the matching funds listed, MTA has committed \$195,702,000 in state dollars.

Connection to Long-Range Transportation Planning Goals:





Baltimore Red Line

(Funding in Thousands)

Other

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$4,500	\$0	\$0	\$0	\$0	\$0	\$0	\$4,500
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	\$4,500	\$0	\$0	\$0	\$0	\$0	\$0	\$4,500
Total	\$0	\$4,500	\$0	\$0	\$0	\$0	\$0	\$0	\$4,500

Light Rail Mid-Life Overhaul

TIP ID	40-1001-64	Year of Operation	2019
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)	1153	Est. Total Cost	\$69,842,000

Description:

Plan and design the facilitation of maintenance objectives for the Light Rail vehicle fleet: perform a 15-year inspection of the major and sub-assemblies of the original 35-vehicle fleet, identify and remedy all obsolete parts issues, overhaul the major and sub-assemblies according to manufacturer recommendations and facilitate any modifications deemed necessary by engineering or OEM for 15-year maintenance. First vehicles will be placed back in service starting in 2015, and last vehicle will be placed back in service in 2019.

Note: In addition to matching funds, MTA has committed \$12.3 million in state dollars.

Justification:

Overhaul designed to reduce system failures and improve reliability and service.

Connection to Long-Range Transportation Planning Goals:

2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.





Light Rail Mid-Life Overhaul

(Funding in Thousands)

Congestion Mitigation and Air Quality

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$28,333	\$7,083	\$21,998	\$5,500	\$5,542	\$1,386	\$0	\$0	\$69,842
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	\$28,333	\$7,083	\$21,998	\$5,500	\$5,542	\$1,386	\$0	\$0	\$69,842
Total	\$28,333	\$7,083	\$21,998	\$5,500	\$5,542	\$1,386	\$0	\$0	\$69,842

Kirk Bus Facility Replacement - Phase 1 & 2

TIP ID	40-1203-65	Year of Operation	2018
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	\$148,347,000

Description:

Approximately 163 buses are stored, operated and maintained at the Kirk Division Bus Facility. Operations include preventive bus maintenance, inspections, heavy repairs, fueling, washing, administration, operator support facilities and dispatching. Phase I is the construction of a 100,000 square foot state-of-the-art, sustainable design, energy-efficient/green technology building that will house maintenance work to be performed in an enclosed environment, thereby enabling MTA to better control noise, exhaust fumes and visibility of the buses to the surrounding community. Phase II is the construction of a similar building to store buses overnight.

Note: In addition to the matching funds listed, MTA has committed \$26 million in 100% state dollars.

Justification:

The current facility supports 14 bus routes operating in Baltimore City and Baltimore County and was built over 65 years ago and cannot accommodate MTA's modern fleet or hybrid and articulated buses. A new facility is required to ensure efficient transit traffic and parking 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.



Connection to Long-Range Transportation Planning Goals:

2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.



Kirk Bus Facility Replacement - Phase 1 & 2

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$6,193	\$1,548	\$1,450	\$363	\$6,194	\$1,549	\$0	\$0	\$17,297
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	\$6,193	\$1,548	\$1,450	\$363	\$6,194	\$1,549	\$0	\$0	\$17,297



Kirk Bus Facility Replacement - Phase 1 & 2

(Funding in Thousands)

Section 5339 (Bus and Bus Facilities Formula Program)

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$3,639	\$910	\$3,712	\$928	\$0	\$0	\$0	\$0	\$9,189
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	\$3,639	\$910	\$3,712	\$928	\$0	\$0	\$0	\$0	\$9,189

Congestion Mitigation and Air Quality

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$14,001	\$3,500	\$0	\$0	\$0	\$0	\$17,501
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	\$14,001	\$3,500	\$0	\$0	\$0	\$0	\$17,501
Total	\$9,832	\$2,458	\$19,163	\$4,791	\$6,194	\$1,549	\$0	\$0	\$43,987

2016 Bus and Rail Preventive Maintenance

TIP ID	40-1204-64	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)	NA	Est. Total Cost	\$191,523,000

Description:

Provides preventative maintenance on the Bus, Light Rail and Metro systems to improve safety, reliability and passenger comfort.

Justification:

Regular preventive maintenance on the transit system will allow MTA to provide safe and reliable service. Proper maintenance extends the useful life of transit vehicles.

Connection to Long-Range Transportation Planning Goals:

2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.





2016 Bus and Rail Preventive Maintenance

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$19,384	\$4,846	\$18,607	\$4,652	\$18,207	\$4,552	\$17,799	\$4,450	\$92,497
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	\$19,384	\$4,846	\$18,607	\$4,652	\$18,207	\$4,552	\$17,799	\$4,450	\$92,497

Section 5337 (State of Good Repair Formula Program)

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$19,220	\$4,806	\$19,607	\$4,901	\$19,997	\$4,999	\$20,397	\$5,099	\$99,026
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	\$19,220	\$4,806	\$19,607	\$4,901	\$19,997	\$4,999	\$20,397	\$5,099	\$99,026
Total	\$38,604	\$9,652	\$38,214	\$9,553	\$38,204	\$9,551	\$38,196	\$9,549	\$191,523

Metro Railcar and Signaling Systems Rehab and 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)	1415/1445/1281	Est. Total Cost	\$187,941,000

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.

Note: In addition to the matching funds listed, MTA has committed \$70.3 million in 100% state dollars.

Justification:

The replacement of Metro vehicles and the Signaling System with modern and reliable equipment will enhance passenger comfort, ensure better reliability and offer improved safety.

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

Connection to Long-Range Transportation Planning Goals:

2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.





Metro Railcar and Signaling Systems Rehab and Replacement

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$28,010	\$7,003	\$24,904	\$6,226	\$27,584	\$6,896	\$16,219	\$4,055	\$120,897
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	\$28,010	\$7,003	\$24,904	\$6,226	\$27,584	\$6,896	\$16,219	\$4,055	\$120,897



Metro Railcar and Signaling Systems Rehab and Replacement

(Funding in Thousands)

Congestion Mitigation and Air Quality

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$3,641	\$910	\$0	\$0	\$26,739	\$0	\$23,255	\$12,499	\$67,044
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	\$3,641	\$910	\$0	\$0	\$26,739	\$0	\$23,255	\$12,499	\$67,044
Total	\$31,651	\$7,913	\$24,904	\$6,226	\$54,323	\$6,896	\$39,474	\$16,554	\$187,941

Seniors and Individuals with Disabilities

TIP ID	40-1502-69	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Other
Project Category	Transit	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	N/A	Est. Total Cost	\$9,320,000

Description:

Capital and Operating assistance to provide non-profit agencies with funding to support transportation of the elderly and individuals with disabilities. Based upon the Baltimore Area Coordinated Public Transit - Human Services Transportation Plan, a competitive selection process results in awards.

Justification:

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

Connection to Long-Range Transportation Planning Goals:

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





Seniors and Individuals with Disabilities

(Funding in Thousands)

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$1,216	\$304	\$2,985	\$915	\$0	\$0	\$2,985	\$915	\$9,320
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	\$1,216	\$304	\$2,985	\$915	\$0	\$0	\$2,985	\$915	\$9,320
Total	\$1,216	\$304	\$2,985	\$915	\$0	\$0	\$2,985	\$915	\$9,320

Rural Transit Systems - Operating Assistance

TIP ID	40-9204-61	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Operating assistance
Project Category	Transit	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	NONE	Est. Total Cost	\$2,408,000

Description:

Operating assistance to transit systems located in the Baltimore region. Systems include Baltimore County (Baltimore County Office on Aging), Carroll County (Carroll Transit), and Howard County (Howard Transit).

Justification:

To fulfill a demonstrated need for general-purpose transportation for persons living or traveling in the Baltimore region.

Connection to Long-Range Transportation Planning Goals:

3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.





Rural Transit Systems - Operating Assistance

(Funding in Thousands)

Section 5311 Nonurbanized Area Formula Program (funding for operating assistance in non-urbanized areas)

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$301	\$301	\$301	\$301	\$301	\$301	\$301	\$301	\$2,408
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	\$301	\$301	\$301	\$301	\$301	\$301	\$301	\$301	\$2,408
Total	\$301	\$301	\$301	\$301	\$301	\$301	\$301	\$301	\$2,408