

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #20-1**

**AMENDMENT TO THE 2019 – 2022 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 2019-2022 Transportation Improvement Program for the Baltimore region at its July 24, 2018 meeting, with federal approval on August 27, 2018; 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 MDOT Maryland Transit Administration has requested approval of an amendment to the 2019-2022 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, the MDOT Maryland Transit Administration is requesting to add previously unobligated funds from FY 2018 to the 2019-2022 TIP. MDOT MTA intends to obligate these funds prior to the end of FY 2019. The funding updates effect the following five projects: Agencywide System Preservation and Improvement, Bus System Preservation and Improvement, MARC Improvements, MARC Rolling Stock Overhauls and Replacement, and Metro and Light Rail System Preservation and Improvement (see attachment); 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 presented to both the Technical Committee and the Interagency Consultation Group on July 9, 2019.

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 2019-2022 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 July 23, 2019.

7-23-19

Date



Lynda Eisenberg, Chair
Baltimore Regional Transportation Board

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	\$27,728,000

Description:

This is an ongoing project to rehabilitate agency-wide facilities, systems, and infrastructure, including elevator and escalator upgrades, roofing, park-and-ride lots, concrete bus loops, drainage corrections, bridge and subway inspections, signage improvements, a treasury fare collection system, and a transit asset management system.

In addition to the matching funds listed, MTA has committed \$80.4 million in state dollars.

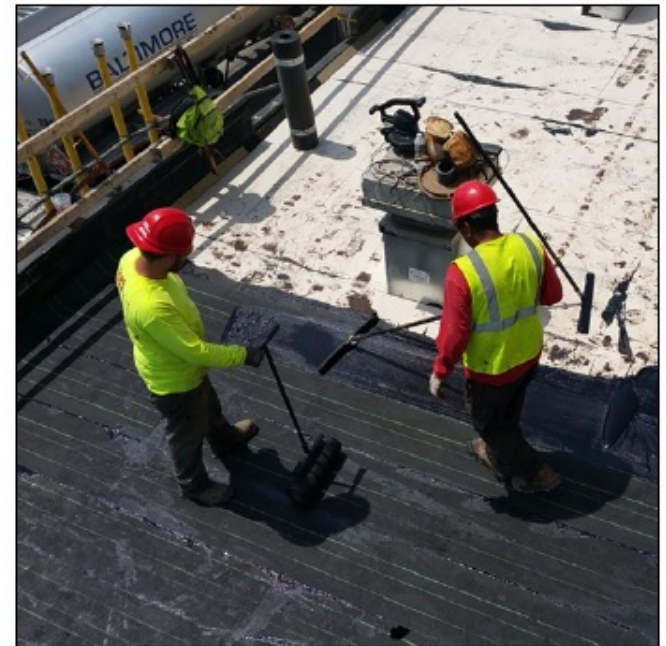
Justification:

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

Amendment: This amendment adds previously unobligated Section 5307 funds from FY 2018 to the 2019-2022 TIP. MTA intends to obligate these funds prior to the end of FY 2019. Section 5307 funds increase in the amount of \$5.986 million along with an increase of \$1.497 million in matching funds. Total funding in the TIP increases from \$20.245 million to \$27.728 million.

Connection to Long-Range Transportation Planning Goals:

- 1.B Improve System Safety -- Apply safety-related management and operations techniques.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 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 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$7,429	\$1,857	\$6,074	\$1,519	\$2,693	\$673	\$0	\$0	\$20,245
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	\$7,429	\$1,857	\$6,074	\$1,519	\$2,693	\$673	\$0	\$0	\$20,245
Total	\$7,429	\$1,857	\$6,074	\$1,519	\$2,693	\$673	\$0	\$0	\$20,245

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	<u>\$13,415</u>	<u>\$3,354</u>	\$6,074	\$1,519	\$2,693	\$673	\$0	\$0	<u>\$27,728</u>
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	<u>\$13,415</u>	<u>\$3,354</u>	\$6,074	\$1,519	\$2,693	\$673	\$0	\$0	<u>\$27,728</u>
Total	<u>\$13,415</u>	<u>\$3,354</u>	\$6,074	\$1,519	\$2,693	\$673	\$0	\$0	<u>\$27,728</u>

Bus System Preservation and Improvement

TIP ID	40-1803-64	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	\$4,269,000

Description:

This is an ongoing project to rehabilitate bus facilities and infrastructure, including operating division and MTA offices. This ongoing project also includes funding for the BaltimoreLink project to include Bus Link Transit Hubs and Bus Link Transit Signal Priority. In addition to the matching funds listed, MTA has committed \$10.6 million in state dollars.

Justification:

The associated projects support regional management and operation initiatives to improve service, safety, and the preservation of the bus system.

Amendment: This amendment adds previously unobligated Section 5307 flex funds from FY 2018 to the 2019-2022 TIP. MTA intends to obligate these funds prior to the end of FY 2019. Section 5307 flex funds increase in the amount of \$834,000 along with an increase of \$208,000 in matching funds. Total funding in the TIP increases from \$3.227 million to \$4.269 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.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.





Bus System Preservation and Improvement

(Funding in Thousands)

Section 5307 Flex (STBG funds flexed to Section 5307) -ORIGINAL

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$2,067	\$517	\$514	\$129	\$0	\$0	\$0	\$0	\$3,227
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	\$2,067	\$517	\$514	\$129	\$0	\$0	\$0	\$0	\$3,227
Total	\$2,067	\$517	\$514	\$129	\$0	\$0	\$0	\$0	\$3,227

Section 5307 Flex (STBG funds flexed to Section 5307) -UPDATE

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$2,901	\$725	\$514	\$129	\$0	\$0	\$0	\$0	\$4,269
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	\$2,901	\$725	\$514	\$129	\$0	\$0	\$0	\$0	\$4,269
Total	\$2,901	\$725	\$514	\$129	\$0	\$0	\$0	\$0	\$4,269

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	\$66,045,000

Description:

This project provides funding to implement ongoing improvements derived from the MARC Master Plan and Amtrak/CSX Operating Agreements. Projects include: improvements to the Penn line, improvements to the Brunswick and Camden lines, system-wide parking lot improvements, the design, procurement, and installation of an ADA compliant public address system at all MARC stations on the Brunswick, Camden, and Penn lines, implementation and development of Positive Train Control for MARC, installation of an audio/visual warning system for approaching MARC trains, and the collaborative cost-sharing arrangement to advance development of the Northeast corridor infrastructure. In addition to the matching funds listed, MTA has committed \$15.4 million in state dollars.

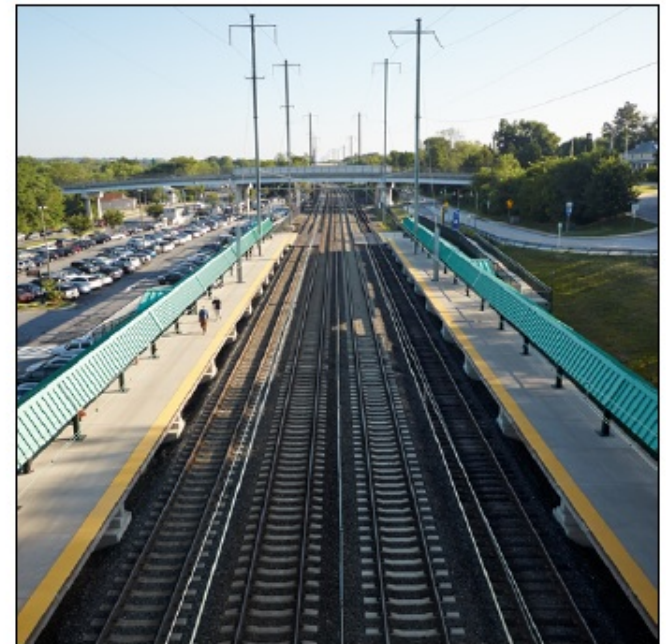
Justification:

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

Amendment: This amendment adds previously unobligated Section 5337 funds from FY 2018 to the 2019-2022 TIP. MTA intends to obligate these funds prior to the end of FY 2019. Section 5337 funds increase in the amount of \$20.12 million along with an increase of \$5.03 million in matching funds. Total funding in the TIP increases from \$40.895 million to \$66.045 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 5307 Urbanized Area Formula Program (funding for capital projects) -ORIGINAL

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$243	\$61	\$1,187	\$297	\$2,412	\$603	\$4,803
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	\$243	\$61	\$1,187	\$297	\$2,412	\$603	\$4,803

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$4,104	\$1,026	\$4,973	\$1,243	\$10,154	\$2,538	\$9,643	\$2,411	\$36,092
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	\$4,104	\$1,026	\$4,973	\$1,243	\$10,154	\$2,538	\$9,643	\$2,411	\$36,092
Total	\$4,104	\$1,026	\$5,216	\$1,304	\$11,341	\$2,835	\$12,055	\$3,014	\$40,895



MARC Improvements

(Funding in Thousands)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$243	\$61	\$1,187	\$297	\$2,412	\$603	\$4,803
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	\$243	\$61	\$1,187	\$297	\$2,412	\$603	\$4,803

Section 5337 (State of Good Repair Formula Program) UPDATE

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$24,224	\$6,056	\$4,973	\$1,243	\$10,154	\$2,538	\$9,643	\$2,411	\$61,242
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	\$24,224	\$6,056	\$4,973	\$1,243	\$10,154	\$2,538	\$9,643	\$2,411	\$61,242
Total	\$24,224	\$6,056	\$5,216	\$1,304	\$11,341	\$2,835	\$12,055	\$3,014	\$66,045

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 Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Multiple	Est. Total Cost	\$47,199,000

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. In addition to the matching funds listed, MTA has committed \$13.2 million in state dollars.

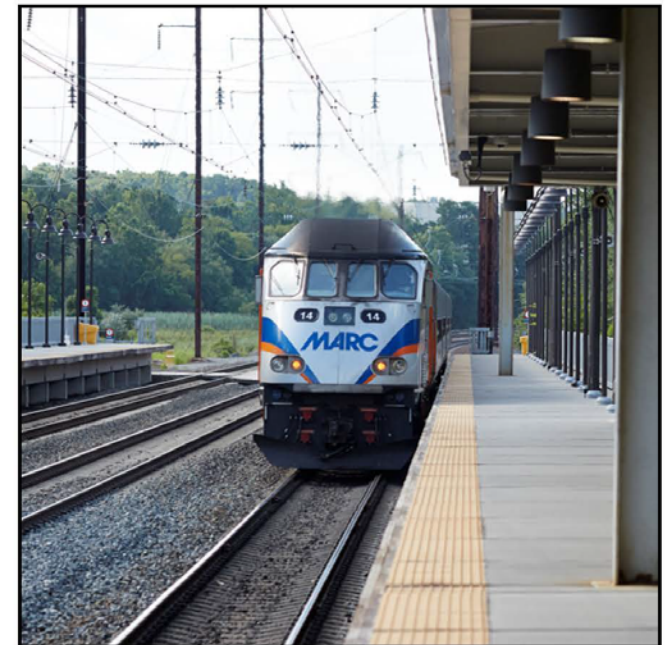
Justification:

Overhauls will extend the life 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 adds previously unobligated Section 5337 funds from FY 2018 to the 2019-2022 TIP. MTA intends to obligate these funds prior to the end of FY 2019. Section 5337 funds increase in the amount of \$6.651 million along with an increase of \$1.663 million in matching funds. Total funding in the TIP increases from \$38.885 million to \$47.199 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 5307 Urbanized Area Formula Program (funding for capital projects) -ORIGINAL

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$434	\$109	\$75	\$19	\$637
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	\$0	\$0	\$434	\$109	\$75	\$19	\$637

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$10,877	\$2,719	\$14,441	\$3,610	\$2,920	\$730	\$2,361	\$590	\$38,248
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	\$10,877	\$2,719	\$14,441	\$3,610	\$2,920	\$730	\$2,361	\$590	\$38,248
Total	\$10,877	\$2,719	\$14,441	\$3,610	\$3,354	\$839	\$2,436	\$609	\$38,885



MARC Rolling Stock Overhauls and Replacement

(Funding in Thousands)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$434	\$109	\$75	\$19	\$637
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	\$0	\$0	\$434	\$109	\$75	\$19	\$637

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$17,528	\$4,382	\$14,441	\$3,610	\$2,920	\$730	\$2,361	\$590	\$46,562
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	\$17,528	\$4,382	\$14,441	\$3,610	\$2,920	\$730	\$2,361	\$590	\$46,562
Total	\$17,528	\$4,382	\$14,441	\$3,610	\$3,354	\$839	\$2,436	\$609	\$47,199

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	\$44,561,000

Description:

This is an ongoing project to rehabilitate Light Rail and Metro facilities, infrastructure, track, and equipment. In addition to the matching funds listed, MTA has committed \$209.3 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 adds previously unobligated Section 5307 funds from FY 2018 to the 2019-2022 TIP. MTA intends to obligate these funds prior to the end of FY 2019. Section 5307 funds increase in the amount of \$9.762 million along with an increase of \$2.44 million in matching funds. Total funding in the TIP increases from \$32.359 million to \$44.561 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.





Metro and Light Rail System Preservation and Improvement

(Funding in Thousands)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$12,658	\$3,165	\$3,286	\$822	\$9,942	\$2,486	\$0	\$0	\$32,359
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	\$12,658	\$3,165	\$3,286	\$822	\$9,942	\$2,486	\$0	\$0	\$32,359
Total	\$12,658	\$3,165	\$3,286	\$822	\$9,942	\$2,486	\$0	\$0	\$32,359

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	<u>\$22,420</u>	<u>\$5,605</u>	\$3,286	\$822	\$9,942	\$2,486	\$0	\$0	<u>\$44,561</u>
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	<u>\$22,420</u>	<u>\$5,605</u>	\$3,286	\$822	\$9,942	\$2,486	\$0	\$0	<u>\$44,561</u>
Total	<u>\$22,420</u>	<u>\$5,605</u>	\$3,286	\$822	\$9,942	\$2,486	\$0	\$0	<u>\$44,561</u>

Draft Amendments to the 2019-2022 TIP (July 2019)

Project		Reason for Amendment	Project Description	Proposed Conformity Status
A	Agency-wide System Preservation and Improvement	This amendment adds previously unobligated Section 5307 funds from FY 2018 to the 2019-2022 TIP. MTA intends to obligate these funds prior to the end of FY 2019. Section 5307 funds increase in the amount of \$5.986 million along with an increase of \$1.497 million in matching funds. Total funding in the TIP increases from \$20.245 million to \$27.728 million.	This is an ongoing project to rehabilitate agency-wide facilities, systems, and infrastructure, including elevator and escalator upgrades, roofing, park-and-ride lots, concrete bus loops, drainage corrections, bridge and subway inspections, signage improvements, a treasury fare collection system, and a transit asset management system. In addition to the matching funds listed, MTA has committed \$80.4 million in state dollars.	Exempt
B	Bus System Preservation and Improvement	This amendment adds previously unobligated Section 5307 flex funds from FY 2018 to the 2019-2022 TIP. MTA intends to obligate these funds prior to the end of FY 2019. Section 5307 flex funds increase in the amount of \$834,000 along with an increase of \$208,000 in matching funds. Total funding in the TIP increases from \$3.227 million to \$4.269 million.	This is an ongoing project to rehabilitate bus facilities and infrastructure, including operating division and MTA offices. This ongoing project also includes funding for the BaltimoreLink project to include Bus Link Transit Hubs and Bus Link Transit Signal Priority. In addition to the matching funds listed, MTA has committed \$10.6 million in state dollars.	Exempt
C	MARC Improvements	This amendment adds previously unobligated Section 5337 funds from FY 2018 to the 2019-2022 TIP. MTA intends to obligate these funds prior to the end of FY 2019. Section 5337 funds increase in the amount of \$20.12 million along with an increase of \$5.03 million in matching funds. Total funding in the TIP increases from \$40.895 million to \$66.045 million.	This project provides funding to implement ongoing improvements derived from the MARC Master Plan and Amtrak/CSX Operating Agreements. Projects include: improvements to the Penn line, improvements to the Brunswick and Camden lines, system-wide parking lot improvements, the design, procurement, and installation of an ADA compliant public address system at all MARC stations on the Brunswick, Camden, and Penn lines, implementation and development of Positive Train Control for MARC, implementation of an audio/visual warning system for approaching MARC trains, and the collaborative cost-sharing arrangement to advance development of the Northeast corridor infrastructure. In addition to the matching funds listed, MTA has committed \$15.4 million in	Exempt

			state dollars.	
D	MARC Rolling Stock Overhauls and Replacement	This amendment adds previously unobligated Section 5337 funds from FY 2018 to the 2019-2022 TIP. MTA intends to obligate these funds prior to the end of FY 2019. Section 5337 funds increase in the amount of \$6.651 million along with an increase of \$1.663 million in matching funds. Total funding in the TIP increases from \$38.885 million to \$47.199 million.	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. In addition to the matching funds listed, MTA has committed \$13.2 million in state dollars.	Exempt
E	Metro and Light Rail System Preservation and Improvement	This amendment adds previously unobligated Section 5307 funds from FY 2018 to the 2019-2022 TIP. MTA intends to obligate these funds prior to the end of FY 2019. Section 5307 funds increase in the amount of \$9.762 million along with an increase of \$2.44 million in matching funds. Total funding in the TIP increases from \$32.359 million to \$44.561 million.	This is an ongoing project to rehabilitate Light Rail and Metro facilities, infrastructure, track, and equipment. In addition to the matching funds listed, MTA has committed \$209.3 million in state dollars.	Exempt

Issues:

Do these proposed TIP amendments require a conformity determination?

No. These projects are exempt from the requirement to determine conformity in accordance with Section 93.126 of the Conformity Rule:

Project(s)	Exempt status – Sec. 93.126, Table 2
A, B, C, E	- "Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)"
B, C	- "Construction or renovation of power, signal, and communications systems"
D	- "Rehabilitation of transit vehicles"; "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet"
E	- "Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way"