

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #24-25**

**AMENDMENT TO THE 2024-2027 BALTIMORE REGION
TRANSPORTATION IMPROVEMENT PROGRAM**

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

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

WHEREAS, federal regulations require that all transportation-related projects must be listed in the approved Transportation Improvement Program with accurate funding schedules in order to be eligible for federal funding; and

WHEREAS, the Transportation Improvement Program consists of projects included in, and in support of, the region's long-range transportation plan and ongoing short-range planning efforts; and

WHEREAS, the Maryland Department of Transportation, on behalf of the Maryland Transit Administration (MDOT MTA), has requested approval of four amendments to the 2024-2027 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, MDOT MTA is requesting to amend the FY 2024-2027 TIP for the Bus and Paratransit Vehicle Overhaul and Replacement project. This amendment will shift \$10.1 million in Section 5307 funds, \$3.3 million in Section 5339 funds, and \$51.5 million in CMAQ funds from previous TIP years to FY 2024 to reflect the proper year of obligation. (see attachment); and

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

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

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

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

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

WHEREAS, this project is consistent with the federal emphasis on performance-based planning and programming, specifically the federal requirements pertaining to transit safety and maintaining transit assets in a state of good repair; and

WHEREAS, the Interagency Consultation Group has determined that these projects are exempt according to the Conformity Rule (40 CFR Parts 51 and 93); and

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

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approves the attached amendments to the 2024-2027 Transportation Improvement Program for the Baltimore region and finds them to conform to the applicable Maryland State Implementation Plan and requirements of the 1990 Clean Air Act Amendments.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution #24-25 on June 25, 2024.

Date

Anthony Russell, Chair
Baltimore Regional Transportation Board

Summary of FY 2024-2027 TIP Changes

Project Title	TIP Change Reason	Description	Type of Change
<p>Bus and Paratransit Vehicle Overhaul and Replacement 40-1802-05</p>	<p>This amendment increases Section 5307 funds by \$10.1M (\$6.4M federal/\$3.7M matching), Section 5339 funds by \$3.3M (\$2.6M federal/\$0.7 matching) and CMAQ funds by \$51.5M (\$42.3 federal/\$9.2 matching) in FY 2024 for construction. These increases are a result of shifting funds from previous years to the correct year of obligation. The total cost increases from \$97.5M to \$162.5M.</p>	<p>This project provides for routine replacement of buses past their useful service life. Planned purchases include 310 forty-foot clean diesel buses and 40 sixty-foot clean diesel articulated buses. MTA continuously receives deliveries of buses for MTA service. MTA also proactively repairs and replaces bus components at key points in the vehicle's life, including the engine, battery, brakes, suspension, body, paint, and wheelchair/ADA, electrical, pneumatic systems, and other components as needed. Batteries in hybrid electric buses near the end of their useful life will be replaced. Project also covers the purchase of paratransit vehicles under MTA's Mobility program, a specialized door-to-door service for people with disabilities who are not able to ride fixed route public transportation, including lift equipped buses. In addition to the matching funds listed, MTA has committed \$76 million in state dollars.</p> <p>Conformity Status: Exempt</p>	<p>Amendment Resolution #24-25</p>
<p>Small Urban Transit Systems – Capital Assistance</p>	<p>This amendment shifts funds from previous TIP years to reflect the proper year of obligations. Section 5307 funds increase by \$10.1M (\$6.4M federal/\$3.7M matching) in FY 2024 for construction. CMAQ funds increases \$51.5M (\$42.3 federal/\$9.2 matching). The total estimated cost of the project increases from \$1.6 million to \$11.1 million.</p>	<p>Capital assistance to small urban transit systems throughout the region to purchase vehicles, equipment, and facilities. The Baltimore region's small urban transit system includes Carroll Transit System, Anne Arundel County, The City of Annapolis, and Howard County. Planned purchases include small bus replacements, minivan replacements, heavy duty bus replacements, and continued preventative maintenance.</p> <p>Conformity Status: Exempt</p>	<p>Amendment Resolution #24-25</p>

Project Title	TIP Change Reason	Description	Type of Change
<p>Metro and Light Rail Rolling Stock Overhauls and Replacement 40-1804-63</p>	<p>This amendment shifts funds from previous years to the correct year of obligation. Section 5307 funds increase in FY 2024 for construction by \$14.5 million (\$11.6 million federal/\$2.9 matching) Additionally, CMAQ funding increases in FY 2024 by \$26.6 million (\$20.0 federal/\$6.6 matching). The total estimated cost of the project increases from \$152.9 million to \$194.0 million.</p>	<p>Mid-life Overhaul of 53 Light Rail Vehicles and upgrades to various systems/sub-systems to address obsolete parts, improve safety and vehicle performance, and enhance passenger comfort. The overhaul has been engineered to provide an additional 15 years of service of the light rail vehicle fleet. Metro cars were designed with a 30 year life and are due for replacement. The Automatic Train Protection system is experiencing reliability issues due to its age and obsolete parts thus increasing maintainability issues across its various systems/sub-systems. The replacement of Metro Cars and Train Control System with modern, reliable equipment will enhance passenger comfort, ensure better reliability and improve safety. In addition to the matching funds listed, MTA has committed \$116 million in state dollars.</p> <p>Conformity Status: Exempt</p>	<p>Amendment Resolution #24-25</p>
<p>Ridesharing – Baltimore Region 40-9901-01</p>	<p>This amendment shifts funds from previous TIP years to reflect the proper year of obligations. CMAQ funds increase by \$1.39 million (\$1.39 million federal/\$0 matching) in FY 2024. The total estimated cost of the project increases from \$2.67 million to \$4.06 million.</p>	<p>The ridesharing project covers the activities of the ridesharing program in all jurisdictions in the Baltimore region, including the Guaranteed Ride Home (GRH) Program. Entities eligible to receive funding include Baltimore City, the Baltimore Metropolitan Council, and Anne Arundel, Howard, and Harford counties.</p> <p>Conformity Status: Exempt</p>	<p>Amendment Resolution #24-25</p>

Bus and Paratransit Vehicle Overhaul and Replacement

TIP ID	40-1802-05	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Fleet improvement
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Multiple	Est. Total Cost	\$162,503,000

Description:

This project provides for routine replacement of buses past their useful service life. Planned purchases include 310 forty-foot clean diesel buses and 40 sixty-foot clean diesel articulated buses. MTA continuously receives deliveries of buses for MTA service. MTA also proactively repairs and replaces bus components at key points in the vehicle's life, including the engine, battery, brakes, suspension, body, paint, and wheelchair/ADA, electrical, pneumatic systems, and other components as needed. Batteries in hybrid electric buses batteries near the end of their useful life will be replaced. This project also covers the purchase of paratransit vehicles under MTA's Mobility program which is a specialized door-to-door service for people with disabilities who are not able to ride fixed route public transportation, including lift equipped buses. In addition to the matching funds listed, MTA has committed \$76 million in state dollars.

Justification:

In order to reduce operating and maintenance costs, the MTA is committed to procuring new buses to support fleet capacity requirements and to replace aging equipment. This systematic replacement reduces high out of commission rates and the excessive major repair problems that arise from retaining buses beyond their economic life. Replacement with clean diesel buses helps meet higher federal emissions standards. To improve bus reliability, the mini overhaul program for bus vehicles will simultaneously increase vehicle lifespan, improve maintenance efficiency, reduce mechanical breakdowns, mitigate safety risks, develop the workforce through training, and create cost savings. Funds are also needed to provide paratransit vehicles within the Baltimore region. MTA's Mobility program satisfies the American with Disabilities Act (ADA) provisions adopted by the Federal Transit Administration.

Amendment: This amendment increases Section 5307 funds by \$10.1M (\$6.4M federal/\$3.7M matching), Section 5339 funds by \$3.3M (\$2.6M federal/\$0.7 matching) and CMAQ funds by \$51.5M (\$42.3 federal/\$9.2 matching) in FY 2024 for construction. These increases are a result of shifting funds from previous years to the correct year of obligation. The total cost increases from \$97.5M to \$162.5M.

Connection to Long-Range Transportation Planning Goals:

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





Bus and Paratransit Vehicle Overhaul and Replacement

(Funding in Thousands)

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

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$11,136	\$2,784	\$14,643	\$3,660	\$4,957	\$1,239	\$3,800	\$950	\$43,169
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$11,136	\$2,784	\$14,643	\$3,660	\$4,957	\$1,239	\$3,800	\$950	\$43,169

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

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



Bus and Paratransit Vehicle Overhaul and Replacement

(Funding in Thousands)

Congestion Mitigation and Air Quality -ORIGINAL

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



Bus and Paratransit Vehicle Overhaul and Replacement

(Funding in Thousands)

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

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$17,563	\$6,510	\$14,643	\$3,660	\$4,957	\$1,239	\$3,800	\$950	\$53,322
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$17,563	\$6,510	\$14,643	\$3,660	\$4,957	\$1,239	\$3,800	\$950	\$53,322

Section 5339 (Bus and Bus Facilities Formula Program)

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



Bus and Paratransit Vehicle Overhaul and Replacement

(Funding in Thousands)

Congestion Mitigation and Air Quality **-NEW**

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$56,504	\$12,723	\$2,079	\$520	\$15,889	\$3,972	\$6,201	\$1,550	\$99,438
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$56,504	\$12,723	\$2,079	\$520	\$15,889	\$3,972	\$6,201	\$1,550	\$99,438
Total	\$77,067	\$19,983	\$21,516	\$5,379	\$20,846	\$5,211	\$10,001	\$2,500	\$162,503

Metro and Light Rail Rolling Stock Overhauls and Replacement

TIP ID	40-1804-63	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Fleet improvement
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Multiple	Est. Total Cost	\$193,973,000

Description:

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

Justification:

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

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

Connection to Long-Range Transportation Planning Goals:

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





Metro and Light Rail Rolling Stock Overhauls and Replacement

(Funding in Thousands)

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

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

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

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



Metro and Light Rail Rolling Stock Overhauls and Replacement

(Funding in Thousands)

Congestion Mitigation and Air Quality -ORIGINAL

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



Metro and Light Rail Rolling Stock Overhauls and Replacement

(Funding in Thousands)

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

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

Section 5337 (State of Good Repair Formula Program)

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



Metro and Light Rail Rolling Stock Overhauls and Replacement

(Funding in Thousands)

Congestion Mitigation and Air Quality -NEW

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$49,075	\$13,846	\$0	\$0	\$0	\$0	\$0	\$0	\$62,921
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$49,075	\$13,846	\$0	\$0	\$0	\$0	\$0	\$0	\$62,921
Total	\$92,898	\$24,802	\$24,188	\$8,544	\$27,206	\$9,086	\$5,799	\$1,450	\$193,973

Small Urban Transit Systems - Capital Assistance

TIP ID	40-9502-05	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Fleet improvement
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	NA	Est. Total Cost	\$11,121,000

Description:

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

Justification:

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

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

Connection to Long-Range Transportation Planning Goals:

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





Small Urban Transit Systems - Capital Assistance

(Funding in Thousands)

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

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

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

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



Small Urban Transit Systems - Capital Assistance

(Funding in Thousands)

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

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

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

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

Ridesharing - Baltimore Region

TIP ID	40-9901-01	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Ridesharing
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Multiple	Est. Total Cost	\$4,063,000

Description:

The ridesharing project covers the activities of the ridesharing program in all jurisdictions in the Baltimore region, including the Guaranteed Ride Home (GRH) Program. Entities eligible to receive funding include Baltimore City, the Baltimore Metropolitan Council, and Anne Arundel, Howard, and Harford counties.

Justification:

The Maryland Ridesharing Program promotes the use of alternatives to the single occupant vehicle through mass transit, carpools, and vanpools with financial assistance under the Rideshare/Commuter Assistance Program. Funding is provided to eligible entities to assist with the promotion and management of their Rideshare Program.

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

Connection to Long-Range Transportation Planning Goals:

- 4.B Increase Mobility -- Provide techniques or alternatives as part of a Congestion Management Process (CMP).
- 5.A Implement Env. Responsible Trans. Solutions -- Coordinate to reduce delay & increase non-SOV through perf.-based planning & programming.
- 5.D Implement Env. Responsible Trans. Solutions -- Reduce energy use of the transportation system.





Ridesharing - Baltimore Region

(Funding in Thousands)

Congestion Mitigation and Air Quality -ORIGINAL

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



Ridesharing - Baltimore Region

(Funding in Thousands)

Congestion Mitigation and Air Quality **-NEW**

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$668	\$0	\$668	\$0	\$1,336
OTH	<u>\$2,059</u>	\$0	\$668	\$0	\$0	\$0	\$0	\$0	<u>\$2,727</u>
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$2,059</u>	\$0	\$668	\$0	\$668	\$0	\$668	\$0	<u>\$4,063</u>
Total	<u>\$2,059</u>	\$0	\$668	\$0	\$668	\$0	\$668	\$0	<u>\$4,063</u>