

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #17-17**

**AMENDMENT TO THE 2017 – 2020 BALTIMORE REGION
TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Baltimore Regional Transportation Board is the designated Metropolitan Planning Organization for the Baltimore region, encompassing the Baltimore Urbanized Area, and includes official representatives of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, 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 Harford Transit; and

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2017-2020 Transportation Improvement Program for the Baltimore region at its July 26, 2016 meeting, with federal approval on September 26, 2016; and

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

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

WHEREAS, the Maryland Department of Transportation on the behalf of the Maryland Transit Administration has requested approval of an amendment to the 2017-2020 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, the Maryland Transit Administration is requesting to add a Bus and Bus Facilities Discretionary Grant for the Bus and Bus Facilities Mini Overhaul Project and to update funds associated with three projects: Bus and Rail System Preservation and Improvement, MARC Improvements, and MARC Rolling Stock Overhauls and Replacement (see attachments); and

WHEREAS, the Transportation Improvement Program, as amended, continues to display financial reasonableness and re-affirms the appropriate project selection criteria whereby all requirements for a Transportation Improvement Program in the Fixing America’s Surface Transportation Act are met; 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 publicized for a 30-day review from Wednesday, January 4 through Monday, February 6 with a public meeting on Wednesday, February 1 at BMC. No comments were received on these projects.

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 2017-2020 Transportation Improvement Program for the Baltimore region and finds it to conform to the applicable Maryland State Implementation Plan and requirements of the 1990 Clean Air Act Amendments.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution on February 28, 2017.

2-28-17
Date


David Cookson, Chairman
Baltimore Regional Transportation Board

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	\$52,605,000

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. This ongoing project also includes funding for the BaltimoreLink project to include Bus Link Transit Hubs and Bus Link Transit Signal Priority.

Note: In addition to the matching funds listed, MTA has committed \$27.6 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.

Amendment: This amendment adds FTA Section 5307 Flex funds (spread across FY 2017-2019) and updates Section 5307 Urbanized Area Formula Program funds for FY 2017. Section 5307 Flex funds are added in the amount of \$20.8 million federal with \$5.201 million in matching funds for the BaltimoreLink project. Specifically, the funds will be used for BaltimoreLink transit signal priority and Bus Link transit facilities. These funds were included in the 2016-2019 TIP but were inadvertently dropped during the 2017-2020 TIP call for projects. Section 5307 Urbanized Area Formula Program funds increase by \$1.45 million with \$362,000 in matching funds due to refined estimates of capital budget needs. Total funding in the TIP increases from \$24.792 million to \$52.605 million, a total increase of \$27.813 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.
- 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) **-ORIGINAL**

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



Bus and Rail System Preservation and Improvement

(Funding in Thousands)

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

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	\$9,449	\$2,362	\$11,834	\$2,959	\$0	\$0	\$0	\$0	\$26,604
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$9,449	\$2,362	\$11,834	\$2,959	\$0	\$0	\$0	\$0	\$26,604

Section 5307 Flex (STP funds flexed to Section 5307) -NEW

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	\$8,554	\$2,139	\$7,790	\$1,948	\$1,304	\$326	\$0	\$0	\$22,061
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$3,152	\$788	\$0	\$0	\$0	\$0	\$0	\$0	\$3,940
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$11,706	\$2,927	\$7,790	\$1,948	\$1,304	\$326	\$0	\$0	\$26,001
Total	\$21,155	\$5,289	\$19,624	\$4,907	\$1,304	\$326	\$0	\$0	\$52,605

Bus & Bus Facilities Mini Overhaul Project

TIP ID	40-1701-63	Year of Operation	2020
Agency	MTA - Transit	Project Type	Fleet improvement
Project Category	Transit	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	TBD	Est. Total Cost	\$762,000

Description:

Over the next three years, 50 of the existing MTA bus vehicles will be eligible to enter the Bus Mini Overhaul Program. By design, this program will proactively repair and replace multiple bus components at key points in the vehicle's life. These components include the vehicle engine, brakes, suspension, body, paint, and wheelchair/ADA, electrical, and pneumatic systems.

Justification:

To improve bus reliability, the MTA has developed a new mini overhaul program for its bus vehicles that will simultaneously increase vehicle lifespan, improve maintenance efficiency, reduce mechanical breakdowns, mitigate safety risks, develop the workforce through training, and save the agency money.

Amendment: This amendment adds a new project to the 2017-2020 TIP using a federal Bus and Bus Facilities Discretionary Grant. The amendment adds federal funds to FY 2017 in the amount of \$533,000 along with \$229,000 in matching funds for a total project cost of \$762,000.

Connection to Long-Range Transportation Planning Goals:

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





Bus & Bus Facilities Mini Overhaul Project

(Funding in Thousands)

Section 5339 (Bus and Bus Facilities Discretionary Grant) -NEW

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	\$533	\$229	\$0	\$0	\$0	\$0	\$0	\$0	\$762
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	\$533	\$229	\$0	\$0	\$0	\$0	\$0	\$0	\$762
Total	\$533	\$229	\$0	\$0	\$0	\$0	\$0	\$0	\$762

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	\$41,788,000

Description:

This project provides funding to implement on-going improvements derived from the MARC Master Plan and Amtrak Operating Agreement.

Note: In addition to the matching funds listed, MTA has committed \$25.2 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 updates Section 5337 funds in FY 2017 to re-obligate previously programmed money that was intended for the project. There is no change in project schedule or scope. FY 2017 funds increase by a total of \$21.84 million (\$17.472 million federal/\$4.368 million matching). Total funding in the TIP increases from \$19.948 million to \$41.788 million.

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) -ORIGINAL

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

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

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	\$22,649	\$5,662	\$264	\$66	\$3,558	\$890	\$6,959	\$1,740	\$41,788
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	\$22,649	\$5,662	\$264	\$66	\$3,558	\$890	\$6,959	\$1,740	\$41,788
Total	\$22,649	\$5,662	\$264	\$66	\$3,558	\$890	\$6,959	\$1,740	\$41,788

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	\$71,120,000

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 \$20.3 million in state dollars.

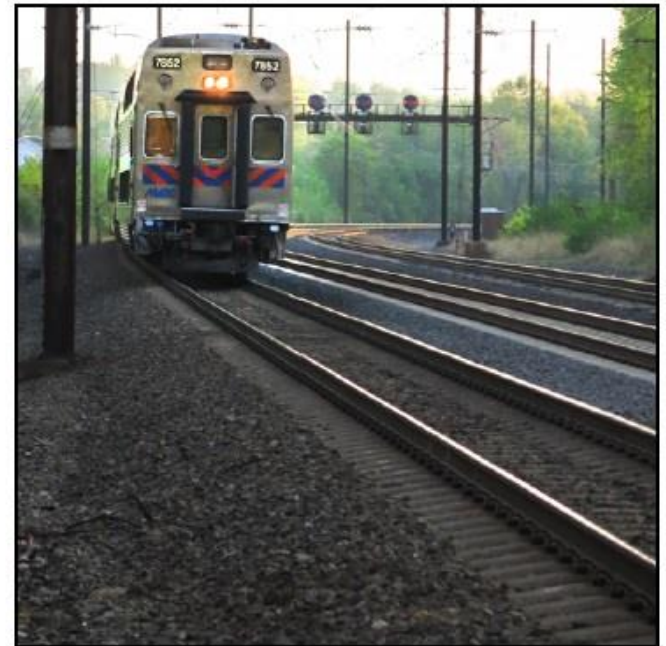
Justification:

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.

Amendment: This amendment updates Section 5337 funds in FY 2017 to re-obligate previously programmed money that was intended for the project. There is no change in project schedule or scope. FY 2017 funds increase by a total of \$34.632 million (\$27.706 million federal/\$6.926 million matching). Total funding in the TIP increases from \$36.488 million to \$71.12 million.

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) -ORIGINAL

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

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

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	\$33,921	\$8,480	\$17,300	\$4,325	\$1,987	\$497	\$3,688	\$922	\$71,120
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	\$33,921	\$8,480	\$17,300	\$4,325	\$1,987	\$497	\$3,688	\$922	\$71,120
Total	\$33,921	\$8,480	\$17,300	\$4,325	\$1,987	\$497	\$3,688	\$922	\$71,120