

July 8, 2025

Ms. Valeriya Remezova
Division Administrator
Attn: Ms. Jasmine Champion
Federal Highway Administration
Maryland Division
George H. Fallon Federal Building
31 Hopkins Plaza, Suite 1520
Baltimore MD 21201

Ms. Terry Garcia Crews
Regional Administrator
Attn: Mr. Dan Koenig
Federal Transit Administration, Region III
1835 Market Street, Suite 1910
Philadelphia PA 19103-2968
Dear Ms. Remezova and Ms. Crews:

The Maryland Department of Transportation (MDOT) hereby requests approval of an amendment to the Fiscal Year (FY) 2025-2028 Maryland Statewide Transportation Improvement Program (STIP) for projects contained in the Baltimore Regional Transportation Planning Board (BRTB) FY 2025-2028 Transportation Improvement Program (TIP) on behalf of the Maryland Transit Administration (MTA). This amendment was approved by the BRTB on April 25, 2025 and May 27, 2025.

Project Name	STIP #	Funding Source	FY25-FY28 Net Federal Change (in 000's)
Rural Transit Systems – Operating Assistance	40-9204-61	5311	\$783
Urban Transit Systems - Operating Assistance	40-1603-61	5307	\$4,660
Bus and Paratransit Vehicle Overhaul and Replacement	40-1802-05	CMAQ	\$44,850
Zero Emission Infrastructure and Rolling Stock	40-2302-63	CMAQ 5307 CRP	\$393 \$0 \$18,893
Francis Scott Key Bridge Transit Incentives	40-2505-99	5311	\$1,000

Ms. Valeriya Remezova
Ms. Terry Garcia Crews
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Project Name	STIP #	Funding Source	FY25-FY28 Net Federal Change (in 000's)
MARC Facilities	70-1503-55	5337	\$28,000
Rural Transit Systems – Operating Assistance	40-9204-61	5311	\$783

The MDOT has assigned Control #25-10 for this amendment to the STIP, and the supporting documentation is attached.

The Maryland Statewide Transportation Improvement Program (STIP) continues to be fiscally constrained. Should you have additional questions or concerns, please contact me at 410-865-1098, toll free 888-713-1414 or via e-mail at djanousek@mdot.maryland.gov.

Sincerely,



Dan Janousek
Regional Planner
Office of Planning, Programming, and Project Delivery (OPPPD)

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPPPD, MDOT
Mr. Shawn Keirnan, Strategic Planner, OPPPD, MDOT



April 29, 2025

Mr. Geoff Anderson, Chief
Office of Planning, Programming, and Delivery
Attn: Mr. Dan Janousek
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076-1415

Dear Mr. Anderson:

Enclosed is one amendment to the *2025-2028 Baltimore Region Transportation Improvement Program (TIP)* as approved by the Baltimore Regional Transportation Board (BRTB) on April 25, 2025. The documentation enclosed supports a change to the *2025-2028 TIP* for one Maryland Transit Administration (MDOT MTA) project.

- **Rural Transit Systems – Operating Assistance: 40-9204-61**

This amendment was presented to the Technical Committee on April 1, 2025. The Interagency Consultation Group (ICG) has determined these projects to be exempt according to the conformity rule.

The MDOT MTA has affirmed that fiscal constraint for their program of projects remains intact and have made a commitment to the match required.

Pursuant to the prescribed TIP amendment process MOU signed in 2014, the BRTB approved Resolution #25-27 to support this change to the *2025-2028 TIP*.



If you have any questions, please feel free to call me.

Sincerely,

A handwritten signature in dark ink, appearing to read "Todd R. Lang", is written over a light gray rectangular background.

Todd R. Lang, Director
Transportation Planning

Enclosures

cc: Ms. Michelle Martin, MDOT
Ms. Kari Snyder, MDOT
Mr. Luke Benson, MDOT MTA
Ms. Erika Falk, MDOT MTA
Ms. Kisha Joyner, MDOT MTA
Mr. Albert Guiney Engel, MDOT MTA
Ms. Jamie Richardson, MDOT MTA



Summary of FY 2025-2028 TIP Changes

Project Title	TIP Change Reason	Description	Type of Change
Rural Transit Systems – Operating Assistance 40-9204-61	This amendment will modify the FY 2025-2028 TIP to add \$1.566M (\$0.783M 5311 federal/\$0.783M local match) for transit system operations. This funding will support transit operations in Carroll and Baltimore counties. The description was also modified to clarify that Baltimore County funds go to Baltimore County Department of Public Works and Transportation. The total estimated cost increases from \$1.904M to \$3.470M.	<p>This project provides operating assistance to transit systems located in the Baltimore region. Transit agencies eligible for funding include Baltimore County (Baltimore County DPW&T) and Carroll Transit System.</p> <p>Costs generally associated with operating assistance can include utilities, miscellaneous equipment, fuel/oil, and driver, maintenance staff, and administrative salaries.</p> <p>Conformity Status: Exempt</p>	Amendment Resolution #25-27

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #25-27**

**AMENDMENT TO THE 2025-2028 BALTIMORE REGION
TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Baltimore Regional Transportation Board is the designated Metropolitan Planning Organization for the Baltimore region, encompassing the Baltimore Urban 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 the RTA of Central Maryland; and

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2025-2028 Transportation Improvement Program for the Baltimore region at its July 23, 2024 meeting, with federal approval on August 8, 2024; 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 Transit Administration (MDOT MTA) has requested approval of one amendment to the 2025-2028 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, MDOT MTA is requesting to amend the FY 2025-2028 TIP for the Rural Transit Systems – Operating Assistance project. MDOT MTA is adding \$1.556 million in FY 2025 to support transit operations in Baltimore and Carroll counties. The total estimated cost for the project is \$3.470 million; 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 and Investment Jobs Act are met; and

WHEREAS, these projects are 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 these projects are exempt according to the Conformity Rule (40 CFR Parts 51 and 93); and

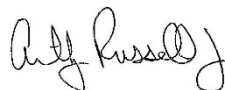
WHEREAS, the proposed Transportation Improvement Program amendment was presented to the Technical Committee on April 1, 2025.

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approves the attached amendments to the 2025-2028 Transportation Improvement Program 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 April 25, 2025.

4/25/2025

Date



Anthony Russell, Chair
Baltimore Regional Transportation Board

40-9204-61 - Rural Transit Systems - Operating Assistance

This project provides operating assistance to transit systems located in the Baltimore region. Transit agencies eligible for funding include Baltimore County (Baltimore County Office of Aging) and Carroll Transit System.

Costs generally associated with operating assistance can include utilities, miscellaneous equipment, fuel/oil, and driver, maintenance staff, and administrative salaries.

Agency	MTA - Transit
Year of Operation	Ongoing
Project Category	Transit Preservation
Project Type	Operating assistance (TP)
Conformity	Exempt
Functional Classification	NA
CIP ID	-
CTP ID	40-9204-61
Route/Road Name	-
Length	-
Existing Lanes	-
Proposed Lanes	-
Estimated Total Cost	\$3,470,000
Project Benefits	Rural transit operating assistance will enable transportation systems to finance the operation of their services.
Connection to Long-Range Transportation Planning Goals	3.A Improve Accessibility -- Increase transportation options and equity for all segments of the population 5.A Implement Environmentally Responsible Transportation Solutions -- Coordinate to reduce delay & increase non-SOV through performance-based planning & programming
Project Changes	This amendment will modify the FY 2025-2028 TIP to add \$1.566M in 5311 funds (\$0.783M federal/\$0.783M local match) for transit system operations. This funding support transit operations in Carroll and Baltimore counties. The description was also modified to clarify that Baltimore County funds go to Baltimore County Department of Public Works and Transportation. The total estimated cost increases from \$1.904M to \$3.470M.



UPDATED

Phase	Fund Source	FY2025	FY2026	FY2027	FY2028	Total
OTH	5311O	<u>\$1,021,000</u>	-	-	-	<u>\$1,021,000</u>
OTH	State	<u>\$1,021,000</u>	-	-	-	<u>\$1,021,000</u>
Total OTH		<u>\$2,042,000</u>	-	-	-	<u>\$2,042,000</u>
CON	5311O	-	\$238,000	\$238,000	\$238,000	\$714,000
CON	State	-	\$238,000	\$238,000	\$238,000	\$714,000
Total CON		-	\$476,000	\$476,000	\$476,000	\$1,428,000
Total Pro-programmed		<u>\$2,042,000</u>	\$476,000	\$476,000	\$476,000	<u>\$3,470,000</u>

Phase	Fund Source	FY2025	FY2026	FY2027	FY2028	Total
OTH	5311O	\$238,000	-	-	-	\$238,000
OTH	State	\$238,000	-	-	-	\$238,000
Total OTH		\$476,000	-	-	-	\$476,000
CON	5311O	-	\$238,000	\$238,000	\$238,000	\$714,000
CON	State	-	\$238,000	\$238,000	\$238,000	\$714,000
Total CON		-	\$476,000	\$476,000	\$476,000	\$1,428,000
Total Pro-programmed		\$476,000	\$476,000	\$476,000	\$476,000	\$1,904,000

March 4, 2025

Mr. Todd Lang
Transportation Planning Director
ATTN: Ms. Ndemazea Fonkem
Baltimore Metropolitan Council
1500 Whetstone Way, Suite 300
Baltimore Maryland 21230

Dear Mr. Lang:

The Maryland Department of Transportation (MDOT) requests an amendment to the FY 2025-2028 Baltimore Regional Transportation Board (BRTB) Transportation Improvement Program (TIP) for the Baltimore Region on behalf of the Maryland Transit Administration (MTA).

MTA is adding \$783,000 in 5311 funds and \$783,000 in local and state match to the Rural Transit Systems – Capital Assistance project (TIP ID #40-9501-05). The project description was also modified to clarify that the Baltimore County funds are going to Baltimore County Department of Public Works and Transportation, the recipient. The total project cost will be increased to \$3.5M through FY 2028.

Details of this amendment are attached. If you have questions or need additional information, please contact me at 410-865-1098, or via email at djanousek@mdot.maryland.gov for assistance.

Sincerely,



Dan Janousek
Regional Planner
Office of Planning, Programming & Project Delivery

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPPPD, MDOT
Mr. Shawn Kiernan, Strategic and Regional Planner, OPPPD, MDOT

TO: DIRECTOR MICHELLE MARTIN
OFFICE OF PLANNING, PROGRAMMING, AND PROJECT DELIVERY
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: OPCP REGIONAL PLANNER KARI SNYDER
OPCP REGIONAL PLANNER DAN JANOUSEK

FROM: DIRECTOR ERIC BECKETT *Eric Beckett*
OFFICE OF CAPITAL PROGRAMMING AND ASSET MANAGEMENT
MARYLAND TRANSIT ADMINISTRATION (MTA)

DATE: MARCH 4, 2025

SUBJECT: REQUEST FOR AN ADMENDMENT TO THE FISCAL YEAR 2025-2028
BALTIMORE REGIONAL TRANSPORTATION BOARD (BRTB)
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

PURPOSE OF MEMORANDUM

To request OPPPD request BRTB to approve the following TIP amendment and, upon BRTB approval, notify the Federal Transit Administration (FTA) of the amendment to the BRTB FY 2025-FY2028 TIP. This amendment will add \$783,000 in 5311 funds and \$783,000 in local and state match (approximately 95% of match is local). Please note the description was modified to clarify that the Baltimore County funds are going to Baltimore County DPW+T.

SUMMARY

The MTA requests that the BRTB amend the FY 2025-2028 BRTB TIP to reflect the following action.

TIP	PROJECT	FUNDING TYPE	NEW FUNDING
40-9204-61	Rural Transit Systems – Operating Assistance	5311	\$783,000
		Local/State	\$783,000

ANALYSIS

This project provides capital assistance to rural transit systems in the Baltimore Metropolitan region. This request supports operations in Carroll and Baltimore counties. This amendment will add \$783,000 in 5311 funds and \$783,000 in local/state match. Please note the description was modified to clarify that the Baltimore County funds are going to Baltimore County DPW+T.

The attached Statewide Transportation Improvement Program (STIP) report documents MDOT's requested amendment with respect to funding for the project above. The requested action will not impact scheduling or funding availability for other projects in the current STIP, which continues to be fiscally constrained.

Please amend the FY2025-2028 BRTB TIP and the FY 2022-2025 STIP to reflect the funding information provided in the attachments. If you have any questions, please do not hesitate to contact Mr. Albert Guiney Engel, MDOT MTA Office of Planning and Capital Programming, at 410-767-3752 or via email at aengel@mdot.maryland.gov.

ATTACHMENTS

- FY 2025-2028 BRTB TIP Project Report
- FY 2022-2025 Maryland STIP Project Report

cc: Mr. Albert Guiney Engel, Assistant Manager, Baltimore Project Development, MTA
Ms. Erika Falk, Assistant Manager, Office of Capital Programming and Asset Management, MTA
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA
Mr. Shawn Kiernan, Strategic and Regional Planner, Office of Planning, Programming, and Project Delivery, TSO
Ms. Jamie Richardson, Manager, Baltimore Project Development, MTA
Ms. Amanda Wilson, Grants Administrator, Capital Programming and Asset Management, MTA

Rural Transit Systems - Operating Assistance

TIP ID #	40-9204-61	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Operating Assistance
Project Category	Transit	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP / CTP Page #	0	Est. Total Cost	\$ 3,470,000

Description	Justification
<p>This project provides operating assistance to transit systems located in the Baltimore region. Transit agencies eligible for funding include Baltimore County (Baltimore County DPW+T) and Carroll Transit System.</p> <p>Costs generally associated with operating assistance can include utilities,</p>	<p>Rural Transit operating assistance will enable transportation systems to finance the operation of their services.</p>

5311 Formula Grants for Rural Areas

[illegible]

Funding Source(s) Total

[illegible]


MARYLAND STATEWIDE TIP FY 2025-2028

MDOT TIP ID: 40-9204-61

SUMMARY TABLE

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Rural Transit Systems - Operating Assistance	B	Exempt		\$ 952	\$ 952	\$ 1,904
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	MTA	BRTB	Multiple	\$ 783	\$ 783	\$ 1,566
Description	This project provides operating assistance to transit systems located in the Baltimore region. Transit agencies eligible for funding include Baltimore County (Baltimore County DPW+T) and Carroll Transit System. Costs generally associated with operating assistance can include utilities, miscellaneous equipment, fuel/oil, and driver, maintenance staff, and administrative salaries.					
Justification	Rural Transit operating assistance will enable transportation systems to finance the operation of their services.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding		FY 2025	FY 2026	FY 2027	FY 2028	Total
		Current (000s)	Total	\$ 476	\$ 476	\$ 476	\$ 476	\$ 1,904
<div> <div></div> <div></div> <div></div> <div></div> </div> <div> A) Adds new individual projects to the current STIP B) Increase/decrease, scope change, advance, delay, or phase change C) Removes or deletes individual listed project from the STIP D) Other </div>		Federal	\$ 238	\$ 238	\$ 238	\$ 238	\$ 238	\$ 952
		State/Local	\$ 238	\$ 238	\$ 238	\$ 238	\$ 238	\$ 952
		Proposed (000s)	Total	\$ 2,042	\$ 476	\$ 476	\$ 476	\$ 3,470
 <div>MARYLAND DEPARTMENT OF TRANSPORTATION</div>		Federal	\$ 1,021	\$ 238	\$ 238	\$ 238	\$ 238	\$ 1,735
		State/Local	\$ 1,021	\$ 238	\$ 238	\$ 238	\$ 238	\$ 1,735
		Change (000s)	Total	\$ 1,566	\$ -	\$ -	\$ -	\$ 1,566
		Federal	\$ 783	\$ -	\$ -	\$ -	\$ -	\$ 783
		State/Local	\$ 783	\$ -	\$ -	\$ -	\$ -	\$ 783

PHASE DETAIL

Current		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
OTH	5311	\$ 238	\$ 238	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 238	\$ 238	\$ 476
CO	5311	\$ -	\$ -	\$ 238	\$ 238	\$ 238	\$ 238	\$ 238	\$ 238	\$ 714	\$ 714	\$ 1,428
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 238	\$ 238	\$ 238	\$ 238	\$ 238	\$ 238	\$ 238	\$ 238	\$ 952	\$ 952	\$ 1,904

Proposed		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
OTH	5311	\$ 1,021	\$ 1,021	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,021	\$ 1,021	\$ 2,042
CO		\$ -	\$ -	\$ 238	\$ 238	\$ 238	\$ 238	\$ 238	\$ 238	\$ 714	\$ 714	\$ 1,428
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 1,021	\$ 1,021	\$ 238	\$ 238	\$ 238	\$ 238	\$ 238	\$ 238	\$ 1,735	\$ 1,735	\$ 3,470

Change		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
OTH	5311	\$ 783	\$ 783	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 783	\$ 783	\$ 1,566
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 783	\$ 783	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 783	\$ 783	\$ 1,566

TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	\$ -	Federal	\$ 1,735	Federal	\$ -	Federal	\$ 1,735
State/Local	\$ -	State/Local	\$ 1,735	State/Local	\$ -	State/Local	\$ 1,735
Total	\$ -	Total	\$ 3,470	Total	\$ -	Total	\$ 3,470



May 29, 2025

Mr. Geoff Anderson, Chief
Office of Planning, Programming, and Delivery
Attn: Mr. Dan Janousek
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076-1415

Dear Mr. Anderson:

Enclosed are five amendments to the *2025-2028 Baltimore Region Transportation Improvement Program (TIP)* as approved by the Baltimore Regional Transportation Board (BRTB) on May 27, 2025. The documentation enclosed support changes to the *2025-2028 TIP* for five Maryland Transit Administration (MDOT MTA) projects.

- **Urban Transit Systems – Operating Assistance: 40-1603-61**
- **Bus and Paratransit Vehicle Overhaul and Replacement: 40-1802-05**
- **Zero Emission Infrastructure and Rolling Stock: 40-2302-63**
- **Francis Scott Key Bridge Transit Incentives: 40-2505-99**
- **MARC Facilities: 70-1503-55**

These amendments were presented to the Technical Committee on May 6, 2025. The Interagency Consultation Group (ICG) has determined these projects to be exempt according to the conformity rule.

The MDOT MTA has affirmed that fiscal constraint for their program of projects remains intact and have made a commitment to the match required.

Pursuant to the prescribed TIP amendment process MOU signed in 2014, the BRTB approved Resolution #25-29 to support this change to the *2025-2028 TIP*.



If you have any questions, please feel free to call me.

Sincerely,

A handwritten signature in blue ink, appearing to read "Todd R. Lang", is written over a light blue rectangular background.

Todd R. Lang, Director
Transportation Planning

Enclosures

cc: Ms. Michelle Martin, MDOT
Ms. Kari Snyder, MDOT
Mr. Luke Benson, MDOT MTA
Ms. Erika Falk, MDOT MTA
Ms. Kisha Joyner, MDOT MTA
Mr. Albert Guiney Engel, MDOT MTA
Ms. Jamie Richardson, MDOT MTA



Summary of FY 2025-2028 TIP Changes

Project Title	TIP Change Reason	Description	Type of Change
Urban Transit Systems – Operating Assistance 40-1603-61	This amendment will modify the project to add \$9.32M in 53070 funds (\$4.66M federal/\$4.66M state matching) in FY 2025. This funding covers the CY 2024 and 2025 Operating Assistance grants for Harford County, anticipated to be obligated in FY 2025. The estimated total cost increases from \$16.912M to \$23.232M.	<p>This project provides operating assistance to urban transit systems throughout the Aberdeen/Bel Air North/Bel Air South urbanized area. Transit agencies eligible for funding include Harford County.</p> <p>Costs generally associated with operating assistance can include utilities, miscellaneous equipment, fuel/oil, and driver, maintenance staff, and administrative salaries.</p> <p>Conformity Status: Exempt</p>	Amendment Resolution #25-29

<p>Bus and Paratransit Vehicle Overhaul and Replacement 40-1802-05</p>	<p>This amendment will modify the project to add \$52.387M in CMAQ funding (\$44.85M federal/\$7.537M state match) for construction in FY 2025, the year of obligation. Funds will support bus and mobility replacements by the MDOT MTA. The total estimated cost increases from \$176.38M to \$228.768M.</p>	<p>This project provides for routine replacement of buses past their useful service life. Planned purchases include 310 forty-foot clean diesel buses and 40 sixty-foot clean diesel articulated buses. MTA continuously receives deliveries of buses for MTA service. MTA also proactively repairs and replaces bus components at key points in the vehicles life, including the engine, battery, brakes, suspension, body, paint, and wheelchair/ADA, electrical, pneumatic systems, and other components as needed. Batteries in hybrid electric buses batteries near the end of their useful life will be replaced. Project also covers the purchase of paratransit vehicles under MTA's Mobility program, a specialized door-to-door service for people with disabilities who are not able to ride fixed route public transportation, including lift equipped buses. In addition to the matching funds listed, MTA has committed \$76 million in state dollars.</p> <p>Conformity Status: Exempt</p>	<p>Amendment Resolution #25-29</p>
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<p>Zero Emission Infrastructure and Rolling Stock 40-2302-63</p>	<p>This amendment will modify the project to add \$22.228M in CRP funds (\$18.893M federal/\$3.335M state match) and \$393,000 in federal CMAQ funds for construction in FY 2025. The funding increase accounts for the addition of a Carbon Reduction grant for the purchase of battery electric buses and supporting the Bus Electrification program. The estimated total cost increases from \$91.455M to \$114.07M.</p>	<p>The MTA intends to utilize an alternative procurement process for a Contractor/Developer to procure, install, operate & maintain new electric charging infrastructure for both Kirk (100% bus fleet) & Northwest (50% bus fleet) bus depots. The selected Contractor will provide turn-key design, installation, implementation, commissioning, operations and mgt. for civil works; provide services so that the BEBs at both Kirk & Northwest Depots are fully charged at their scheduled AM pull-out times; Provide charge mgt. services to support BEB and EVSE data collection, monitoring the performance of the EVSE, & managing energy use such that MTA can manage the BEBs in an efficient, cost-effective manner. MTA needs to conduct a pilot program to show the applicability of a Fuel Cell Electric Bus (FCEB) Program to our fixed route transit system and learn the characteristics of these buses prior to MTA's purchase clean battery electric buses.</p> <p>Conformity Status: Exempt</p>	<p>Amendment Resolution #25-29</p>
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Francis Scott Key Bridge Transit Incentives 40-2505-99	This amendment to the FY 2025-2028 TIP will add a new project, the Francis Scott Key Bridge Transit Incentives project. This amendment will add \$1.250M in CMAQ funds (\$1M federal/\$0.25M state match) in FY 2025 for transit benefits offered to employers and individuals through the MTA FareShare program. The total estimated cost is \$1.25 million.	A pilot program to encourage employers to provide transit benefits for employees and a pilot program that will encourage new transit riders. The employer pilot program will offer short-term cost sharing incentives to employers who participate in transit pass subsidization through the MTA FareShare program for Baltimore area employers. The new commuter pilot program will also provide one-time transit pass incentives to new CharmPass users. Conformity Status: Exempt	Amendment Resolution #25-29
MARC Facilities 70-1503-55	This amendment will modify the project to add \$35M in 5337 funds (\$28M federal/\$7M state match) for construction in FY 2025. The description was also updated to reflect the scope of work. Funding will support improvements and equipment for MARC maintenance facilities. The estimated total cost increases from \$65.964M to \$100.964 million.	This project includes equipment and improvements to the MARC Maintenance facilities such as the Riverside and Martin State Airport maintenance facilities. The project also includes MARC station improvements along the MARC Camden and MARC Penn Lines in the Baltimore region, such as Bayview, BWI, Martin's, and West Baltimore. The improvements to the stations can include platforms, track crossings, parking, bus bays, or other items to maintain a state of good repair. Conformity Status: Exempt	Amendment Resolution #25-29

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

BALTIMORE REGIONAL TRANSPORTATION BOARD RESOLUTION #25-29

AMENDMENT TO THE 2025-2028 BALTIMORE REGION TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Baltimore Regional Transportation Board is the designated Metropolitan Planning Organization for the Baltimore region, encompassing the Baltimore Urban 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 the RTA of Central Maryland; and

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2025-2028 Transportation Improvement Program for the Baltimore region at its July 23, 2024 meeting, with federal approval on August 8, 2024; 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 Transit Administration (MDOT MTA) has requested approval of four amendments to the 2025-2028 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, MDOT MTA is requesting to amend the FY 2025-2028 TIP for the Bus and Paratransit Vehicle Overhaul and Replacement project. MDOT MTA is adding \$52.387 million in FY 2025 for construction to support bus and mobility replacements. The total estimated cost for the project is \$228.768 million; and

WHEREAS, MDOT MTA is requesting to amend the FY 2025-2028 TIP for the Zero Emission Infrastructure and Rolling Stock project. MDOT MTA is adding \$22.228 million in Carbon Reduction Program funds and \$393,000 in federal CMAQ funds for construction in FY 2025 for the purchase of battery electric buses and supporting the Bus Electrification program. The total estimated cost for the project is \$114.07 million; and

WHEREAS, MDOT MTA is requesting to amend the FY 2025-2028 TIP for the MARC Facilities project. MDOT MTA is adding \$35 million in FY 2025 for construction to support improvements and equipment for MARC maintenance facilities. The amendment also updates the project description to reflect the scope of work. The total estimated cost for the project is \$100.964 million; and

WHEREAS, MDOT MTA is requesting to amend the FY 2025-2028 TIP for the Urban Transit Systems – Operating Assistance project. MDOT MTA is adding \$9.32 million in FY 2025 to cover CY 2024 and 2025 Operating Grants received by Harford County. The total estimated cost for the project is \$23.232 million; and

WHEREAS, MDOT MTA is requesting to amend the FY 2025-2028 TIP to add a new project, the Francis Scott Key Bridge Transit Incentives project. This project will offer transit benefits to regional employers and individuals through the MTA FareShare program. MDOT MTA is adding \$1.25 million in CMAQ funds in FY 2025 to support the program. The total estimated cost for the project is \$1.25 million; and

WHEREAS, the Transportation Improvement Program, as amended, continues to display financial reasonableness and re-affirms the appropriate project selection criteria whereby all federal requirements are met; and

WHEREAS, these projects are 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 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 the Technical Committee on May 6, 2025.

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approves the attached amendments to the 2025-2028 Transportation Improvement Program 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 May 27, 2025.

05/27/2025

Date



Anthony Russell, Chair
Baltimore Regional Transportation Board

40-1603-61 - Urban Transit Systems - Operating Assistance

This project provides operating assistance to urban transit systems throughout the Aberdeen/Bel Air North/Bel Air South urbanized area. Transit agencies eligible for funding include Harford County.

Costs generally associated with operating assistance can include utilities, miscellaneous equipment, fuel/oil, and driver, maintenance staff, and administrative salaries.

Agency	MTA - Transit
Year of Operation	Ongoing
Project Category	Transit Preservation
Project Type	Operating assistance (TP)
Conformity	Exempt
Functional Classification	NA
CIP ID	-
CTP ID	40-1603-61
Route/Road Name	-
Length	-
Existing Lanes	-
Proposed Lanes	-
Estimated Total Cost	\$26,232,000



Project Benefits	Urban transit operating assistance will enable transportation systems to finance the operation of their services.
Connection to Long-Range Transportation Planning Goals	3.A Improve Accessibility -- Increase transportation options for all segments of the population, 5.A Implement Environmentally Responsible Transportation Solutions -- Coordinate to reduce delay & increase non-SOV through performance-based planning & programming
Project Changes	This amendment will modify the project to add \$9.32M in 5307O funds (\$4.66M federal/\$4.66M state matching) in FY 2025. This funding covers the CY 2024 and 2025 Operating Assistance grants for Harford County, anticipated to be obligated in FY 2025. The estimated total cost increases from \$16.912M to \$23.232M.

Phase	Fund Source	FY2025	FY2026	FY2027	FY2028	Total
OTH	5307O	\$6,774,000	\$2,114,000	\$2,114,000	\$2,114,000	\$13,116,000
OTH	State	\$6,774,000	\$2,114,000	\$2,114,000	\$2,114,000	\$13,116,000
Total OTH		\$13,548,000	\$4,228,000	\$4,228,000	\$4,228,000	\$26,232,000
Active TIP Years		\$13,548,000	\$4,228,000	\$4,228,000	\$4,228,000	\$26,232,000
Total Pro-programmed		\$13,548,000	\$4,228,000	\$4,228,000	\$4,228,000	\$26,232,000

40-1802-05 - Bus and Paratransit Vehicle Overhaul and Replacement

This project provides for routine replacement of buses past their useful service life. Planned purchases include 310 forty-foot clean diesel buses and 40 sixty-foot clean diesel articulated buses. MTA continuously receives deliveries of buses for MTA service. MTA also proactively repairs and replaces bus components at key points in the vehicle's life, including the engine, battery, brakes, suspension, body, paint, and wheelchair/ADA, electrical, pneumatic systems, and other components as needed. Batteries in hybrid electric buses near the end of their useful life will be replaced. Project also covers the purchase of paratransit vehicles under MTA's Mobility program, a specialized door-to-door service for people with disabilities who are not able to ride fixed route public transportation, including lift equipped buses. In addition to the matching funds listed, MTA has committed \$76 million in state dollars.

Agency	MTA - Transit
Year of Operation	Ongoing
Project Category	Emission Reduction Strategy
Project Type	Fleet improvement (ERS)
Conformity	Exempt
Functional Classification	NA
CIP ID	-
CTP ID	40-1802-05
Route/Road Name	-
Length	-
Existing Lanes	-
Proposed Lanes	-
Estimated Total Cost	\$228,768,000
Project Benefits	In order to reduce operating and maintenance costs, the MTA is committed to procuring new buses to support fleet capacity requirements and to replace aging equipment. This systematic replacement reduces high out of commission rates and the excessive major repair problems that arise from retaining buses beyond their economic life. Replacement with clean diesel buses helps meet higher federal emissions standards. To improve bus reliability, the mini overhaul program for bus vehicles will simultaneously increase vehicle lifespan, improve maintenance efficiency, reduce mechanical breakdowns, mitigate safety risks, develop the workforce through training, and create cost savings. Funds are also needed to provide paratransit vehicles within the Baltimore region. MTA's Mobility program satisfies the American with Disabilities Act (ADA) provisions adopted by the Federal Transit Administration.
Connection to Long-Range Transportation Planning Goals	5.A Implement Environmentally Responsible Transportation Solutions -- Coordinate to reduce delay & increase non-SOV through performance-based planning & programming 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians /transit riders 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles
Project Changes	This amendment will modify the project to add \$52.387M in CMAQ funding (\$44.85M federal/ \$7.537M state match) for construction in FY 2025, the year of obligation. Funds will support bus and mobility replacements by the MDOT MTA. The total estimated cost increases from \$176.38M to \$228.768M.



UPDATED

Phase	Fund Source	FY2025	FY2026	FY2027	FY2028	Total
CON	5307C	\$14,071,000	\$4,957,000	\$1,924,000	-	\$20,952,000
CON	5339	\$4,794,000	-	-	-	\$4,794,000
CON	CMAQ	<u>\$81,663,000</u>	\$43,250,000	-	\$37,066,000	<u>\$161,979,000</u>
CON	State	<u>\$19,245,000</u>	\$12,051,000	\$481,000	\$9,266,000	<u>\$41,043,000</u>
Total CON		<u>\$119,773,000</u>	\$60,258,000	\$2,405,000	\$46,332,000	<u>\$228,768,000</u>
Active TIP Years		<u>\$119,773,000</u>	\$60,258,000	\$2,405,000	\$46,332,000	<u>\$228,768,000</u>
Total Pro-programmed		<u>\$119,773,000</u>	\$60,258,000	\$2,405,000	\$46,332,000	<u>\$228,768,000</u>

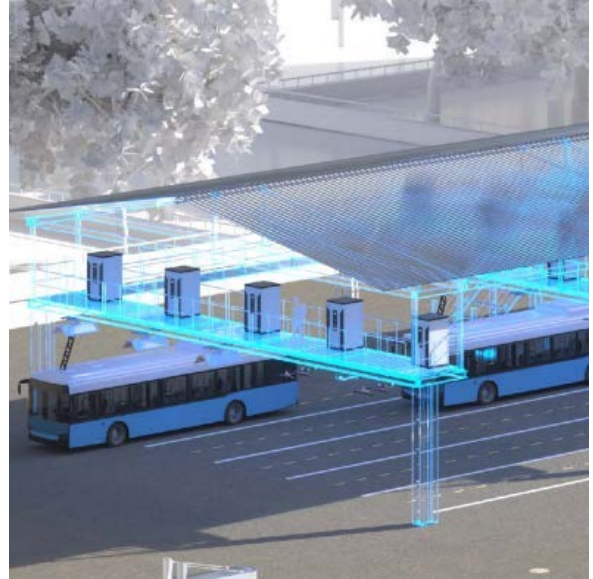
OLD

Phase	Fund Source	FY2025	FY2026	FY2027	FY2028	Total
CON	5307C	\$14,071,000	\$4,957,000	\$1,924,000	-	\$20,952,000
CON	5339	\$4,794,000	-	-	-	\$4,794,000
CON	CMAQ	\$36,813,000	\$43,250,000	-	\$37,066,000	\$117,129,000
CON	State	\$11,708,000	\$12,051,000	\$481,000	\$9,266,000	\$33,506,000
Total CON		\$67,386,000	\$60,258,000	\$2,405,000	\$46,332,000	\$176,381,000
Active TIP Years		\$67,386,000	\$60,258,000	\$2,405,000	\$46,332,000	\$176,381,000
Total Pro-programmed		\$67,386,000	\$60,258,000	\$2,405,000	\$46,332,000	\$176,381,000

40-2302-63 - Zero Emission Infrastructure and Rolling Stock

The MTA intends to utilize an alternative procurement process for a Contractor/Developer to procure, install, operate, and maintain new electric charging infrastructure for both Kirk (100% bus fleet) & Northwest (50% bus fleet) bus depots. The selected Contractor will provide turn-key design, installation, implementation, commissioning, operations and management for civil works; provide services so that the battery electric buses (BEBs) at both Kirk & Northwest Depots are fully charged at their scheduled AM pull-out times; Provide charge management services to support BEB and electric vehicle supply equipment (EVSE) data collection, monitoring the performance of the EVSE, & managing energy use such that MTA can manage the BEBs in an efficient, cost-effective manner. MTA is conducting a pilot program to show the applicability of a Fuel Cell Electric Bus (FCEB) Program to our fixed route transit system and learn the characteristics of these buses prior to MTA's purchase.

Agency	MTA - Transit
Year of Operation	2029
Project Category	Transit Preservation
Project Type	Rehabilitation of facilities (TP)
Conformity	Exempt
Functional Classification	NA
CIP ID	-
CTP ID	40-2302-63
Route/Road Name	-
Length	-
Existing Lanes	-
Proposed Lanes	-
Estimated Total Cost	\$142,069,510
Project Benefits	This infrastructure will help grow the economy, enhance U.S. competitiveness, create good jobs, reduce emissions, support charging locations to accommodate battery electric buses and build a safe and resilient transportation future.
Connection to Long-Range Transportation Planning Goals	5.D Implement Environmentally Responsible Transportation Solutions -- Reduce energy use of the transportation system 5.C Implement Environmentally Responsible Transportation Solutions -- Reduce Surface Runoff
Project Changes	This amendment will modify the project to add \$22.228M (\$18.893M federal CRP funds/ \$3.335M state match) and \$393,000 in federal CMAQ funds for construction in FY 2025. The funding increase accounts for the addition of a Carbon Reduction grant for the purchase of battery electric buses and supporting the Bus Electrification program. The estimated total cost increases from \$91.455M to \$114.07M.



UPDATED

Phase	Fund Source	FY2025	FY2026	FY2027	FY2028	Total
CON	5307C	\$1,903,000	-	\$12,719,405	-	\$14,622,405
CON	CMAQ	\$15,675,000	-	\$37,076,000	\$6,184,016	\$58,935,016
CON	CRP	<u>\$18,893,000</u>	-	-	-	<u>\$18,893,000</u>
CON	State	<u>\$7,631,000</u>	-	\$12,448,851	\$1,546,400	<u>\$21,626,251</u>
Total CON		<u>\$44,102,000</u>	-	\$62,244,256	\$7,730,416	<u>\$114,076,672</u>
Active TIP Years		<u>\$44,102,000</u>	-	\$62,244,256	\$7,730,416	<u>\$114,076,672</u>
Total Pro-programmed		<u>\$44,102,000</u>	-	\$62,244,256	\$7,730,416	<u>\$114,076,672</u>

PREVIOUS

Phase	Fund Source	FY2025	FY2026	FY2027	FY2028	Total
CON	5307C	\$1,903,000	-	\$12,719,405	-	\$14,622,405
CON	CMAQ	\$15,282,000	-	\$37,076,000	\$6,184,016	\$58,542,016
CON	State	\$4,296,000	-	\$12,448,851	\$1,546,400	\$18,291,251
Total CON		\$21,481,000	-	\$62,244,256	\$7,730,416	\$91,455,672
Active TIP Years		\$21,481,000	-	\$62,244,256	\$7,730,416	\$91,455,672
Total Pro-programmed		\$21,481,000	-	\$62,244,256	\$7,730,416	\$91,455,672

40-2505-99 - Francis Scott Key Bridge Transit Incentives

Pilot programs to encourage employers to provide transit benefits for employees and to encourage new transit riders. The employer pilot program will offer short-term cost sharing incentives to employers who participate in transit pass subsidization through the MTA FareShare program for Baltimore area employers. The new commuter pilot program will also provide one-time transit pass incentives to new CharmPass users.

Agency	MTA - Transit
Year of Operation	2025
Project Category	Miscellaneous
Project Type	Miscellaneous
Conformity	Exempt
Functional Classification	NA
CIP ID	-
CTP ID	-
Route/Road Name	-
Length	-
Existing Lanes	-
Proposed Lanes	-
Estimated Total Cost	\$1,250,000



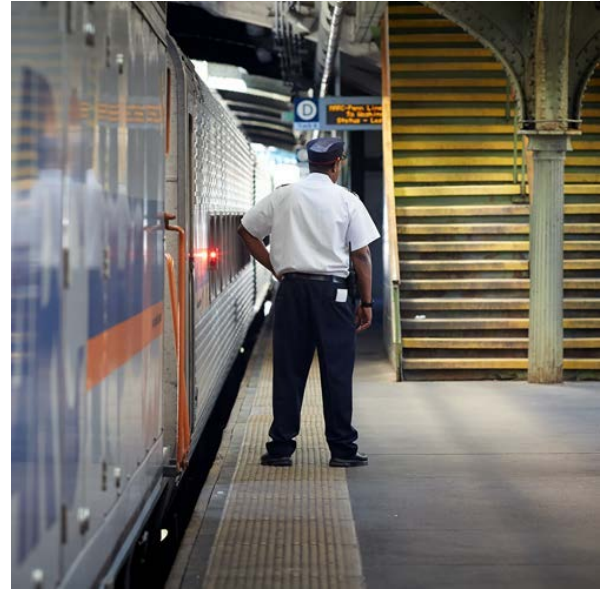
Project Benefits	The goal is to increase the number of employers who offer transit benefits and the number of individuals using transit for their commutes, and to demonstrate the effectiveness of financial incentives in encouraging participation in traffic congestion mitigation programs as a near-term transit demand management (TDM) response to the Key Bridge collapse and long-term sustained TDM strategy in the Baltimore region (currently in nonattainment).
Connection to Long-Range Transportation Planning Goals	4.D Increase Mobility -- Consider how all modes of transportation can work together to address system capacity needs 3.C Improve Accessibility -- Leverage Transportation and other funds to provide affordable accessibility options
Project Changes	This amendment to the FY 2025-2028 TIP will add a new project, the Francis Scott Key Bridge Transit Incentives project. This amendment will add \$1.25M (\$1M federal CMAQ funds/\$0.25M state match) in FY 2025 for transit benefits offered to employers and individuals through the MTA FareShare program.

Phase	Fund Source	FY2025	FY2026	FY2027	FY2028	Total
OTH	CMAQ	\$1,000,000	-	-	-	\$1,000,000
OTH	State	\$250,000	-	-	-	\$250,000
Total OTH		\$1,250,000	-	-	-	\$1,250,000
Active TIP Years		\$1,250,000	-	-	-	\$1,250,000
		\$1,250,000	-	-	-	\$1,250,000

70-1503-55 - MARC Facilities

This project includes equipment and improvements to the MARC Maintenance facilities such as the Riverside and Martin State Airport maintenance facilities. The project also includes MARC station improvements along the MARC Camden and MARC Penn Lines in the Baltimore region, such as Bayview, BWI, Martin's, and West Baltimore. The improvements to the stations can include platforms, track crossings, parking, bus bays, or other items to maintain a state of good repair.

Agency	MTA - Commuter Rail
Year of Operation	Ongoing
Project Category	Commuter Rail Preservation
Project Type	Rehabilitation of facilities (CRP)
Conformity	Exempt
Functional Classification	NA
CIP ID	-
CTP ID	70-1503-55
Route/Road Name	-
Length	-
Existing Lanes	-
Proposed Lanes	-
Estimated Total Cost	\$100,964,200



Project Benefits	The improvements and equipment for the maintenance facilities are necessary to maintain a state of good repair and to perform necessary repairs to keep the existing MARC fleet in service. The improvements to the stations will help improve accessibility for commuters and to maintain a state of good repair.
Connection to Long-Range Transportation Planning Goals	1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders
Project Changes	This amendment will modify the project to add \$35M i(\$28M federal 5337 funds/\$7M state match) for construction in FY 2025. The description was also updated to reflect the scope of work. Funding will support improvements and equipment for MARC maintenance facilities. The estimated total cost increases from \$65.964M to \$100.964M.

UPDATED

Phase	Fund Source	FY2025	FY2026	FY2027	FY2028	Total
CON	5307C	\$289,000	-	-	-	\$289,000
CON	5337	<u>\$28,000,000</u>	\$3,731,200	\$53,600,000	\$4,800,000	<u>\$90,131,200</u>
CON	State	<u>\$7,072,000</u>	\$932,000	\$1,340,000	\$1,200,000	<u>\$10,544,000</u>
Total CON		<u>\$35,361,000</u>	\$4,663,200	\$54,940,000	\$6,000,000	<u>\$100,964,200</u>
Active TIP Years		<u>\$35,361,000</u>	\$4,663,200	\$54,940,000	\$6,000,000	<u>\$100,964,200</u>
Total Pro-grammed		<u>\$35,361,000</u>	\$4,663,200	\$54,940,000	\$6,000,000	<u>\$100,964,200</u>

PREVIOUS

Phase	Fund Source	FY2025	FY2026	FY2027	FY2028	Total
CON	5307C	\$289,000	-	-	-	\$289,000
CON	5337	-	\$3,731,200	\$53,600,000	\$4,800,000	\$62,131,200
CON	State	\$72,000	\$932,000	\$1,340,000	\$1,200,000	\$3,544,000
Total CON		\$361,000	\$4,663,200	\$54,940,000	\$6,000,000	\$65,964,200
Active TIP Years		\$361,000	\$4,663,200	\$54,940,000	\$6,000,000	\$65,964,200
Total Pro-programmed		\$361,000	\$4,663,200	\$54,940,000	\$6,000,000	\$65,964,200

April 9, 2025

Mr. Todd Lang
Transportation Planning Director
ATTN: Ms. Ndemazea Fonkem
Baltimore Metropolitan Council
1500 Whetstone Way, Suite 300
Baltimore Maryland 21230

Dear Mr. Lang:

The Maryland Department of Transportation (MDOT) requests an amendment to the FY 2025-2028 Baltimore Regional Transportation Board (BRTB) Transportation Improvement Program (TIP) for three Maryland Transit Administration (MTA) projects.

1. 70-1503-55 MARC Facilities	This amendment adds \$28,000,000 in 5337 funds and \$7,000,000 in state match to FY 2025 for improvements and equipment for MARC maintenance facilities and improvements to MARC stations in the Baltimore region. As part of the amendment, MTA proposes to update the project description.
2. 40-2302-63 Zero Emission Infrastructure and Rolling Stock	This amendment will add \$393,000 in CMAQ funds, \$18,893,000 in Carbon Reduction Program funding, and \$3,335,000 in state match to FY 2025.
3. 40-1802-05 Bus and Paratransit Vehicle Overhaul and Replacement	This amendment will add \$44,850,000 in CMAQ funds and \$7,537,000 in state match to FY 2025.

Details of these amendments are attached. If you have questions or need additional information, please contact me at 410-865-1098, or via email at djanousek@mdot.maryland.gov for assistance.

Sincerely,

Dan Janousek

Dan Janousek
Regional Planner
Office of Planning, Programming & Project Delivery

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPPPD, MDOT
Mr. Shawn Kiernan, Strategic and Regional Planner, OPPPD, MDOT

TO: DIRECTOR MICHELLE MARTIN
OFFICE OF PLANNING, PROGRAMMING, AND PROJECT DELIVERY
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: OPPPD REGIONAL PLANNER KARI SNYDER
OPPPD REGIONAL PLANNER DAN JANOUSEK

FROM: DIRECTOR ERIC BECKETT *Eric Beckett*
OFFICE OF CAPITAL PROGRAMMING AND ASSET MANAGEMENT
MARYLAND TRANSIT ADMINISTRATION (MTA)

DATE: APRIL 8, 2025

SUBJECT: REQUEST FOR AN AMENDMENT TO THE FISCAL YEAR 2025-2028
BALTIMORE REGIONAL TRANSPORTATION BOARD (BRTB)
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

PURPOSE OF MEMORANDUM

For OPPPD to request BRTB to approve the following TIP amendment and, upon BRTB approval, notify the Federal Transit Administration (FTA) of the amendment to the BRTB FY 2025-2028 TIP. This amendment adds \$28,000,000 in 5337 funds and \$7,000,000 in state match to FY 25 for improvements and equipment for MARC maintenance facilities and improvements to MARC stations in the Baltimore region. As part of the amendment, MTA proposes to update the description to the following:

This project includes equipment and improvements to the MARC Maintenance facilities such as the Riverside and Martin State Airport maintenance facilities. The project also includes MARC station improvements along the MARC Camden and MARC Penn Lines in the Baltimore region, such as Bayview, BWI, Martin's, and West Baltimore. The improvements to the stations can include platforms, track crossings, parking, bus bays, or other items to maintain a state of good repair.

We also propose to update the justification to:

The improvements and equipment for the maintenance facilities are necessary to maintain a state of good repair and to perform necessary repairs to keep the existing MARC fleet in a state of good repair and in service. The improvements to the stations will help improve accessibility for commuters and to maintain a state of good repair.

SUMMARY

The MTA requests that the BRTB amend the FY 2025-2028 BRTB TIP to reflect the following action.

TIP	PROJECT	FUNDING TYPE	NEW FUNDING
70-1503-55	MARC Facilities	5337	\$28,000,000
		State	\$ 7,000,000

ANALYSIS

The MARC Facilities project provides equipment and state of good repair improvements to MARC maintenance facilities and stations within the Baltimore region. This amendment adds \$28,000,000 in 5337 funds and \$7,000,000 in state match to FY 25 for improvements and equipment for MARC maintenance facilities and improvements to MARC stations in the Baltimore region.

The attached Statewide Transportation Improvement Program (STIP) report documents MDOT's requested administrative modification with respect to funding for the project above. The requested action will not have an impact on scheduling or funding availability for other projects in the current STIP, which continues to be fiscally constrained.

Please amend the FY2025-2028 BRTB TIP and the FY 2022-2025 STIP to reflect the funding information provided in the attachments. If you have any questions, please do not hesitate to contact Mr. Albert Guiney Engel, MDOT MTA Office of Planning and Capital Programming, at 410-767-3752 or via email at aengel@mdot.maryland.gov

ATTACHMENTS

- FY 2025-2028 BRTB TIP Project Report
- FY 2022-2025 Maryland STIP Project Report

cc: Mr. Albert Guiney Engel, Assistant Manager, Baltimore Project Development, MTA
Ms. Erika Falk, Assistant Manager, Office of Capital Programming and Asset Management, MTA
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA
Mr. Shawn Kiernan, Strategic and Regional Planner, Office of Planning, Programming, and Project Delivery, TSO
Ms. Jamie Richardson, Manager, Baltimore Project Development, MTA

MARC Facilities

TIP ID #	70-1503-55	Year of Operation	Ongoing
Agency	MTA - Commuter Rail	Project Type	Rehabilitation of Facilities
Project Category	Commuter Rail Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP / CTP Page #	Multiple	Est. Total Cost	\$ 100,964,000

Description	Justification
1) MARC Martin State Airport – Purchase private property & construct 2 additional storage tracks. 2) MARC BWI Garage Facility- Identify and prioritize needed repairs which are then designed and constructed 3) Construction of Riverside Heavy Maintenance Facility. 4) Renovation of MARC's Odenton, Elkton, and Bayview Stations. 5) Funding for Stations under the Passenger Rail Investment and Improvement Act	1) Repairs will extend the useful life of the garages and support continued ridership on the MARC system from this location. 2) The building will provide four new maintenance slots for locomotives undergoing heavy maintenance and repair, which will free up maintenance slots in the main shop building for preventative maintenance and federally required periodic inspections. 3) The Penn Line is MARC train's busiest train line. This project would fund renovations to make station accessible to the maximum amount practicable

Section 5337 (State of Good Repair Formula Program)

Phase	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY2025 Federal Funds	FY2025 Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	FY2028 Federal Funds	FY2028 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ 28,000	\$ 7,000	\$ 3,731	\$ 932	\$ 53,600	\$ 1,340	\$ 4,800	\$ 1,200	\$ 100,603
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 28,000	\$ 7,000	\$ 3,731	\$ 932	\$ 53,600	\$ 1,340	\$ 4,800	\$ 1,200	\$ 100,603

Section 5307

	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY2025 Federal Funds	FY2025 Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	FY2028 Federal Funds	FY2028 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ 289	\$ 72	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 361
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 289	\$ 72	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 361

Funding Source(s) Total

	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
Totals	\$ -	\$ -	\$ 28,289	\$ 7,072	\$ 3,731	\$ 932	\$ 53,600	\$ 1,340	\$ 4,800	\$ 1,200	\$ 100,964


MARYLAND STATEWIDE TIP FY 2025-2028

MDOT TIP ID: 70-1503-55

SUMMARY TABLE

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MARC Facilities	B	Exempt		\$ 62,420	\$ 3,544	\$ 65,964
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	MTA	BRTB	Multiple	\$ 28,000	\$ 7,000	\$ 35,000
Description	1) MARC Martin State Airport – Purchase private property & construct 2 additional storage tracks. 2) MARC BWI Garage Facility- Identify and prioritize needed repairs which are then designed and constructed 3) Construction of Riverside Heavy Maintenance Facility. 4) Renovation of MARC's Odenton, Elkton, and Bayview Stations.					
Justification	1) Space needed in the Baltimore region for MARC train maintenance and storage. 2) Repairs will extend the useful life of the garages and support continued ridership on the MARC system from this location. 3) The building will provide four new maintenance slots for locomotives undergoing heavy maintenance and repair, which will free up maintenance slots in the main shop building for preventative maintenance and federally required periodic inspections. 4) The Penn Line is MARC train's busiest train line. This project would fund renovations to make station accessible to the maximum amount practicable					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total
<input type="checkbox"/> A) Adds new individual projects to the current STIP <input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other	Current (000s)	Total	\$ 361	\$ 4,663	\$ 54,940	\$ 6,000	\$ 65,964
		Federal	\$ 289	\$ 3,731	\$ 53,600	\$ 4,800	\$ 62,420
		State/Local	\$ 72	\$ 932	\$ 1,340	\$ 1,200	\$ 3,544
	Proposed (000s)	Total	\$ 35,361	\$ 4,663	\$ 54,940	\$ 6,000	\$ 100,964
		Federal	\$ 28,289	\$ 3,731	\$ 53,600	\$ 4,800	\$ 90,420
		State/Local	\$ 7,072	\$ 932	\$ 1,340	\$ 1,200	\$ 10,544
 MARYLAND DEPARTMENT OF TRANSPORTATION	Change (000s)	Total	\$ 35,000	\$ -	\$ -	\$ -	\$ 35,000
		Federal	\$ 28,000	\$ -	\$ -	\$ -	\$ 28,000
		State/Local	\$ 7,000	\$ -	\$ -	\$ -	\$ 7,000

PHASE DETAIL

Current		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	5337	\$ -	\$ -	\$ 3,731	\$ 932	\$ 53,600	\$ 1,340	\$ 4,800	\$ 1,200	\$ 62,131	\$ 3,472	\$ 65,603
CO	5307	\$ 289	\$ 72	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 289	\$ 72	\$ 361
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 289	\$ 72	\$ 3,731	\$ 932	\$ 53,600	\$ 1,340	\$ 4,800	\$ 1,200	\$ 62,420	\$ 3,544	\$ 65,964

Proposed		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	5337	\$ 28,000	\$ 7,000	\$ 3,731	\$ 932	\$ 53,600	\$ 1,340	\$ 4,800	\$ 1,200	\$ 90,131	\$ 10,472	\$ 100,603
CO	5307	\$ 289	\$ 72	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 289	\$ 72	\$ 361
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 28,289	\$ 7,072	\$ 3,731	\$ 932	\$ 53,600	\$ 1,340	\$ 4,800	\$ 1,200	\$ 90,420	\$ 10,544	\$ 100,964

Change		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	5337	\$ 28,000	\$ 7,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,000	\$ 7,000	\$ 35,000
CO	5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 28,000	\$ 7,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,000	\$ 7,000	\$ 35,000

TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	\$ -	Federal	\$ 90,420	Federal	\$ -	Federal	\$ 90,420
State/Local	\$ -	State/Local	\$ 10,544	State/Local	\$ -	State/Local	\$ 10,544
Total	\$ -	Total	\$ 100,964	Total	\$ -	Total	\$ 100,964

TO: DIRECTOR MICHELLE MARTIN
OFFICE OF PLANNING, PROGRAMMING, AND PROJECT DELIVERY
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: OPPPD REGIONAL PLANNER DAN JANOUSEK
OPPPD REGIONAL PLANNER KARI SNYDER

FROM: DIRECTOR ERIC BECKETT *Eric Beckett*
OFFICE OF CAPITAL PROGRAMMING AND ASSET MANAGEMENT
MARYLAND TRANSIT ADMINISTRATION (MTA)

DATE: APRIL 8, 2025

SUBJECT: REQUEST FOR AN AMENDMENT TO THE FISCAL YEAR 2025-2028
BALTIMORE REGIONAL TRANSPORTATION BOARD (BRTB)
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

PURPOSE OF MEMORANDUM

To request OPPPD request BRTB approve the following TIP amendment and, upon BRTB approval, notify the Federal Transit Administration (FTA) of the amendment to the BRTB FY 2025-FY2028 TIP. This amendment will add \$393,000 in CMAQ, \$18,893,000 in CRP, and \$3,335,000 in state match to FY 25.

SUMMARY

The MTA requests that the BRTB take an amendment for the FY 2025-2028 BRTB TIP to reflect the following action.

TIP	PROJECT	FUNDING TYPE	NEW FUNDING
40-2302-63	Zero Emission Infrastructure and Rolling Stock	CMAQ	\$ 393,000
		CRP	\$18,893,000
		State	\$ 3,335,000

ANALYSIS

This amendment includes the addition of the Carbon Reduction funds awarded to MTA for the purchase of battery electric buses. Originally the award were for battery electric buses and for a Fuel Cell pilot. MTA is no longer moving forward with the Fuel Cell pilot project and worked with BMC to shift the use of the CRP funds for BEB purchases. The increase in CMAQ supports the BUS electrification program. This amendment will add \$393,000 in CMAQ, \$18,893,000 in CRP, and \$3,335,000 in state match to FY 25.

The attached Statewide Transportation Improvement Program (STIP) report documents MDOT's requested amendment with respect to funding for the project above. The requested action will not impact scheduling or funding availability for other projects in the current STIP, which continues to be fiscally constrained.

Please amend the FY2025-2028 BRTB TIP and the FY 2022-2025 STIP to reflect the funding information provided in the attachments. If you have any questions, please do not hesitate to contact Mr. Albert Guiney Engel, MDOT MTA Office of Planning and Capital Programming, at 410-767-3752 or via email at aengel@mdot.maryland.gov.

ATTACHMENTS

- FY 2025-2028 BRTB TIP Project Report
- FY 2022-2025 Maryland STIP Project Report

cc: Mr. Erika Falk, Assistant Manager, Office of Capital Programming and Asset Management, MTA
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA
Mr. Albert Guiney Engel, Assistant Manager, Baltimore Project Development, MTA
Ms. Jamie Richardson, Manager, Baltimore Project Development, MTA

Zero Emission Infrastructure and Rolling Stock

TIP ID #	40-2302-63	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Rehabilitation of Facilities
Project Category	Transit	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP / CTP Page #	Multiple	Est. Total Cost	\$ 114,075,000

Description	Justification
The MTA intends to utilize an alternative procurement process for a Contractor/Developer to procure, install, operate, and maintain a new electric charging infrastructure for Kirk (100% bus fleet) and Northwest (50% of the bus fleet) bus depots. The selected Contractor will provide a turn-key design, installation, implementation, commissioning, and operations and management for civil works; Provide ongoing services such that the BEBs at both Kirk and Northwest Depots are fully charged at their scheduled morning pull-out times; Provide charge management services to support BEB and EVSE data collection, monitoring the performance of the EVSE, and managing energy use such that MTA can manage the BEBs in coordination with the rest of the fleet in an efficient and cost-effective manner. MTA needs to conduct a pilot program to demonstrate the applicability of a Fuel Cell Electric Bus (FCEB) Program to our fixed route transit system and learn the characteristics of these buses prior to MTA's purchase clean battery electric buses.	This infrastructure will help grow the economy, enhance U.S. competitiveness, create good jobs, reduce greenhouse gas emissions, support charging locations to accommodate battery electric buses, and build safe, resilient, and equitable transportation future.

5307

	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY2025 Federal Funds	FY2025 Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	FY2028 Federal Funds	FY2028 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ 1,903	\$ 476	\$ -	\$ -	\$ 12,719	\$ 3,179	\$ -	\$ -	\$ 18,277
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 1,903	\$ 476	\$ -	\$ -	\$ 12,719	\$ 3,179	\$ -	\$ -	\$ 18,277

Carbon Reduction Program

	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY2025 Federal Funds	FY2025 Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	FY2028 Federal Funds	FY2028 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ 18,893	\$ 3,335	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,228
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 18,893	\$ 3,335	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,228

CMAQ

	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY2025 Federal Funds	FY2025 Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	FY2028 Federal Funds	FY2028 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ 15,675	\$ 3,820	\$ -	\$ -	\$ 37,076	\$ 9,269	\$ 6,184	\$ 1,546	\$ 73,570
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 15,675	\$ 3,820	\$ -	\$ -	\$ 37,076	\$ 9,269	\$ 6,184	\$ 1,546	\$ 73,570

Funding Source(s) Total

	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
Totals	\$ -	\$ -	\$ 36,471	\$ 7,631	\$ -	\$ -	\$ 49,795	\$ 12,448	\$ 6,184	\$ 1,546	\$ 114,075

MARYLAND STATEWIDE TIP FY 2025-2028

MDOT TIP ID: 40-2302-63

SUMMARY TABLE

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Zero Emission Infrastructure and Rolling Stock	B	Exempt		\$ 73,164	\$ 18,290	\$ 91,454
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	MTA	BRTB	Multiple	\$ 19,286	\$ 3,335	\$ 22,621
Description	The MTA intends to utilize an alternative procurement process for a Contractor/Developer to procure, install, operate, and maintain a new electric charging infrastructure for Kirk (100% bus fleet) and Northwest (50% of the bus fleet) bus depots. The selected Contractor will provide a turn-key design, installation, implementation, commissioning, and operations and management for civil works; Provide ongoing services such that the BEBs at both Kirk and Northwest Depots are fully charged at their scheduled morning pull-out times; Provide charge management services to support BEB and EVSE data collection, monitoring the performance of the EVSE, and managing energy use such that MTA can manage the BEBs in coordination with the rest of the fleet in an efficient and cost-effective manner. MTA needs to conduct a pilot program to demonstrate the applicability of a Fuel Cell Electric Bus (FCEB) Program to our fixed route transit system and learn the characteristics of these buses prior to MTA's purchase clean battery electric buses.					
Justification	This infrastructure will help grow the economy, enhance U.S. competitiveness, create good jobs, reduce greenhouse gas emissions, support charging locations to accommodate battery electric buses, and build safe, resilient, and equitable transportation future.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria			Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total
<input type="checkbox"/> A) Adds new individual projects to the current STIP <input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other	Current (000s)	Total		\$ 21,481	\$ -	\$ 62,243	\$ 7,730	\$ 91,454
		Federal		\$ 17,185	\$ -	\$ 49,795	\$ 6,184	\$ 73,164
	Proposed (000s)	State/Local		\$ 4,296	\$ -	\$ 12,448	\$ 1,546	\$ 18,290
		Total		\$ 44,102	\$ -	\$ 62,243	\$ 7,730	\$ 114,075
	Change (000s)	Federal		\$ 36,471	\$ -	\$ 49,795	\$ 6,184	\$ 92,450
		State/Local		\$ 7,631	\$ -	\$ 12,448	\$ 1,546	\$ 21,625
	Total	Total		\$ 22,621	\$ -	\$ -	\$ 0	\$ 22,621
		Federal		\$ 19,286	\$ -	\$ -	\$ -	\$ 19,286
		State/Local		\$ 3,335	\$ -	\$ -	\$ 0	\$ 3,335
		Total		\$ -	\$ -	\$ -	\$ -	\$ -



PHASE DETAIL

Current		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	CMAQ	\$ 15,282	\$ 3,820	\$ -	\$ -	\$ 37,076	\$ 9,269	\$ 6,184	\$ 1,546	\$ 58,542	\$ 14,635	\$ 73,177
CO	5307	\$ 1,903	\$ 476	\$ -	\$ -	\$ 12,719	\$ 3,179	\$ -	\$ -	\$ 14,622	\$ 3,655	\$ 18,277
CO	CRP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 17,185	\$ 4,296	\$ -	\$ -	\$ 49,795	\$ 12,448	\$ 6,184	\$ 1,546	\$ 73,164	\$ 18,290	\$ 91,454

Proposed		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	CMAQ	\$ 15,675	\$ 3,820	\$ -	\$ -	\$ 37,076	\$ 9,269	\$ 6,184	\$ 1,546	\$ 58,935	\$ 14,635	\$ 73,570
CO	5307	\$ 1,903	\$ 476	\$ -	\$ -	\$ 12,719	\$ 3,179	\$ -	\$ -	\$ 14,622	\$ 3,655	\$ 18,277
CO	CRP	\$ 18,893	\$ 3,335	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,893	\$ 3,335	\$ 22,228
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ -	\$ 0	\$ 0
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 36,471	\$ 7,631	\$ -	\$ -	\$ 49,795	\$ 12,448	\$ 6,184	\$ 1,546	\$ 92,450	\$ 21,625	\$ 114,075

Change		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	CMAQ	\$ 393	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 393	\$ -	\$ 393
CO	5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	CRP	\$ 18,893	\$ 3,335	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,893	\$ 3,335	\$ 22,228
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 19,286	\$ 3,335	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ 19,286	\$ 3,335	\$ 22,621

TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	\$ -	Federal	\$ 92,450	Federal	\$ -	Federal	\$ 92,450
State/Local	\$ -	State/Local	\$ 21,625	State/Local	\$ -	State/Local	\$ 21,625
Total	\$ -	Total	\$ 114,075	Total	\$ -	Total	\$ 114,075

TO: DIRECTOR MICHELLE MARTIN
OFFICE OF PLANNING, PROGRAMMING, AND PROJECT DELIVERY
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: OPPPD REGONIAL PLANNER KARI SNYDER
OPPPD REGIONAL PLANNER DAN JANOUSEK

FROM: DIRECTOR ERIC BECKETT *Eric Beckett*
OFFICE OF CAPITAL PROGRAMMING AND ASSET MANAGEMENT
MARYLAND TRANSIT ADMINISTRATION (MTA)

DATE: APRIL 8, 2025

SUBJECT: REQUEST FOR AN AMENDMENT TO THE FISCAL YEAR 2025-2028
BALTIMORE REGIONAL TRANSPORTATION BOARD (BRTB)
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

PURPOSE OF MEMORANDUM

To request OPCP request BRTB approve the following TIP amendment and, upon BRTB approval, notify the Federal Transit Administration (FTA) of the amendment to the BRTB FY 2025-FY2028 TIP. This amendment will add \$44,850,000 in CMAQ funds to FY 25 and \$7,537,000 in state match.

SUMMARY

The MTA requests that the BRTB modify the FY 2025-2028 BRTB TIP to reflect the following action.

TIP	PROJECT	FUNDING TYPE	NEW FUNDING
40-1802-05	Bus and Paratransit Vehicle Overhaul and Replacement	CMAQ	\$44,850,000
		State	\$ 7,537,000

ANALYSIS

This project supports bus and mobility replacements by the Maryland Transit Administration in the Baltimore Metropolitan region. The Maryland Transit Administration (MTA) has pre-award authority and is now working to obligate the funding. This amendment will add \$44,850,000 in CMAQ funds to FY 25 and \$7,537,000 in state match.

The attached Statewide Transportation Improvement Program (STIP) report documents MDOT's requested amendment with respect to funding for the project above. The requested action will not impact scheduling or funding availability for other projects in the current STIP, which continues to be fiscally constrained.

Please amend the FY2025-2028 BRTB TIP and the FY 2022-2025 STIP to reflect the funding information provided in the attachments. If you have any questions, please do not hesitate to contact Mr. Albert Guiney Engel, MDOT MTA Office of Planning and Capital Programming, at 410-767-3752 or via email at aengel@mdot.maryland.gov.

ATTACHMENTS

- FY 2025-2028 BRTB TIP Project Report
- FY 2022-2025 Maryland STIP Project Report

cc: Mr. Albert Guiney Engel, Assistant Manager, Baltimore Project Development, MTA
Ms. Erika Falk, Assistant Manager, Office of Capital Programming and Asset Management, MTA
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA
Mr. Shawn Kiernan, Strategic and Regional Planner, Office of Planning, Programming, and Project Delivery, TSO
Ms. Jamie Richardson, Manager, Baltimore Project Development, MTA

Bus and Paratransit Vehicle Overhaul and Replacement

TIP ID #	40-1802-05	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Fleet Improvement
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP / CTP Page #	Multiple	Est. Total Cost	\$ 228,767,500

Description	Justification
This project provides for the routine replacement of buses past their useful service life. Planned purchases include 310 forty-foot clean diesel buses and 40 sixty-foot clean diesel articulated buses. MDOT MTA is continuously receiving deliveries of buses for MTA revenue service. MDOT MTA will also proactively repair and replace bus components at key points in the vehicle's life, including the vehicle engine, battery, brakes, suspension, body, paint, and wheelchair/ADA, electrical, pneumatic systems, and other components as needed. Batteries in hybrid electric buses batteries near the end of their useful life will be replaced. This project also covers the purchase of paratransit vehicles under MTA's Mobility program. Mobility is a specialized door-to-door service for people with disabilities who are not able to ride fixed route public transportation, including lift equipped buses. In addition to the matching funds listed, MTA has committed \$88 million in state dollars.	In order to reduce operating and maintenance costs, MDOT MTA is committed to procuring new buses to support fleet capacity requirements and to replace aging equipment. This systematic replacement reduces high out of commission rates and the excessive major repair problems that arise from retaining buses beyond their economic life. Replacement with clean diesel buses helps meet higher federal emissions standards. To improve bus reliability, the mini overhaul program for bus vehicles will simultaneously increase vehicle lifespan, improve maintenance efficiency, reduce mechanical breakdowns, mitigate safety risks, develop the workforce through training, and create cost savings. Funds are also needed to provide paratransit vehicles within the Baltimore region. MTA's Mobility program satisfies the American with Disabilities Act (ADA) provisions adopted by the Federal Transit Administration.

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

	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY2025 Federal Funds	FY2025 Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	FY2028 Federal Funds	FY2028 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ 14,071	\$ 3,517	\$ 4,957	\$ 1,239	\$ 1,924	\$ 481	\$ -	\$ -	\$ 26,189
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 14,071	\$ 3,517	\$ 4,957	\$ 1,239	\$ 1,924	\$ 481	\$ -	\$ -	\$ 26,189

Bus and Paratransit Vehicle Overhaul and Replacement

Section 5339 (Bus and Bus Facilities Formula Program)

	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY2025 Federal Funds	FY2025 Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	FY2028 Federal Funds	FY2028 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ 4,794	\$ 1,199	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,993
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 4,794	\$ 1,199	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,993

Congestion Mitigation and Air Quality (CMAQ)

	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY2025 Federal Funds	FY2025 Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	FY2028 Federal Funds	FY2028 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ 81,663	\$ 14,529	\$ 43,250	\$ 10,812	\$ -	\$ -	\$ 37,066	\$ 9,266	\$ 196,586
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 81,663	\$ 14,529	\$ 43,250	\$ 10,812	\$ -	\$ -	\$ 37,066	\$ 9,266	\$ 196,586

Funding Source(s) Total

	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
Totals	\$ -	\$ -	\$ 100,528	\$ 19,245	\$ 48,207	\$ 12,051	\$ 1,924	\$ 481	\$ 37,066	\$ 9,266	\$ 228,768


MARYLAND STATEWIDE TIP FY 2025-2028

MDOT TIP ID: 40-1802-05

SUMMARY TABLE

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Bus and Paratransit Vehicle Overhaul and Replacement	B	Exempt		\$ 142,875	\$ 33,506	\$ 176,381
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	MTA	BRTB	Multiple	\$ 44,850	\$ 7,537	\$ 52,387
Description	This project provides for the routine replacement of buses past their useful service life. Planned purchases include 310 forty-foot clean diesel buses and 40 sixty-foot clean diesel articulated buses. MDOT MTA is continuously receiving deliveries of buses for MTA revenue service. MDOT MTA will also proactively repair and replace bus components at key points in the vehicle's life, including the vehicle engine, battery, brakes, suspension, body, paint, and wheelchair/ADA, electrical, pneumatic systems, and other components as needed. Batteries in hybrid electric buses batteries near the end of their useful life will be replaced. This project also covers the purchase of paratransit vehicles under MTA's Mobility program. Mobility is a specialized door-to-door service for people with disabilities who are not able to ride fixed route public transportation, including lift equipped buses.					
Justification	In order to reduce operating and maintenance costs, MDOT MTA is committed to procuring new buses to support fleet capacity requirements and to replace aging equipment. This systematic replacement reduces high out of commission rates and the excessive major repair problems that arise from retaining buses beyond their economic life. Replacement with clean diesel buses helps meet higher federal emissions standards. To improve bus reliability, the mini overhaul program for bus vehicles will simultaneously increase vehicle lifespan, improve maintenance efficiency, reduce mechanical breakdowns, mitigate safety risks, develop the workforce through training, and create cost savings. Funds are also needed to provide paratransit vehicles within the Baltimore region. MTA's Mobility program satisfies the American with Disabilities Act (ADA) provisions adopted by the Federal Transit Administration.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria			Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total
<input type="checkbox"/> A) Adds new individual projects to the current STIP <input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other		Current (000s)	Total	\$ 67,386	\$ 60,258	\$ 2,405	\$ 46,332	\$ 176,381
			Federal	\$ 55,678	\$ 48,207	\$ 1,924	\$ 37,066	\$ 142,875
			State/Local	\$ 11,708	\$ 12,051	\$ 481	\$ 9,266	\$ 33,506
		Proposed (000s)	Total	\$ 119,773	\$ 60,258	\$ 2,405	\$ 46,332	\$ 228,768
			Federal	\$ 100,528	\$ 48,207	\$ 1,924	\$ 37,066	\$ 187,725
			State/Local	\$ 19,245	\$ 12,051	\$ 481	\$ 9,266	\$ 41,043
		Change (000s)	Total	\$ 52,387	\$ -	\$ -	\$ -	\$ 52,387
			Federal	\$ 44,850	\$ -	\$ -	\$ -	\$ 44,850
			State/Local	\$ 7,537	\$ -	\$ -	\$ -	\$ 7,537

PHASE DETAIL

Current		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	5307	\$ 14,071	\$ 3,517	\$ 4,957	\$ 1,239	\$ 1,924	\$ 481	\$ -	\$ -	\$ 20,952	\$ 5,237	\$ 26,189
	5339	\$ 4,794	\$ 1,199	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,794	\$ 1,199	\$ 5,993
	CMAQ	\$ 36,813	\$ 6,992	\$ 43,250	\$ 10,812	\$ -	\$ -	\$ 37,066	\$ 9,266	\$ 117,129	\$ 27,070	\$ 144,199
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 55,678	\$ 11,708	\$ 48,207	\$ 12,051	\$ 1,924	\$ 481	\$ 37,066	\$ 9,266	\$ 142,875	\$ 33,506	\$ 176,381

Proposed		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	5307	\$ 14,071	\$ 3,517	\$ 4,957	\$ 1,239	\$ 1,924	\$ 481	\$ -	\$ -	\$ 20,952	\$ 5,237	\$ 26,189
	5339	\$ 4,794	\$ 1,199	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,794	\$ 1,199	\$ 5,993
	CMAQ	\$ 81,663	\$ 14,529	\$ 43,250	\$ 10,812	\$ -	\$ -	\$ 37,066	\$ 9,266	\$ 161,979	\$ 34,607	\$ 196,586
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 100,528	\$ 19,245	\$ 48,207	\$ 12,051	\$ 1,924	\$ 481	\$ 37,066	\$ 9,266	\$ 187,725	\$ 41,043	\$ 228,768

Change		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO	5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	5339	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	CMAQ	\$ 44,850	\$ 7,537	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 44,850	\$ 7,537	\$ 52,387
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 44,850	\$ 7,537	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 44,850	\$ 7,537	\$ 52,387

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 187,725	Federal	\$ -	Federal	\$ 187,725
State/Local	\$ -	State/Local	\$ 41,043	State/Local	\$ -	State/Local	\$ 41,043
Total	\$ -	Total	\$ 228,768	Total	\$ -	Total	\$ 228,768

March 26, 2025

Mr. Todd Lang
Transportation Planning Director
ATTN: Ms. Ndemazea Fonkem
Baltimore Metropolitan Council
1500 Whetstone Way, Suite 300
Baltimore Maryland 21230

Dear Mr. Lang:

The Maryland Department of Transportation (MDOT) requests an amendment to the FY 2025-2028 Baltimore Regional Transportation Board (BRTB) Transportation Improvement Program (TIP) for the Baltimore Region on behalf of the Maryland Transit Administration (MTA).

- | | |
|---|---|
| <p>1. 40-1603-61
Urban Transit Systems – Operating Assistance</p> | <p>This amendment is adding \$4,660,000 in 5307 funds and \$4,660,000 in local match funds to FY 2025 for the project. The total cost of this project is \$26,232,000. This action covers the CY 2024 and 2025 Operating Assistance grants to Harford County, both of which are anticipated to be obligated in FY 2025.</p> |
|---|---|

Details of the amendment are attached. If you have questions or need additional information, please contact me at 410-865-1098, or via email at djanousek@mdot.maryland.gov for assistance.

Sincerely,

Dan Janousek

Dan Janousek
Regional Planner
Office of Planning, Programming & Project Delivery

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPPPD, MDOT
Mr. Shawn Kiernan, Strategic and Regional Planner, OPPPD, MDOT

TO: DIRECTOR MICHELLE MARTIN
OFFICE OF PLANNING, PROGRAMMING, AND PROJECT DELIVERY
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: OPPPD REGONIAL PLANNER KARI SNYDER
OPPPD REGIONAL PLANNER DAN JANOUSEK

FROM: DIRECTOR ERIC BECKETT *Eric Beckett*
OFFICE OF CAPITAL PROGRAMMING AND ASSET MANAGEMENT
MARYLAND TRANSIT ADMINISTRATION (MTA)

DATE: MARCH 25 2025

SUBJECT: REQUEST FOR AN ADMENDMENT TO THE FISCAL YEAR 2025-2028
BALTIMORE REGIONAL TRANSPORTATION BOARD (BRTB)
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

PURPOSE OF MEMORANDUM

To request OPCP request BRTB to approve the following TIP amendment and, upon BRTB approval, notify the Federal Transit Administration (FTA) of the amendment to the BRTB FY 2025-2028 TIP. This amendment will add \$4,660,000 in 5307 funds and \$4,660,000 in local match funds to FY 25. This action covers the CY 2024 and 2025 Operating Assistance grants to Harford County, both of which are anticipated to be obligated in FY 25.

SUMMARY

The MTA requests that the BRTB amend the FY 2025-2028 BRTB TIP to reflect the following action.

TIP	PROJECT	FUNDING TYPE	NEW FUNDING
40-1603-61	Urban Transit Systems – Operating Assistance	5307	\$ 4,660,000
		State/Local	\$ 4,660,000

ANALYSIS

The Urban Transit Systems – Operating Assistance project provides funding to assist transit operations in Harford County. This amendment will add \$4,660,000 in 5307 funds and \$4,660,000 in local match funds to FY 25. This action covers the CY 2024 and 2025 Operating Assistance grants to Harford County, both of which are anticipated to be obligated in FY 25.

The attached Statewide Transportation Improvement Program (STIP) report documents MDOT's requested amendment with respect to funding for the project above. The requested action will not have an impact on scheduling or funding availability for other projects in the current STIP, which continues to be fiscally constrained.

Please amend the FY2025-2028 BRTB TIP and the FY 2022-2025 STIP to reflect the funding information provided in the attachments. If you have any questions, please do not hesitate to contact Mr. Albert Guiney Engel, MDOT MTA Office of Planning and Capital Programming, at 410-767-3752 or via email at aengel@mdot.maryland.gov

ATTACHMENTS

- FY 2025-2028 BRTB TIP Project Report
- FY 2022-2025 Maryland STIP Project Report

cc: Mr. Albert Guiney Engel, Assistant Manager, Baltimore Project Development, MTA
Ms. Erika Falk, Assistant Manager, Office of Capital Programming and Asset Management, MTA
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA
Mr. Shawn Kiernan, Strategic and Regional Planner, Office of Planning, Programming, and Project Delivery, TSO
Ms. Jamie Richardson, Manager, Baltimore Project Development, MTA

TIP ID#	40-1603-61	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Operatign Assistance
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP/CTP Page #	NONE	Est. Total Cost	\$26,232,000

Description	Justification
This project provides operating assistance to urban transit systems throughout the Aberdeen/Bel Air North/Bel Air South urbanized area. Transit agencies eligible for funding include Harford County. Costs generally associated with operating assistance can include utilities, miscellaneous equipment, fuel/oil, and driver, maintenance staff, and administrative salaries.	Urban transit operating assistance will enable transportation systems to finance the operation of their services.

[illegible][illegible]


MARYLAND STATEWIDE TIP FY 2025-2028

40-1603-61

SUMMARY TABLE

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Urban Transit Systems - Operating Assistance	B	Exempt	Exempt	\$ 8,456	\$ 8,456	\$ 16,912
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MTA	BRTB	Multiple	Federal	State/Local	Total
				\$ 4,660	\$ 4,660	\$ 9,320
Description	This project provides operating assistance to urban transit systems throughout the Aberdeen/Bel Air North/Bel Air South urbanized area. Transit agencies eligible for funding include Harford County. Costs generally associated with operating assistance can include utilities, miscellaneous equipment, fuel/oil, and driver, maintenance staff, and administrative salaries.					
Justification	Urban transit operating assistance will enable transportation systems to finance the operation of their services.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria			Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total				
<input type="checkbox"/> A) Adds new individual projects to the current STIP <input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other	Current (000s)	Total	\$	4,228	\$	4,228	\$	4,228	\$	16,912		
		Federal	\$	2,114	\$	2,114	\$	2,114	\$	2,114	\$	8,456
		State/Local	\$	2,114	\$	2,114	\$	2,114	\$	2,114	\$	8,456
	Proposed (000s)	Total	\$	13,548	\$	4,228	\$	4,228	\$	4,228	\$	26,232
		Federal	\$	6,774	\$	2,114	\$	2,114	\$	2,114	\$	13,116
		State/Local	\$	6,774	\$	2,114	\$	2,114	\$	2,114	\$	13,116
	Change (000s)	Total	\$	9,320	\$	-	\$	-	\$	-	\$	9,320
		Federal	\$	4,660	\$	-	\$	-	\$	-	\$	4,660
		State/Local	\$	4,660	\$	-	\$	-	\$	-	\$	4,660
 MARYLAND DEPARTMENT OF TRANSPORTATION												

PHASE DETAIL

Current		FY 2025				FY 2026				FY 2027				FY 2028				TOTAL					
Phase	Funding	Federal		State/Local		Federal		State/Local		Federal		State/Local		Federal		State/Local		Federal		State/Local		Total	
OTH	5307	\$	2,114	\$	2,114	\$	2,114	\$	2,114	\$	2,114	\$	2,114	\$	2,114	\$	2,114	\$	8,456	\$	8,456	\$	16,912
		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Total		\$	2,114	\$	2,114	\$	2,114	\$	2,114	\$	2,114	\$	2,114	\$	2,114	\$	2,114	\$	8,456	\$	8,456	\$	16,912

Proposed		FY 2025			FY 2026			FY 2027			FY 2028			TOTAL			
Phase	Funding	Federal	State/Local		Federal	State/Local		Federal	State/Local		Federal	State/Local		Federal	State/Local		Total
OTH	5307	\$ 6,774	\$ 6,774		\$ 2,114	\$ 2,114		\$ 2,114	\$ 2,114		\$ 2,114	\$ 2,114		\$ 13,116	\$ 13,116	\$ 26,232	
		\$ -	\$ -		\$ -	\$ -		\$ -	\$ -		\$ -	\$ -		\$ -	\$ -	\$ -	
		\$ -	\$ -		\$ -	\$ -		\$ -	\$ -		\$ -	\$ -		\$ -	\$ -	\$ -	
		\$ -	\$ -		\$ -	\$ -		\$ -	\$ -		\$ -	\$ -		\$ -	\$ -	\$ -	
		\$ -	\$ -		\$ -	\$ -		\$ -	\$ -		\$ -	\$ -		\$ -	\$ -	\$ -	
Total		\$ 6,774	\$ 6,774		\$ 2,114	\$ 2,114		\$ 2,114	\$ 2,114		\$ 2,114	\$ 2,114		\$ 13,116	\$ 13,116	\$ 26,232	

Change		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
OTH	5307	\$ 4,660	\$ 4,660	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,660	\$ 4,660	\$ 9,320
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 4,660	\$ 4,660	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,660	\$ 4,660	\$ 9,320

TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	\$ -	Federal	\$ 13,116	Federal	\$ -	Federal	\$ 13,116
State/Local	\$ -	State/Local	\$ 13,116	State/Local	\$ -	State/Local	\$ 13,116
Total	\$ -	Total	\$ 26,232	Total	\$ -	Total	\$ 26,232

April 7, 2025

Mr. Todd Lang
Transportation Planning Director
ATTN: Ms. Ndemazea Fonkem
Baltimore Metropolitan Council
1500 Whetstone Way, Suite 300
Baltimore Maryland 21230

Dear Mr. Lang:

The Maryland Department of Transportation (MDOT) requests an amendment to add a new project to the FY 2025-2028 Baltimore Regional Transportation Board (BRTB) Transportation Improvement Program (TIP) for the Baltimore Region on behalf of the Maryland Transit Administration (MTA).

- | | |
|---|---|
| 1. Francis Scott Key Bridge Transit Incentives | This amendment adds \$1,000,000 in CMAQ funds and \$250,000 in state match to FY 25 for a new pilot program to support transit incentives for businesses and residents impacted by the Francis Scott Key bridge collapse. |
|---|---|

Details of this amendment are attached. If you have questions or need additional information, please contact me at 410-865-1098, or via email at djanousek@mdot.maryland.gov for assistance.

Sincerely,

Dan Janousek

Dan Janousek
Regional Planner
Office of Planning, Programming & Project Delivery

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPPPD, MDOT
Mr. Shawn Kiernan, Strategic and Regional Planner, OPPPD, MDOT

TO: DIRECTOR MICHELLE MARTIN
OFFICE OF PLANNING, PROGRAMMING, AND PROJECT DELIVERY
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: OPPPD REGONIAL PLANNER KARI SNYDER
OPPPD REGIONAL PLANNER DAN JANOUSEK

FROM: DIRECTOR ERIC BECKETT *Eric Beckett*
OFFICE OF CAPITAL PROGRAMMING AND ASSET MANAGEMENT
MARYLAND TRANSIT ADMINISTRATION (MTA)

DATE: APRIL 7, 2025

SUBJECT: REQUEST FOR AN AMENDMENT TO THE FISCAL YEAR 2025-2028
BALTIMORE REGIONAL TRANSPORTATION BOARD (BRTB)
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

PURPOSE OF MEMORANDUM

For OPPPD to request BRTB to approve the following TIP amendment and, upon BRTB approval, notify the Federal Transit Administration (FTA) of the amendment to the BRTB FY 2025-2028 TIP. This amendment adds \$1,000,000 in CMAQ funds and \$250,000 in state match to FY 25 for a new pilot program to support transit incentives for businesses and residents impacted by the Francis Scott Key bridge collapse.

SUMMARY

The MTA requests that the BRTB amend the FY 2025-2028 BRTB TIP to reflect the following action.

TIP	PROJECT	FUNDING TYPE	NEW FUNDING
TBD	Francis Scott Key Bridge Transit Incentives	CMAQ	\$ 1,000,000
		State	\$250,000

ANALYSIS

The Francis Scott Key bridge collapse has increased congestion throughout the Baltimore region. MDOT in partnership with MTA is creating a pilot program to encourage employers to provide transit benefits for employees and a pilot program that will encourage new transit riders. The employer pilot program will offer short-term cost sharing incentives to employers who participate in transit pass subsidization through the MTA FareShare program for Baltimore area employers. The new commuter pilot program will also provide one-time transit pass incentives to new CharmPass users. This amendment adds \$1,000,000 in CMAQ funds and \$250,000 in state match to FY 25.

The attached Statewide Transportation Improvement Program (STIP) report documents MDOT's requested administrative modification with respect to funding for the project above. The requested action will not have an impact on scheduling or funding availability for other projects in the current STIP, which continues to be fiscally constrained.

Please amend the FY2025-2028 BRTB TIP and the FY 2022-2025 STIP to reflect the funding information provided in the attachments. If you have any questions, please do not hesitate to contact Mr. Albert Guiney Engel, MDOT MTA Office of Planning and Capital Programming, at 410-767-3752 or via email at aengel@mdot.maryland.gov

ATTACHMENTS

- FY 2025-2028 BRTB TIP Project Report
- FY 2022-2025 Maryland STIP Project Report

cc: Mr. Albert Guiney Engel, Assistant Manager, Baltimore Project Development, MTA
Ms. Erika Falk, Assistant Manager, Office of Capital Programming and Asset Management, MTA
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA
Mr. Shawn Kiernan, Strategic and Regional Planner, Office of Planning, Programming, and Project Delivery, TSO
Ms. Jamie Richardson, Manager, Baltimore Project Development, MTA

Francis Scott Key Bridge Transit Incentives

TIP ID #	TBD	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Miscellaneous
Project Category	Transit	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP / CTP Page #	0	Est. Total Cost	\$ 1,250,000

Description	Justification
A pilot program to encourage employers to provide transit benefits for employees and a pilot program that will encourage new transit riders. The employer pilot program will offer short-term cost sharing incentives to employers who participate in transit pass subsidization through the MTA FareShare program for Baltimore area employers. The new commuter pilot program will also provide one-time transit pass incentives to new CharmPass users.	The goal is to increase the number of employers who offer transit benefits and the number of individuals using transit for their commutes, and to demonstrate the effectiveness of financial incentives in encouraging participation in traffic congestion mitigation programs as a near-term TDM response to the Key Bridge collapse and long-term sustained TDM strategy in the Baltimore region (currently in nonattainment).

Congestion Mitigation Air Quality (CMAQ)

	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY2025 Federal Funds	FY2025 Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	FY2028 Federal Funds	FY2028 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OTH	\$ -	\$ -	\$ 1,000	\$ 250	\$ -	\$ -	\$ -	\$ -		\$ -	\$ 1,250
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 1,000	\$ 250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,250

Funding Source(s) Total

	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
Totals	\$ -	\$ -	\$ 1,000	\$ 250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,250


MARYLAND STATEWIDE TIP FY 2025-2028

MDOT TIP ID: TBD

SUMMARY TABLE

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Francis Scott Key Bridge Transit Incentives	A	Exempt		\$ -	\$ -	\$ -
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MTA	BRTB	Multiple	Federal	State/Local	Total
				\$ 1,000	\$ 250	\$ 1,250
Description	A pilot program to encourage employers to provide transit benefits for employees and a pilot program that will encourage new transit riders. The employer pilot program will offer short-term cost sharing incentives to employers who participate in transit pass subsidization through the MTA FareShare program for Baltimore area employers. The new commuter pilot program will also provide one-time transit pass incentives to new CharmPass users.					
Justification	The goal is to increase the number of employers who offer transit benefits and the number of individuals using transit for their commutes, and to demonstrate the effectiveness of financial incentives in encouraging participation in traffic congestion mitigation programs as a near-term TDM response to the Key Bridge collapse and long-term sustained TDM strategy in the Baltimore region (currently in nonattainment).					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total
<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP <input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other	Current (000s)	Total	\$ -	\$ -	\$ -	\$ -	\$ -
		Federal	\$ -	\$ -	\$ -	\$ -	\$ -
		State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
	Proposed (000s)	Total	\$ 1,250	\$ -	\$ -	\$ -	\$ 1,250
		Federal	\$ 1,000	\$ -	\$ -	\$ -	\$ 1,000
		State/Local	\$ 250	\$ -	\$ -	\$ -	\$ 250
	Change (000s)	Total	\$ 1,250	\$ -	\$ -	\$ -	\$ 1,250
		Federal	\$ 1,000	\$ -	\$ -	\$ -	\$ 1,000
		State/Local	\$ 250	\$ -	\$ -	\$ -	\$ 250

PHASE DETAIL

Current		FY 2025			FY 2026			FY 2027			FY 2028			TOTAL		
Phase	Funding	Federal	State/Local		Federal	State/Local		Federal	State/Local		Federal	State/Local		Federal	State/Local	Total
OTH	5311	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$
		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$
		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$
		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$
		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$
		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$
Total		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$

Proposed		FY 2025			FY 2026			FY 2027			FY 2028			TOTAL					
Phase	Funding	Federal	State/Local		Federal	State/Local		Federal	State/Local		Federal	State/Local		Federal	State/Local		Total		
OTH	5311	\$	1,000	\$	250	\$	-	\$	-	\$	-	\$	-	\$	1,000	\$	250	\$	1,250
		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Total		\$	1,000	\$	250	\$	-	\$	-	\$	-	\$	-	\$	1,000	\$	250	\$	1,250

Change		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
OTH	5311	\$ 1,000	\$ 250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ 250	\$ 1,250
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 1,000	\$ 250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ 250	\$ 1,250

TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	\$ -	Federal	\$ 1,000	Federal	\$ -	Federal	\$ 1,000
State/Local	\$ -	State/Local	\$ 250	State/Local	\$ -	State/Local	\$ 250
Total	\$ -	Total	\$ 1,250	Total	\$ -	Total	\$ 1,250