

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	\$36,488,000

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.

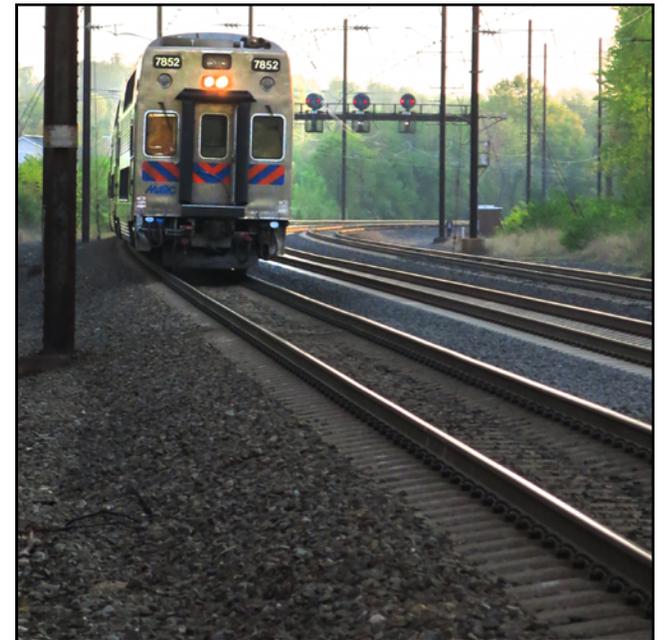
Note: In addition to matching funds listed, MTA has committed \$19 million in state dollars.

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 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$6,215	\$1,554	\$17,300	\$4,325	\$1,987	\$497	\$3,688	\$922	\$36,488
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	\$6,215	\$1,554	\$17,300	\$4,325	\$1,987	\$497	\$3,688	\$922	\$36,488
Total	\$6,215	\$1,554	\$17,300	\$4,325	\$1,987	\$497	\$3,688	\$922	\$36,488

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	\$19,948,000

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, and MARC Station parking lot beautification.

Note: In addition to the matching funds listed, MTA has committed \$5.9 million in 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:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.
- 3.G Improve Accessibility -- Improve system connectivity and continuity among modes and across boundaries.





MARC Improvements

(Funding in Thousands)

Section 5337 (State of Good Repair Formula Program)

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$5,177	\$1,294	\$264	\$66	\$3,558	\$890	\$6,959	\$1,740	\$19,948
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	\$5,177	\$1,294	\$264	\$66	\$3,558	\$890	\$6,959	\$1,740	\$19,948
Total	\$5,177	\$1,294	\$264	\$66	\$3,558	\$890	\$6,959	\$1,740	\$19,948

MARC Facilities

TIP ID	70-1503-55	Year of Operation	2021
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	\$62,822,000

Description:

- 1) Procure Riverside Maintenance Facility, which CSXT has offered to sell to MTA. Maintenance activities for equipment on the MARC Camden Line would then be under direct control of MARC. MTA & CSX are jointly working with MDE to remediate hazardous material contamination.
- 2) BWI - Comprehensive structural inspection of garages 1 & 2, w/ design & construction of recommended structural repairs and repairs to mechanical, plumbing, fire protection and electrical systems & elevators.
- 3) West Baltimore Station Improvements Phase I – Make improvements to the existing West Baltimore MARC Station to allow for barrier free access & make it ADA compliant by installing a pedestrian plaza, elevators, wayside lifts & platform improvements.
- 4) MARC Martin State Airport – Purchase private property & construct 2 additional storage tracks.

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 Light Rail.
- 4) Baltimore region space needed for MARC train maintenance and storage.

Note: In addition to the matching funds listed, MTA has committed \$2.1 million in state dollars.

Connection to Long-Range Transportation Planning Goals:

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





MARC Facilities

(Funding in Thousands)

Section 5337 (State of Good Repair Formula Program)

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$8,613	\$2,153	\$488	\$122	\$9,916	\$2,479	\$2,507	\$627	\$26,905
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	\$8,613	\$2,153	\$488	\$122	\$9,916	\$2,479	\$2,507	\$627	\$26,905
Total	\$8,613	\$2,153	\$488	\$122	\$9,916	\$2,479	\$2,507	\$627	\$26,905

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	\$151,507,000

Description:

This project provides for the routine replacement of buses past their useful service life. Planned bus purchases include 172 forty-foot clean diesel buses - 162 for fleet replacement and 10 buses to contribute to the BaltimoreLink project. This project will also cover the purchase of vehicles under 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 3/4 of a mile of any fixed route service.

Note: In addition to the matching funds listed, MTA has committed \$39.6 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. Funds are also needed to provide paratransit vehicles within the Baltimore region. MTA's Mobility program satisfies the American with Disabilities Act (ADA) provisions adopted by the Federal Transit Administration.

Connection to Long-Range Transportation Planning Goals:

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





MTA Core Bus and Paratransit Vehicle Replacement

(Funding in Thousands)

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

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$20,034	\$5,009	\$16,317	\$4,079	\$17,695	\$4,424	\$0	\$0	\$67,558
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	\$20,034	\$5,009	\$16,317	\$4,079	\$17,695	\$4,424	\$0	\$0	\$67,558



MTA Core Bus and Paratransit Vehicle Replacement

(Funding in Thousands)

Section 5339 (Bus and Bus Facilities Formula Program)

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$3,786	\$947	\$3,862	\$966	\$3,939	\$985	\$14,485
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	\$3,786	\$947	\$3,862	\$966	\$3,939	\$985	\$14,485

Congestion Mitigation and Air Quality

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$10,378	\$2,595	\$14,197	\$3,549	\$18,332	\$4,583	\$12,664	\$3,166	\$69,464
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	\$10,378	\$2,595	\$14,197	\$3,549	\$18,332	\$4,583	\$12,664	\$3,166	\$69,464
Total	\$30,412	\$7,604	\$34,300	\$8,575	\$39,889	\$9,973	\$16,603	\$4,151	\$151,507

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	\$2,468,000

Description:

Capital assistance for the purchase of vehicles, equipment, and facilities, for Harford County (Harford County Transportation Services).

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 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$293	\$73	\$293	\$73	\$293	\$73	\$293	\$73	\$1,464
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	\$293	\$73	\$293	\$73	\$293	\$73	\$293	\$73	\$1,464

Section 5339 (Bus and Bus Facilities Formula Program)

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$201	\$50	\$201	\$50	\$201	\$50	\$201	\$50	\$1,004
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	\$201	\$50	\$201	\$50	\$201	\$50	\$201	\$50	\$1,004
Total	\$494	\$123	\$494	\$123	\$494	\$123	\$494	\$123	\$2,468

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 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 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	\$1,460,000

Description:

Capital assistance to small urban transit systems throughout the region to purchase vehicles, equipment and facilities. Baltimore region small urban transit systems includes Carroll 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 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 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

Section 5339 (Bus and Bus Facilities Formula Program)

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$132	\$33	\$132	\$33	\$132	\$33	\$132	\$33	\$660
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	\$132	\$33	\$132	\$33	\$132	\$33	\$132	\$33	\$660
Total	\$292	\$73	\$292	\$73	\$292	\$73	\$292	\$73	\$1,460

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	Est. Total Cost	\$2,664,000

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 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 Locally Operated Transit Systems (LOTS) to assist with the promotion and management of their Rideshare Program.

Connection to Long-Range Transportation Planning Goals:

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





Ridesharing - Baltimore Region

(Funding in Thousands)

Congestion Mitigation and Air Quality

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$666	\$0	\$666	\$0	\$666	\$0	\$666	\$0	\$2,664
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	\$666	\$0	\$666	\$0	\$666	\$0	\$666	\$0	\$2,664
Total	\$666	\$0	\$666	\$0	\$666	\$0	\$666	\$0	\$2,664

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	\$24,792,000

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 \$10.5 million in 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.
- 3.G Improve Accessibility -- Improve system connectivity and continuity among modes and across boundaries.





Bus and Rail System Preservation and Improvement

(Funding in Thousands)

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

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$7,999	\$2,000	\$11,834	\$2,959	\$0	\$0	\$0	\$0	\$24,792
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	\$7,999	\$2,000	\$11,834	\$2,959	\$0	\$0	\$0	\$0	\$24,792
Total	\$7,999	\$2,000	\$11,834	\$2,959	\$0	\$0	\$0	\$0	\$24,792

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.

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 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 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

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	\$171,600,000

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 \$17.6 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.
- 3.G Improve Accessibility -- Improve system connectivity and continuity among modes and across boundaries.





Light Rail Mid-Life Overhaul

(Funding in Thousands)

Congestion Mitigation and Air Quality

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$18,871	\$4,718	\$1,474	\$369	\$0	\$0	\$0	\$0	\$25,432
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	\$18,871	\$4,718	\$1,474	\$369	\$0	\$0	\$0	\$0	\$25,432
Total	\$18,871	\$4,718	\$1,474	\$369	\$0	\$0	\$0	\$0	\$25,432

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	\$153,000,000

Description:

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

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

Justification:

The current facility supports 14 bus routes operating in Baltimore City and Baltimore County and was built over 65 years ago and cannot accommodate MTA's modern fleet or hybrid and articulated buses. A new facility is required to ensure efficient transit traffic and parking. MTA has worked with the community for many years to develop a plan to modernize the Kirk Bus Facility. Phase 1 anticipated completion - May 2016, 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.
- 5.D Conserve and Enhance the Environment -- Reduce greenhouse gas emissions in accordance with state and local sustainability and climate change plans.



Kirk Bus Facility Replacement - Phase 1 & 2

(Funding in Thousands)

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

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$1,450	\$363	\$6,194	\$1,549	\$0	\$0	\$0	\$0	\$9,556
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	\$1,450	\$363	\$6,194	\$1,549	\$0	\$0	\$0	\$0	\$9,556

Section 5339 (Bus and Bus Facilities Formula Program)

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$3,712	\$928	\$0	\$0	\$0	\$0	\$0	\$0	\$4,640
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	\$3,712	\$928	\$0	\$0	\$0	\$0	\$0	\$0	\$4,640



Kirk Bus Facility Replacement - Phase 1 & 2

(Funding in Thousands)

Congestion Mitigation and Air Quality

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$14,001	\$3,500	\$0	\$0	\$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	\$14,001	\$3,500	\$0	\$0	\$0	\$0	\$0	\$0	\$17,501
Total	\$19,163	\$4,791	\$6,194	\$1,549	\$0	\$0	\$0	\$0	\$31,697

2017 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	\$191,342,000

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:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
- 6.A Improve System Security -- Provide security-related features at transit facilities or on transit vehicles.





2017 Bus and Rail Preventive Maintenance

(Funding in Thousands)

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

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$16,429	\$4,107	\$15,984	\$3,996	\$15,529	\$3,882	\$18,008	\$4,502	\$82,437
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	\$16,429	\$4,107	\$15,984	\$3,996	\$15,529	\$3,882	\$18,008	\$4,502	\$82,437



2017 Bus and Rail Preventive Maintenance

(Funding in Thousands)

Section 5337 (State of Good Repair Formula Program)

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$21,838	\$5,460	\$22,275	\$5,569	\$22,720	\$5,680	\$20,290	\$5,073	\$108,905
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	\$21,838	\$5,460	\$22,275	\$5,569	\$22,720	\$5,680	\$20,290	\$5,073	\$108,905
Total	\$38,267	\$9,567	\$38,259	\$9,565	\$38,249	\$9,562	\$38,298	\$9,575	\$191,342

Metro Railcar and Signaling Systems Rehab and Replacement

TIP ID	40-1403-64	Year of Operation	2022
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)	1415/1281	Est. Total Cost	\$230,393,000

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 \$122.3 million in state dollars.

Justification:

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

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
- 6.A Improve System Security -- Provide security-related features at transit facilities or on transit vehicles.





Metro Railcar and Signaling Systems Rehab and Replacement

(Funding in Thousands)

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

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$15,453	\$3,863	\$4,746	\$1,187	\$30,680	\$7,670	\$50,147	\$12,537	\$126,283
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	\$15,453	\$3,863	\$4,746	\$1,187	\$30,680	\$7,670	\$50,147	\$12,537	\$126,283

Congestion Mitigation and Air Quality

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$27,579	\$6,895	\$25,122	\$6,281	\$30,586	\$7,647	\$104,110
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	\$27,579	\$6,895	\$25,122	\$6,281	\$30,586	\$7,647	\$104,110
Total	\$15,453	\$3,863	\$32,325	\$8,082	\$55,802	\$13,951	\$80,733	\$20,184	\$230,393

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	\$7,800,000

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 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$2,985	\$915	\$0	\$0	\$2,985	\$915	\$0	\$0	\$7,800
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	\$2,985	\$915	\$0	\$0	\$2,985	\$915	\$0	\$0	\$7,800
Total	\$2,985	\$915	\$0	\$0	\$2,985	\$915	\$0	\$0	\$7,800

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	\$1,360,000

Description:

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

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 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$170	\$170	\$170	\$170	\$170	\$170	\$170	\$170	\$1,360
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	\$170	\$170	\$170	\$170	\$170	\$170	\$170	\$170	\$1,360
Total	\$170	\$170	\$170	\$170	\$170	\$170	\$170	\$170	\$1,360

Water Transit Strategic Plan Implementation

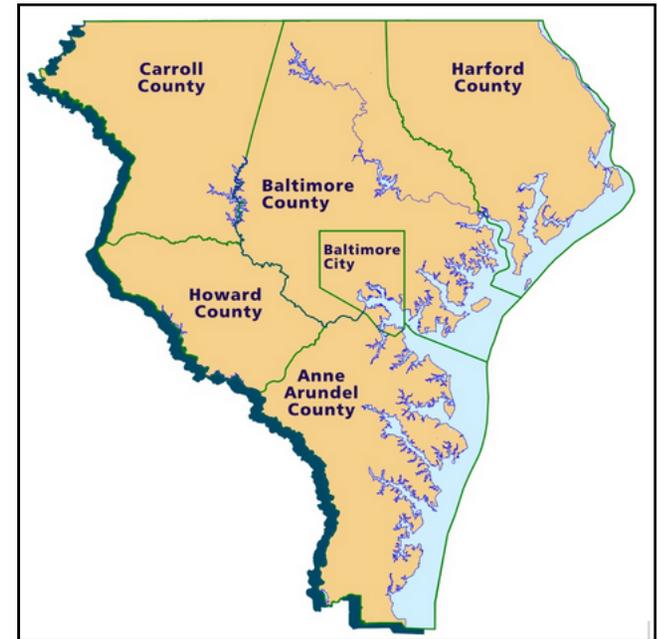
TIP ID	42-1701-09	Year of Operation	2018
Agency	MTA - Transit	Project Type	Other ERS
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)		Est. Total Cost	\$1,554,000

Description:

The Baltimore City Department of Transportation (BCDOT) Water Transit Strategic Plan has identified ways to improve the effectiveness of water travel services, increase regional connections, develop a financeable expansion plan, and improve the financial sustainability of water transit services. The strategic plan has been broken down into phases, with this project implementing Phase 1. In Phase 1, BCDOT will rebrand the Harbor Connector so that it is clearly an extension of the Charm City Circulator, enhance ADA accessibility by modifying the height of landing floats to permit level boarding, and improve passenger amenities at landings including shelters, seating, signage and wayfinding signs.

Justification:

The Harbor Connector needs to be rebranded so that it is clearly an extension of the Charm City Circulator, a service that is distinctly different than the tourist oriented Water Taxi. Harbor Connector landings must be improved to permit level boarding and access by persons with disabilities.



Connection to Long-Range Transportation Planning Goals:

- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.
- 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.



Water Transit Strategic Plan Implementation

(Funding in Thousands)

Section 5307(h) Passenger Ferry Grant Discretionary Program

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$920	\$102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,022
OTH	\$335	\$84	\$0	\$0	\$0	\$0	\$0	\$0	\$419
PE	\$102	\$11	\$0	\$0	\$0	\$0	\$0	\$0	\$113
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,357	\$197	\$0	\$0	\$0	\$0	\$0	\$0	\$1,554
Total	\$1,357	\$197	\$0	\$0	\$0	\$0	\$0	\$0	\$1,554