

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

**BALTIMORE REGIONAL TRANSPORTATION BOARD  
RESOLUTION #22-14**

**AMENDMENT TO THE 2022-2025 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 Annapolis Transit; 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 federal approval on October 4, 2021; 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 2022-2025 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

**WHEREAS**, MDOT MTA is requesting to amend a project in the 2022-2025 TIP. MDOT MTA requests to increase funding in Section 5339 in FY 2023 for the Rural Transit Systems – Capital Assistance project. The revised funding will be used to provide continued capital assistance and will enable rural transit systems throughout the region to operate such that local demand for service can be met. (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 Infrastructure Investment and 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 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 May 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 2022-2025 Transportation Improvement Programs 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 May 24, 2022.

5-24-22

\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Sam Snead, Chair  
Baltimore Regional Transportation Board

**Rural Transit Systems - Capital Assistance**

<b>TIP ID</b>	40-9501-05	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Fleet improvement
<b>Project Category</b>	Emission Reduction Strategy	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	Multiple	<b>Est. Total Cost</b>	\$1,507,000

**Description:**

Capital assistance to small transit systems located throughout the Baltimore region to purchase vehicles, equipment and facilities. Baltimore region transit systems include Anne Arundel County and Baltimore County (Baltimore County Office on Aging), Carroll County (Carroll Transit), and Howard County (Howard Transit). The planned purchases are heavy duty and small bus replacements as well as expansions to small cutaway and medium buses.

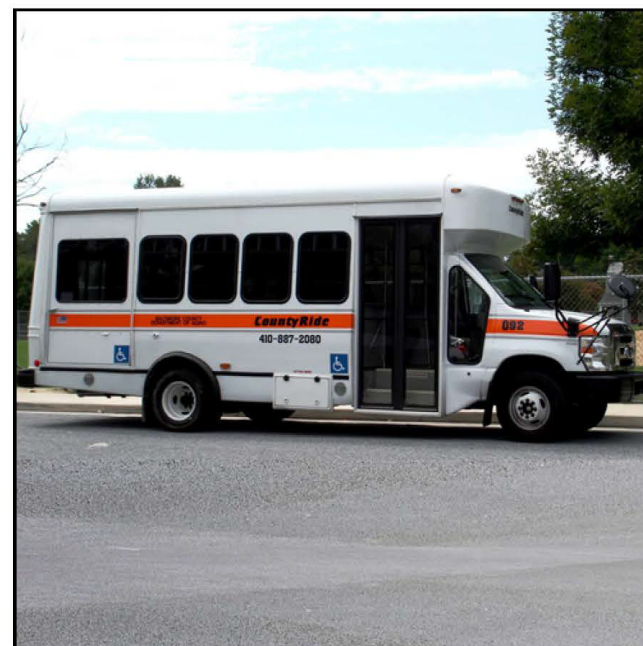
**Justification:**

Capital assistance will enable rural transit systems throughout the region to operate such that local demand for service can be met. These rural systems are important components of the regional transportation network.

**Amendment:** This amendment revises funding in Section 5339 for FY 2023. The change in funding adds \$1.264 million (\$1.011 million federal/\$252,869) to provide continued capital assistance which will enable rural transit systems throughout the region to operate in order to meet local demand. The total estimated cost of the project increased from \$244,000 to \$1.507 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 alternatives for all segments of the population.
- 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.





Rural Transit Systems - Capital Assistance

(Funding in Thousands)

Section 5339 (Bus and Bus Facilities Formula Program) -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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$195	\$49	\$0	\$0	\$0	\$0	\$0	\$0	\$244
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
<b>Subtotal</b>	<b>\$195</b>	<b>\$49</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$244</b>
<b>Total</b>	<b>\$195</b>	<b>\$49</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$244</b>



Rural Transit Systems - Capital Assistance

(Funding in Thousands)

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

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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$195	\$49	\$1,011	\$252	\$0	\$0	\$0	\$0	\$1,507
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
<b>Subtotal</b>	<b>\$195</b>	<b>\$49</b>	<b>\$1,011</b>	<b>\$252</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,507</b>
<b>Total</b>	<b>\$195</b>	<b>\$49</b>	<b>\$1,011</b>	<b>\$252</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,507</b>