

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

BALTIMORE REGIONAL TRANSPORTATION BOARD RESOLUTION #25-1

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 Agencywide System Preservation and Improvement project. This amendment will shift \$14.5 million in Section 5307 funds for construction from FY 2020 grant 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 System Preservation and Improvement project. This amendment will shift \$43.5 million in Section 5307 funds for construction 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 MARC Facilities project. This amendment corrects an earlier amendment that inadvertently added funds to MARC Facilities instead of MARC Improvements. There is a corresponding amendment to the MARC Improvements project.

WHEREAS, MDOT MTA is requesting to amend the FY 2024-2027 TIP for the MARC Improvement project. This amendment corrects an earlier amendment to the MARC Facilities project that inadvertently added funds that should have been amended into MARC Improvements. There is a corresponding amendment to the MARC Facilities project.

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 July 2, 2024.

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approves the attached amendment to the 2024-2027 Transportation Improvement Programs 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 #25-1 on July 23, 2024.

7-23-24

Date



Anthony Russell, Chair
Baltimore Regional Transportation Board

Summary of FY 2024-2027 TIP Changes

Project Title	TIP Change Reason	Description	Type of Change
Agencywide System Preservation and Improvement 40-1801-64	This amendment shifts funds from the FY 20 5307 grant 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). The total estimated cost of the project increases from \$33.9 million to \$48.4 million.	<p>This is an ongoing project to rehabilitate agency-wide facilities, systems, and infrastructure. Rehabilitation projects include roofing and pavement for facilities, a system network migration and upgrade, systemwide escalators, and modernization of 40 elevators system-wide. In addition to the matching funds listed, MDOT MTA has committed \$139 million in state dollars.</p> <p>Conformity Status: Exempt</p>	Amendment Resolution #25-1
Metro and Light Rail System Preservation and Improvement 40-1805-64	This amendment shifts funds from the FY 20 5307 grant to the correct year of obligation. Section 5307 funds increase in FY 2024 for construction by \$43.5 million (\$34.8 million federal/\$8.7 matching). The total estimated cost of the project increases from \$88.9 million to \$132.4 million.	<p>This is an ongoing project to rehabilitate Light Rail and Metro facilities, infrastructure, track and equipment, including replacing interlockings, repairing tunnel liners and doors, and the design and installation of new fiber optic cables. In addition to the matching funds listed, MTA has committed \$220 million in state dollars.</p> <p>Conformity Status: Exempt</p>	Amendment Resolution #25-1
MARC Facilities 70-1503-55	This amendment deletes \$19.2 million in Section 5337 funding (\$15.38 million federal/\$3.84 matching) in FY 2024. This decrease in FY 2024 funding corrects an earlier amendment that inadvertently added funds to MARC Facilities project vs MARC Improvements. There is a corresponding Amendment to the MARC Improvement project. The Total Estimated Cost decreases from \$67.14 million to \$47.91 million.	<p>1)MARC BWI Garage Facility – Identify and prioritize needed repair which are then designed and constructed.</p> <p>2)MARC Maintenance Facility Improvements in the Baltimore Region including the Riverside Heavy Maintenance Facility.</p> <p>3)Renovations of MARC stations in the Baltimore Region including West Baltimore, Elkton, and Bayview stations. Note: In addition to the matching funds listed, MTA has committed \$21.7 million in state dollars.</p>	Amendment Resolution #25-1

Project Title	TIP Change Reason	Description	Type of Change
MARC Improvements	<p>This amendment adds \$18.7 million in Section 5337 funding (\$14.96 million federal/\$3.74 matching) in FY 2024 and \$0.46 million in Section 3028 funding (\$0.385 million federal/\$0.077 Matching) in FY 2024. This increase in FY 2024 funding corrects an earlier amendment that inadvertently added funds to MARC Facilities project vs MARC Improvements. There is a corresponding Amendment to the MARC Facilities project. The Total Estimated Cost increases from \$55.78 million to \$74.9 million.</p>	<p>This project provides funding to implement ongoing improvements derived from the MARC Master Plan and Amtrak/CSX Operating Agreements. In addition to the matching funds listed, MTA has committed \$24 million in state dollars.</p> <p>Conformity Status: Exempt</p>	Amendment Resolution #25-1

Agencywide System Preservation and Improvement

TIP ID	40-1801-64	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Preservation and improvements
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Multiple	Est. Total Cost	\$48,429,000

Description:

This is an ongoing project to rehabilitate agency-wide facilities, systems, and infrastructure. Rehabilitation projects include roofing and pavement for facilities, a system network migration and upgrade, systemwide escalators, and modernization of 40 elevators system-wide. In addition to the matching funds listed, MDOT MTA has committed \$139 million in state dollars.

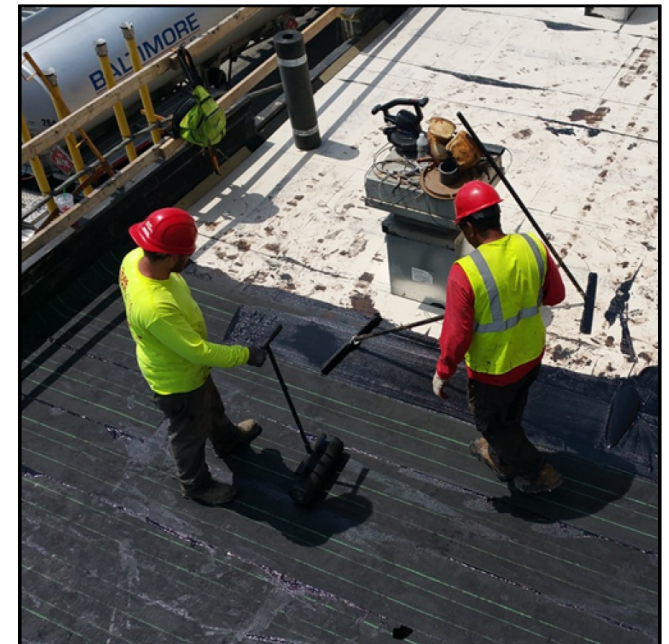
Justification:

The associated projects support regional management and operation initiatives to improve service, safety, and assure the preservation of infrastructure agency-wide.

Amendment: This amendment shifts funds from the FY 20 5307 grant 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). The total estimated cost of the project increases from \$33.9 million to \$48.4 million.

Connection to Long-Range Transportation Planning Goals:

- 1.B Improve System Safety -- Adopt relevant state & local plans that reduce trans. related inj./fatalities.
- 1.E Improve System Safety -- Improve conditions for non-motorists to travel safely, have safer interactions with other modes, & safe access to transit amenities.
- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.





Agencywide System Preservation and Improvement

(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	\$8,094	\$2,023	\$12,120	\$3,030	\$0	\$0	\$6,915	\$1,728	\$33,910
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	\$8,094	\$2,023	\$12,120	\$3,030	\$0	\$0	\$6,915	\$1,728	\$33,910
Total	\$8,094	\$2,023	\$12,120	\$3,030	\$0	\$0	\$6,915	\$1,728	\$33,910



Agencywide System Preservation and Improvement

(Funding in Thousands)

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

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	\$19,709	\$4,927	\$12,120	\$3,030	\$0	\$0	\$6,915	\$1,728	\$48,429
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	\$19,709	\$4,927	\$12,120	\$3,030	\$0	\$0	\$6,915	\$1,728	\$48,429
Total	\$19,709	\$4,927	\$12,120	\$3,030	\$0	\$0	\$6,915	\$1,728	\$48,429

Metro and Light Rail System Preservation and Improvement

TIP ID	40-1805-64	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Preservation and improvements
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Multiple	Est. Total Cost	\$132,404,000

Description:

This is an ongoing project to rehabilitate Light Rail and Metro facilities, infrastructure, track, and equipment, including replacing interlockings, repairing tunnel liners and doors, and the design and installation of new fiber optic cables. In addition to the matching funds listed, MTA has committed \$220 million in state dollars.

Justification:

The associated projects support regional management and operation initiatives to improve service and safety and assure the preservation of the Light Rail and Metro systems.

Amendment: This amendment shifts funds from the FY 20 5307 grant to the correct year of obligation. Section 5307 funds increase in FY 2024 for construction by \$43.5 million (\$34.8 million federal/\$8.7 matching). The total estimated cost of the project increases from \$88.9 million to \$132.4 million.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.
- 3.F Improve Accessibility -- Improve system connectivity and continuity among all modes and geographic



**Metro and Light Rail System Preservation and Improvement**

(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	\$8,735	\$2,183	\$13,450	\$3,362	\$0	\$0	\$25,031	\$6,258	\$59,019
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	\$8,735	\$2,183	\$13,450	\$3,362	\$0	\$0	\$25,031	\$6,258	\$59,019

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	\$11,336	\$2,834	\$1,851	\$462	\$0	\$0	\$10,692	\$2,673	\$29,848
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	\$11,336	\$2,834	\$1,851	\$462	\$0	\$0	\$10,692	\$2,673	\$29,848
Total	\$20,071	\$5,017	\$15,301	\$3,824	\$0	\$0	\$35,723	\$8,931	\$88,867

**Metro and Light Rail System Preservation and Improvement**

(Funding in Thousands)

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

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	\$43,564	\$10,891	\$13,450	\$3,362	\$0	\$0	\$25,031	\$6,258	\$102,556
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	\$43,564	\$10,891	\$13,450	\$3,362	\$0	\$0	\$25,031	\$6,258	\$102,556

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

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	\$11,336	\$2,834	\$1,851	\$462	\$0	\$0	\$10,692	\$2,673	\$29,848
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	\$11,336	\$2,834	\$1,851	\$462	\$0	\$0	\$10,692	\$2,673	\$29,848
Total	\$54,900	\$13,725	\$15,301	\$3,824	\$0	\$0	\$35,723	\$8,931	\$132,404

MARC Facilities

TIP ID	70-1503-55	Year of Operation	Ongoing
Agency	MTA - Commuter Rail	Project Type	Rehabilitation of facilities
Project Category	Commuter Rail Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Multiple	Est. Total Cost	\$47,909,000

Description:

- 1) MARC BWI Garage Facility- Identify and prioritize needed repairs which are then designed and constructed.
- 2) MARC Maintenance Facility Improvements in the Baltimore Region including the Riverside Heavy Maintenance Facility.
- 3) Renovation of MARC stations in the Baltimore Region including West Baltimore, Elkton, and Bayview Stations.

Note: In addition to the matching funds listed, MTA has committed \$21.7 million in state dollars.

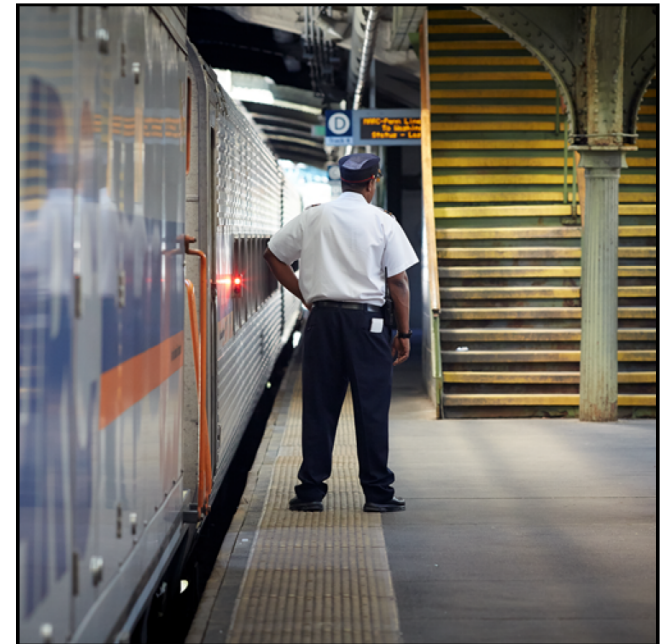
Justification:

- 1) Repairs will extend the useful life of the garages and support continued ridership on the MARC system from this location.
- 2) The building will provide four maintenance slots for locomotives undergoing heavy maintenance and repair, which will free up maintenance slots in the main shop building for preventative maintenance and federally required inspections.

Amendment: This amendment deletes \$19.2 million in Section 5337 funding (\$15.38 million federal/\$3.84 matching) in FY 2024. This decrease in FY 2024 funding corrects an earlier amendment that inadvertently added funds to MARC Facilities project vs MARC Improvements. There is a corresponding Amendment to the MARC Improvement project. The Total Estimated Cost decreases from \$67.14 million to \$47.91 million.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 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 5307 Urbanized Area Formula Program (funding for capital projects)

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	\$835	\$209	\$460	\$115	\$800	\$200	\$0	\$0	\$2,619
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	\$835	\$209	\$460	\$115	\$800	\$200	\$0	\$0	\$2,619

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	\$41,046	\$10,261	\$800	\$200	\$3,931	\$983	\$5,840	\$1,460	\$64,521
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	\$41,046	\$10,261	\$800	\$200	\$3,931	\$983	\$5,840	\$1,460	\$64,521
Total	\$41,881	\$10,470	\$1,260	\$315	\$4,731	\$1,183	\$5,840	\$1,460	\$67,140

**MARC Facilities**

(Funding in Thousands)

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

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	\$835	\$209	\$460	\$115	\$800	\$200	\$0	\$0	\$2,619
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	\$835	\$209	\$460	\$115	\$800	\$200	\$0	\$0	\$2,619

Section 5337 (State of Good Repair Formula Program) **UPDATE**

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	\$25,661	\$6,415	\$800	\$200	\$3,931	\$983	\$5,840	\$1,460	\$45,290
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	\$25,661	\$6,415	\$800	\$200	\$3,931	\$983	\$5,840	\$1,460	\$45,290
Total	\$26,496	\$6,624	\$1,260	\$315	\$4,731	\$1,183	\$5,840	\$1,460	\$47,909

MARC Improvements

TIP ID	70-1502-54	Year of Operation	Ongoing
Agency	MTA - Commuter Rail	Project Type	Preservation and improvements
Project Category	Commuter Rail Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Multiple	Est. Total Cost	\$74,941,000

Description:

This project provides funding to implement ongoing improvements derived from the MARC Master Plan and Amtrak/CSX Operating Agreements. In addition to the matching funds listed, MTA has committed \$24 million in state dollars.

Justification:

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

Amendment: This amendment adds \$18.7 million in Section 5337 funding (\$14.96 million federal/\$3.74 matching) in FY 2024 and \$0.46 million in Section 3028 funding (\$0.385 million federal/\$0.077 Matching) in FY 2024. This increase in FY 2024 funding corrects an earlier amendment that inadvertently added funds to MARC Facilities project vs MARC Improvements. There is a corresponding Amendment to the MARC Facilities project. The Total Estimated Cost increases from \$55.78 million to \$74.9 million.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.
- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and



**MARC Improvements**

(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	\$1,718	\$430	\$743	\$186	\$0	\$0	\$0	\$0	\$3,077
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	\$1,718	\$430	\$743	\$186	\$0	\$0	\$0	\$0	\$3,077

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	\$7,439	\$1,860	\$15,842	\$3,961	\$10,394	\$2,599	\$8,487	\$2,122	\$52,704
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	\$7,439	\$1,860	\$15,842	\$3,961	\$10,394	\$2,599	\$8,487	\$2,122	\$52,704
Total	\$9,157	\$2,290	\$16,585	\$4,147	\$10,394	\$2,599	\$8,487	\$2,122	\$55,781



MARC Improvements

(Funding in Thousands)

Section 3028 (Commuter Rail Positive Train Control Grant Program) **-UPDATE**

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	\$385	\$77	\$0	\$0	\$0	\$0	\$0	\$0	\$462
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	\$385	\$77	\$0	\$0	\$0	\$0	\$0	\$0	\$462

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

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	\$1,718	\$430	\$743	\$186	\$0	\$0	\$0	\$0	\$3,077
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	\$1,718	\$430	\$743	\$186	\$0	\$0	\$0	\$0	\$3,077

**MARC Improvements**

(Funding in Thousands)

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

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	\$22,397	\$5,600	\$15,842	\$3,961	\$10,394	\$2,599	\$8,487	\$2,122	\$71,402
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	\$22,397	\$5,600	\$15,842	\$3,961	\$10,394	\$2,599	\$8,487	\$2,122	\$71,402
Total	\$24,500	\$6,107	\$16,585	\$4,147	\$10,394	\$2,599	\$8,487	\$2,122	\$74,941