

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

BALTIMORE REGIONAL TRANSPORTATION BOARD RESOLUTION #22-4

AMENDMENT TO THE 2021 – 2024 and 2022-2025 BALTIMORE REGION TRANSPORTATION IMPROVEMENT PROGRAMS

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 Annapolis Transit; and

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2021-2024 Transportation Improvement Program for the Baltimore region at its August 25, 2020 meeting, with federal approval on October 19, 2020; and

WHEREAS, *the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2022-2025 Transportation Improvement Program for the Baltimore region at its July 27, 2021 meeting, with subsequent federal approval pending; 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 an amendment to the 2021-2024 and 2022-2025 Transportation Improvement Programs through the approved Transportation Improvement Program amendment process; and

WHEREAS, MDOT MTA is requesting to amend a project to the 2021-2024 and 2022-2025 TIP. MDOT MTA requests to revise funding in Sections 5307 and 5339 in FY 2021 and FY 2022 to the Kirk Bus Facility Replacement – Phase 1 & 2 project. The revised funding is due to the projects originally included on the MDOT MTA grant application not being eligible for 100% federal funding under Section 5339. (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, 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 this project is 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 August 3, 2021.

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 2021-2024 and 2022-2025 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 on August 24, 2021.

8-24-21

Date



Ramond Robinson, Chair
Baltimore Regional Transportation Board

Kirk Bus Facility Replacement - Phase 1 & 2

TIP ID	40-1203-65	Year of Operation	2020
Agency	MTA - Transit	Project Type	Rehabilitation of facilities
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	0705	Est. Total Cost	\$153,000,000

Description:

Approximately 163 buses are stored, operated and maintained at the Kirk Division Bus Facility. Operations include preventive bus maintenance, inspections, heavy repairs, fueling, washing, administration, operator support facilities and dispatching. Phase I is the construction of a 100,000 square foot state-of-the-art, sustainable design, energy-efficient/green technology building that will house maintenance work to be performed in an enclosed environment, thereby enabling MTA to better control noise, exhaust fumes and visibility of the buses to the surrounding community. Phase II is the construction of a similar building to store buses overnight. Phase 1 completed; Phase 2 year of completion - July 2020 (FY 2021). Note: In addition to the matching funds listed, MTA has committed \$36.1 million in state dollars.

Justification:

The current facility supports 14 bus routes operating in Baltimore City and Baltimore County. It was built over 65 years ago and cannot accommodate MTA's modern fleet or hybrid and articulated buses. A new facility is required to ensure efficient transit traffic and parking. MTA has worked with the community for many years to develop a plan to modernize the Kirk Bus Facility.

Amendment: This amendment revises funding in Sections 5307 and 5339 in FY 2021. The change in funding is due to projects originally included on the MDOT MTA grant application not being eligible for 100% federal funding under Section 5339. This resulted in MDOT MTA having to switch Section 5339 funding with Section 5307 funding. Section 5307 decreases by \$9.934 million in FY 2021 (\$7.947 million federal/\$1.987 million matching). Section 5339 decreases by \$3.221 million in FY 2021 (\$2.577 million federal/\$0.644 million matching). The Estimated Total Cost remains the same at \$153.0 million.

Connection to Long-Range Transportation Planning Goals:

2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.

5.D Conserve and Enhance the Environment -- Reduce greenhouse gas emissions in accordance with state and local sustainability and climate change plans.





Kirk Bus Facility Replacement - Phase 1 & 2

(Funding in Thousands)

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

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$12,016	\$3,004	\$0	\$0	\$0	\$0	\$0	\$0	\$15,020
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	\$12,016	\$3,004	\$0	\$0	\$0	\$0	\$0	\$0	\$15,020

Section 5339 (Bus and Bus Facilities Formula Program)

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$2,577	\$644	\$0	\$0	\$0	\$0	\$0	\$0	\$3,221
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	\$2,577	\$644	\$0	\$0	\$0	\$0	\$0	\$0	\$3,221
Total	\$14,593	\$3,648	\$0	\$0	\$0	\$0	\$0	\$0	\$18,241



Kirk Bus Facility Replacement - Phase 1 & 2

(Funding in Thousands)

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

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$4,069	\$1,017	\$0	\$0	\$0	\$0	\$0	\$0	\$5,086
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	\$4,069	\$1,017	\$0	\$0	\$0	\$0	\$0	\$0	\$5,086

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

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$0	\$0	\$0	\$0	\$0
Total	\$4,069	\$1,017	\$0	\$0	\$0	\$0	\$0	\$0	\$5,086

Kirk Bus Facility Replacement - Phase 1 & 2

TIP ID	40-1203-65	Year of Operation	2021
Agency	MTA - Transit	Project Type	Rehabilitation of facilities
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	0705	Est. Total Cost	\$153,000,000

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Justification:

The current facility supports 14 bus routes operating in Baltimore City and Baltimore County. It was built over 65 years ago and cannot accommodate MTA's modern fleet or hybrid and articulated buses. A new facility is required to ensure efficient transit traffic and parking. MTA has worked with the community for many years to develop a plan to modernize the Kirk Bus Facility.

Amendment: This amendment revises funding in Sections 5307 and 5339 in FY 2022. The change in funding is due to projects originally included on the MDOT MTA grant application not being eligible for 100% federal funding under Section 5339. This resulted in MDOT MTA having to switch Section 5339 funding with Section 5307 funding. Section 5307 decreases by \$1.532 million in FY 2022 (\$1.226 million federal/\$0.306 million matching). Section 5339 increases by \$6.04 million in FY 2022 (\$4.832 million federal/\$1.208 million matching). The Estimated Total Cost remains the same at \$153.0 million.

Connection to Long-Range Transportation Planning Goals:

2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.

5.D Conserve and Enhance the Environment -- Reduce greenhouse gas emissions in accordance with state and local sustainability and climate change plans.





Kirk Bus Facility Replacement - Phase 1 & 2

(Funding in Thousands)

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

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$6,052	\$1,513	\$0	\$0	\$0	\$0	\$0	\$0	\$7,565
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	\$6,052	\$1,513	\$0	\$0	\$0	\$0	\$0	\$0	\$7,565

Section 5339 (Bus and Bus Facilities Formula Program)

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$2,076	\$519	\$0	\$0	\$0	\$0	\$0	\$0	\$2,595
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	\$2,076	\$519	\$0	\$0	\$0	\$0	\$0	\$0	\$2,595
Total	\$8,128	\$2,032	\$0	\$0	\$0	\$0	\$0	\$0	\$10,160



Kirk Bus Facility Replacement - Phase 1 & 2

(Funding in Thousands)

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

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$4,826	\$1,207	\$0	\$0	\$0	\$0	\$0	\$0	\$6,033
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	\$4,826	\$1,207	\$0	\$0	\$0	\$0	\$0	\$0	\$6,033

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

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$6,908	\$1,727	\$0	\$0	\$0	\$0	\$0	\$0	\$8,635
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	\$6,908	\$1,727	\$0	\$0	\$0	\$0	\$0	\$0	\$8,635
Total	\$11,734	\$2,934	\$0	\$0	\$0	\$0	\$0	\$0	\$14,668