

2025 Bus & Bus Facility Federal Grant Application

Eastern Bus Division Rehabilitation Project

Description of Transit Service Provided and Area Served

The Maryland Transit Administration (MTA) is a business unit of the Maryland Department of Transportation (MDOT), a public agency established in 1970 by the State of Maryland. MTA provides mass transit service within the Baltimore-Washington metropolitan area and is one of the largest multimodal transit systems in the United States. Within the Baltimore region, MTA's services include fixed-route local and express bus service (BaltimoreLink), Baltimore Light Rail, Metro Subway (heavy rail rapid transit), and paratransit (Mobility and taxi access). Throughout Maryland, MTA's services include commuter bus and Maryland Area Regional Commuter (MARC) Train (commuter rail). Throughout the Baltimore region, MTA's local bus service includes 66 routes and a fleet of 811 buses with high-frequency 24-hour service, local neighborhood street service, and limited-stop express service. BaltimoreLink also features regional commuter bus service and school bus services for Baltimore City Public Schools. BaltimoreLink local bus service has four divisions, including Eastern Bus Division, used for the storage and maintenance of the bus fleet. Sixteen bus routes are based at the Eastern Bus Division, including a variety of local neighborhood, high-frequency, and express services: routes 21, 22, 36, 40, 56, 59, 62, 63, 65, 105, 120, 160, 163; CityLink BLUE, NAVY, ORANGE, and PINK; and the QuickLink 40. Together, these routes had an estimated combined ridership of 15.1 million in 2023.

A key priority for MTA is returning infrastructure to a state of good repair, which will subsequently improve efficiency of critical public transportation services.

Project Executive Summary:

The Eastern Bus Division Rehabilitation Project ("the Project") will revitalize Greentown's Eastern Bus Division which was originally constructed in the 1940s, and is currently comprised of a Maintenance Building used to service the existing bus fleet, a Wash Building housing administrative offices, a dispatch area, an operators lounge and a bus wash facility. The Project will include improvements to the Maintenance Building, Wash Building, and overall site to improve asset condition, improve efficiency, and address ADA and PROWAG compliance.

Evaluation Review Criteria:

1. Demonstration of Need:

Maintenance Building: The Eastern Bus Division's Maintenance Building was built in the 1930s and was last renovated in the 1960s. This facility is approaching the end of its useful life and is constrained in its ability to safely support employees and bus fleet needs. Based on findings from the [BaltimoreLink Bus Cornerstone Plan](#), the facility is experiencing architectural, structural, mechanical, and electrical issues that impact safety and efficiency. For example, the Maintenance

Building is currently supported by two steel plates due to collapsing concrete, a trench drain is collapsed, and there are many cracks in interior and exterior brick walls. The Maintenance Building has an asset rating of 3 based on the FTA's Transit Economic Requirements Model (TERM) scale, indicating it is moderately deteriorated or defective.

To address this deterioration, the Project will upgrade the maintenance bays with new hose reels for all utilities and a new vehicle exhaust system. The service pits in the westernmost bay will be infilled and utility reels will be added for this bay to serve as a full maintenance bay.

Maintenance Support renovations will include a redesigned administration area, break room, locker rooms, and restrooms to increase the overall efficiency of the facility. The Project will also increase power capacity to the building, which is currently insufficient for its needs.

Bus Storage: The north end of the Eastern Bus Division site utilizes several storage buildings and containers to store materials, equipment, and a facilities maintenance shop. Due to inadequate and disconnected facilities, bus storage at the Eastern Bus Division is often over capacity, with buses double parked in the circulation lanes during peak parking times. Because of overflow parking, pedestrian and vehicle accessibility throughout the site and from the CMD parking lot is virtually nonexistent. This provides an opportunity and need for a new storage building. The Project will replace the existing storage sheds and trailers with one pre-engineered, 2,400 square foot, one-story building that increases storage capacity.

Transportation and Wash Building: The Transportation and Wash Building, with Vault Pull operations, was also constructed in the 1930s and is approaching the end of its useful life. The building currently houses two bus washers and fuel lanes, transportation services, and the fare collections canopy. Observed pitfalls in the existing infrastructure include inadequate infill walls and damaged exterior walls, rusted and damaged roof structures, damaged doors past their useful lives, worn office areas, and rusted wash bay facilities.

Transportation area renovations will include additional offices and improved dispatch areas and support spaces including lunchrooms, locker rooms, and restrooms. Wash bay area renovations will include two new bus washers, new automatic diesel fuel ports, and new high speed overhead doors

Site Improvements: Due to years of wear, the general site at the Eastern Bus Division is worn, does not provide efficient circulation, and poses safety concerns for employees. An assessment of the site revealed faded or missing crosswalks and limited pedestrian access, large pavement cracks, faded signs and road markings, non-ADA compliant ramps, and damaged curbs. The aging critical infrastructure establishes a need for improvements to keep employees safe and maintain efficiency on the site.

Site improvements will include replacing the existing storage sheds and trailers at the north end of site with one pre-engineered storage building, an ADA compliant route from the employee parking lot to the access gate at the northeast corner of the site, concrete pavement repairs, restriping of pavement markings, and signage repairs and improvements. Spaces throughout the maintenance building, including those that are not scheduled for renovation will be cleaned and provided with new finishes, LED lighting, PA system, and HVAC upgrades. Exterior improvements will include new

roofing, re-pointing the exterior brick, and repairing or replacing exterior doors and windows as needed throughout the facility.

Other miscellaneous equipment related sitework includes replacing and protecting vehicle fluid tanks, replacing the underground oil water separator and an above ground oil water separator, and removing the vacuum system at the north end of the Transportation Building.

Previous project development identified a community priority to redirect employee parking off neighborhood streets. This Project establishes an employee parking area in the existing CMD parking lot, which will take employee parking off the streets.

2. Demonstration of Benefits:

Improve or modernize system condition:

Reduce breakdowns and service interruptions: Improved infrastructure of the Maintenance Building and an improved environment for maintenance employees at the Eastern Bus Division will help shorten bus maintenance times. Specifically, the Project will upgrade the maintenance bays to include new hose reels for all utilities and a new vehicle exhaust system. The improved facilities of the maintenance bays will allow maintenance employees to more efficiently conduct their work. Shorter maintenance times will allow buses to get back up and running faster, reducing service interruptions for riders.

Increase service performance: The Project will focus on improving circulation throughout the Eastern Bus Division site. Circulation has been limited due to overcrowded bus parking. The Project's new storage building will prevent the overflow of bus parking, allowing bus traffic to flow more quickly. This will help improve the overall service performance of the routes that start or end at the Eastern Bus Division.

Reduce maintenance costs: The Project will provide multiple avenues for reducing bus maintenance costs. Improvements to the Transportation and Wash Building include the addition of two new bus washers with new infrastructure and support equipment. The latest technological improvements in bus washing will allow employees to complete their jobs more efficiently, creating an opportunity for more buses to be washed in the same amount of time and reducing the overall costs associated with a bus wash. Improvements to the technology and equipment in the Maintenance Building will also facilitate faster services and reduced costs.

Improve safety: Rehabilitating the Eastern Bus Division and returning its facilities to a state of good repair will improve safety for employees, bus operators, and for the buses themselves. Construction of modern facilities for MTA operators and staff will provide them with an overall safer workspace in a state of good repair. The existing facility does not provide adequate height clearance to provide fall protection, a risk for the maintenance team, whereas the new facility will provide adequate height clearance for a personal fall arrest system to protect maintenance workers. MTA will work with New Flyer to identify applicable personal protective equipment (PPE) for staff to safely operate and maintain battery electric buses (BEBs), including arc-flash suits, rubber insulating gloves, safety shoes, and insulated electrical rescue hooks. Improved storage of buses will protect buses from damage, increasing safety for passengers as well.

Aesthetics: The transportation and Maintenance Building façade will respond contextually to the adjacent residential neighborhood by using scale shifting elements to help such a large volume relate in scale to rowhouses. Deep reveals between each west-facing maintenance bay will suggest the width of rowhouses, while the division of the façade will take on a tripartite organization of a concrete masonry unit base element that balances ribbed metal panels and translucent bay window elements on the body. That layered material system will be applied to the building's south and east faces.

3. Planning and Local or Regional Prioritization:

The Project aligns with goals from city, regional, and statewide agencies and other stakeholders to maintain a state of good repair and encourage efficient bus system operation. Programmatically, the Project is included in the [FY 2025-2030 Maryland Consolidated Transportation Program](#) and the Baltimore Regional Transportation Board's (BRTB) [2026 - 2029 Short-Range Transportation Improvement Program](#) and [Resilience2050 Long-Range Transportation Plan](#). The BRTB is the Baltimore region's designated metropolitan planning organization. [MTA's 10-Year Capital Needs Inventory and Prioritization for CY 2022 to 2031](#) indicates the Project has the ninth-highest priority score (156.85) for state of good repair needs among all state transit projects.

MTA has prepared a Zero-Emission Fleet Transition Plan to convert its Core Bus transit fleet to zero-emission buses. As part of the plan, MTA intends to make necessary state of good repair improvements to the Eastern Bus Division while making it more compatible with MTA's BEB fleet.

Further, the transition to a BEB fleet is a planning priority and a component of statewide legislative mandates aimed at reducing greenhouse gas emissions. The [Maryland Greenhouse Gas Reduction Act \(GGRA\) Plan](#) sets goals for MTA's targeted transition of its fleet to zero-emission technology. This requires MTA to develop charging and other infrastructure to support zero emission buses and to provide safety and workforce development training for operations and maintenance workers to adapt to the introduction of zero-emission technologies. MTA submits an [annual legislative report](#) about its progress. This Project would allow MTA to best reach these requirements imposed by the state.

Among the state, local, and regional planning documents that directly or indirectly mention the Project are:

The 2050 [Maryland Transportation Plan](#) (MTP), approved January 2024, states that MDOT has a goal to create an infrastructure program that is financially sustainable, environmentally resilient, and in a state of good repair. This project would primarily help return a critical facility to a state of good repair, while contributing to financial sustainability and environmental resiliency simultaneously. The MTP also states a goal for MDOT to reduce transportation-related emissions and notes that "increased adoption of Zero Emissions Vehicles (ZEVs), including battery electric vehicles (BEVs)...is a critical component of reducing the GHG emissions generated by the transportation sector." This goal includes a stated objective to "support the widespread adoption of alternative fuels, electric vehicles and innovative technologies." This Project would help facilitate the adoption of BEBs by creating a facility better equipped for new technologies.

The [Regional Transit Plan](#) (RTP) for Central Maryland, approved October 2020 identifies an objective for MTA to "Provide Faster, More Reliable Service" with a sub-objective to "Improve Speed and Reliability of

All Transit Services.” One of the methods identified by the RTP is to prioritize maintaining all transit vehicles and facilities in a state of good repair. Additionally, the RTP supports the advancement of a zero-emission bus program and adapting facilities for zero-emission readiness.

The [City of Baltimore’s 2023 Climate Action Plan](#) includes an action item to “promote zero emission bus transition,” including encouraging efforts to “support the electrification of MTA buses.” This Project will create a facility more conducive to this transition.

MTA has obtained Letters of Support from elected officials, neighborhood associations, and community development corporations, which are included as attachments.

4. Local Financial Commitment:

Total Project cost is currently estimated at \$22,743,343. MTA is applying for \$18,194,674 in federal funds (80%). Matching funds from the State of Maryland (20% of total budget) total \$4,000,000 and are dedicated to the planning, engineering (15% to 100% design), and rehabilitations of the Eastern Bus Division. MTA commits to allocating up to an additional \$550,000 of their capital programming budget to cover design contingencies.

The matching funds will come from the State of Maryland’s Transportation Trust Fund and MTA’s capital programming budget. The Transportation Trust Fund was created in 1971 to establish a dedicated fund to support the Maryland Department of Transportation. Sources of funds include motor fuel taxes, vehicle excise (titling) taxes, motor vehicle fees (registrations, licenses, and other fees), and federal aid. In addition, the Transportation Trust Fund also includes a portion of the State’s tax on corporate income, a portion of the State’s sales and use taxes on short-term vehicle rentals, operating revenues (e.g., transit fares, port fees, airport fees), and bond proceeds. Federal aid projections are based on current appropriations and the match required to meet capital program cashflow needs. Bonds are issued to support the cashflows of projects in the capital program while maintaining debt coverage requirements.

5. Project Implementation Strategy:

a. Implementation schedule

- i. *Grant obligation:* MTA is prepared to obligate grant funds and initiate the project upon project award.
- ii. *Design:* MTA’s Facilities Engineering, ADA & Sustainability Division completed 15% design work for the rehabilitation of the Eastern Bus Division. The designs are included as an attachment (Existing Conditions Assessment and Basis of Design Report).
- iii. It is recommended that construction is phased in a manner which allows MTA to continue operations on the site. The Existing Conditions Assessment and Basis of Design Report recommends temporarily relocating some buses off site to make space for staging and construction activities. The Storage Building is to be constructed first to create additional storage capacity before additional renovations and site improvements. Within buildings, construction phasing will

allow for continued operations with swing spaces for offices, bathrooms, locker rooms, and dispatch. *Metropolitan TIP and STIP amendments to include the proposed project: MTA will work with the BRTB, the Baltimore region's metropolitan planning organization, to amend the language in the short-term Transportation Improvement Plan (TIP) and Long-Range Transportation Plan (LRTP) to reflect the updated Project timeline and scope.*

- iv. *Environmental review:* MTA has completed a site visit, appraisal of the property, and Phase 1 environmental review. MTA is preparing for a Phase 2 environmental review, which may be initiated following the provision of a Letter of Intent to the current property owner.

Project Schedule:

ACTIVITY	DURATION	START	END
Grant Award Notification		10/1/2025	10/1/2025
Grant Obligation	1 Month	10/1/2025	11/1/2025
Contract Schedule Duration		11/17/2025	2/10/2029
Design	12 Months	11/17/2025	12/30/2026
15% Concept Design Submission	[complete]	11/17/2025	11/17/2025
MTA Submission Review	3 Weeks	11/18/2025	12/8/2025
30% Schematic Concept Design	3 Months	12/9/2025	3/14/2026
MTA Submission Review	3 Weeks	3/15/2026	4/4/2026
65% Preliminary Design	3 Months	4/5/2026	7/10/2026
MTA Submission Review	3 Weeks	7/11/2026	8/3/2026
85% Pre-Final Construction Documents	3 Months	8/4/2026	11/9/2026
MTA Submission Review	3 Weeks	11/10/2026	11/30/2026
100% Final Construction Documents	1 Month	12/1/2026	12/30/2026
Procurement Services	2 Months	12/31/2026	5/24/2027
Construction Administration	22 Months	2/25/2027	11/15/2028
Mobilization, Submittals, and Demolition	2 Months	2/25/2027	5/3/2027
Construct Storage Building	4 Months	5/4/2027	8/25/2027
Maintenance Building Restoration	8 Months	8/26/2027	4/4/2028
Transportation and Wash Restoration	8 Months	4/5/2028	11/15/2028
Site Construction	20 Months	5/4/2027	11/15/2028
Closeout Services	2 Months	11/16/2028	1/10/2029

6. Technical, Legal, and Financial Capacity:

MTA has the full technical, legal, and financial capacity to handle the award, ensure that all federal grant regulatory standards are met, and carry out the Eastern Bus Division Rehabilitation Project. Current staff have the qualifications, experience, and resource capacity to complete the NEPA process, design, and construction requirements for the Project.

MTA is supported by the Maryland Transportation Trust Fund. MTA is one of the largest transit operators in the country and has extensive experience managing FTA grants and projects. From 2019 through 2022, MTA has closed 54 grants and continues to proactively manage all open FTA grants. Over the years, MTA has been awarded grants through the 5339 Bus and Bus Facilities and Low or No Emission Vehicle programs, executing and successfully completing projects in compliance with Federal grant requirements.

Project Budget

Bid Item	Description	Quantity	Unit	Unit Cost	Total Cost Neat	Total Cost Loaded
	Site Civil Assessment Recommendations	1		\$ 1,001,627	\$ 1,001,627	\$ 2,216,757
	Maintenance Building Assessment Recommendations	28300	GSF	\$ 290	\$ 3,709,229	\$ 8,209,101
	Maintenance Building Programmed Space Renovations	3750	SF	\$ 506	\$ 856,550	\$ 1,895,679
	Transportation and Wash Building Assessment Recommendations	14571	GSF	\$ 497	\$ 3,269,913	\$ 7,236,827
	Transportation and Wash Building Programmed Space Renovations	5182	SF	\$ 416	\$ 973,712	\$ 2,154,976
	Fare Collection/Vault Pull Lanes	2860	SF	\$ 153	\$ 197,800	\$ 437,762
	Facilities and Parts Storage Building	2676	SF	\$ 221	\$ 267,600	\$ 592,240
	Subtotal (Today's Cost to General Contractor)				\$ 10,276,431	\$ 22,743,343
	Phasing, Staging, and MOT				\$ 1,027,643	
	General Conditions - General Requirements				\$ 2,034,733	
	Overhead for Gen. Contractor				\$ 1,333,881	
	Profit for Gen. Contractor				\$ 733,634	
	Bonds				\$ 346,642	
	Escalation to July 2027 (ENR Magazine 6/9/2025 Baltimore 4.5% APR), 25 month inflation				\$ 1,476,840	
	Construction Contingencies*				\$ 1,722,981	
	Design Contingencies				\$ 3,790,557	
	Estimate Total				\$ 22,743,343	

The Notice of Funding Opportunity (NOFO) for this grant contains the following language: “The applicant assures and certifies, with respect to any application and awarded Project under this NOFO, that it . . . will cooperate with Federal officials in the enforcement of Federal law, including cooperating with and not impeding U.S. Immigration and Customs Enforcement (ICE) and other Federal offices and components of the Department of Homeland Security in the enforcement of Federal immigration law” (the “Immigration Condition”). Please be advised that the State of Maryland is a plaintiff in a lawsuit challenging U.S. DOT’s imposition of the Immigration Condition on federal funding as unlawful. See *California v. U.S. Dep’t of Transp.*, No. 1:25-cv-208 (D.R.I. filed May 13, 2025). On June 19, 2025, the court presiding over that action issued an order enjoining the imposition of the Immigration Condition on federal funding as to any Plaintiff State, including any subdivision or instrumentality thereof. In submitting this application, the [state agency applicant] is subject to that court order, and this application

should not be construed as a certification as to the Immigration Condition or as a waiver of any rights by MTA or the State of Maryland.

Additional Considerations

- *Opportunity Zones:*

The Eastern Bus Division is located in Census Tract 260700, which is designated as a Qualified Opportunity Zone (QOZ), Low-Income Community, by IRS Notice 2018-48. Additionally, the Eastern Bus Division supports public transportation in many of Baltimore City's QOZs. The Project will allow for the creation of jobs in Census Tract 260700 and ensure the safety and stability of existing jobs at the Eastern Bus Division. The rehabilitation of the Eastern Bus Division will also ensure safe, reliable, and efficient bus service within Census Tract 260700, and within additional Baltimore City QOZs. The Orange and Navy CityLink bus routes and the 22 and 26 LocalLink bus routes serve Census Tract 260700. Further efficiency in these routes, as well as other routes serving QOZs, will help provide historically low-income communities with access to jobs and opportunities via transportation. Census Tracts 260404, 260501, and 260605, located directly north, east, and south of Census Tract 260700, respectively, are also designated QOZs, Low-Income Communities.

- *Benefits for Families and Communities*

The 2023 American Community Survey 5-Year Estimates indicates that there were approximately 1,083 households in Baltimore City Census Tract 2607, and more than half of the households were families. Nearly half of those families had children under the age of 18 in their household. The percentage of families out of total households in Census Tract 2607 is 6.78% higher than the same figure for Baltimore City as a whole. The percentage of families with at least one child under the age of 18 is also 4.5% higher in Census Tract 2607 than in Baltimore City. Improvements to the Eastern Bus Division in the Census Tract would improve the quality of life for families, including families with young children, that live in the area. Particularly, the improvement of the site, its parking, and its pedestrian infrastructure will allow families to move more freely about their community. These improvements, as well as safety improvements within the buildings, will create safer working conditions for employees. Furthermore, the Project is anticipated to improve efficiency of the MTA's bus maintenance and operating system, creating a more reliable transit network conducive to serving Baltimore City's residents and families.

Baltimore City's 20+ year old school choice program allows students and their families to make decisions about which school is best for them. Since many Baltimore City students choose to attend schools further from their homes, MTA provides transportation to middle and high school students via the pre-paid One Card Program. MTA strives to provide efficient and reliable transportation services for students. The Project would help increase efficiency and reliability of the sixteen bus routes based at the Eastern Bus Division, providing safer commutes for students, and further peace of mind for their families.

- *Buy America*

MTA assures that the Eastern Bus Division Rehabilitation Project will not request a waiver of any domestic preference requirement.