Wes Moore Governor Aruna Miller Lieutenant Governor Paul J. Wiedefeld Secretary

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

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

Dan Janousek

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,

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.	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. Conformity Status: Exempt	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 performancebased 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	And Russell
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	MESSEL 11							
CIP ID	-	ACONTA COUNTYRIDE							
CTP ID	40-9204-61	40-887-2080							
Route/Road Name	-								
Length	-	AND A THE PROPERTY OF THE PARTY							
Existing Lanes	-								
Proposed Lanes	-								
Estimated Total Cost	\$3,470,000	The second secon							
Project Benefits	Rural transit operating assistance will enable transportation systems to finance the operation of their services.								
Connection to Long-Range Transportation Planning Goals	population 5.A Implement Environmentally Respon	nsportation options and equity for all segments of the sible Transportation Solutions Coordinate to reduce ormance-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
ОТН	53110	\$1,021,000	-	-	-	\$1,021,000
ОТН	State	\$1,021,000	-	-	-	\$1,021,000
Total OTH		\$2,042,000	-	-	-	\$2,042,000
CON	53110	-	\$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 Programmed		\$2,042,000	\$476,000	\$476,000	\$476,000	\$3,470,000

ORIGINAL

Phase	Fund Source	FY2025	FY2026	FY2027	FY2028	Total
OTH	53110	\$238,000	-	-	-	\$238,000
OTH	State	\$238,000	-	-	-	\$238,000
Total OTH		\$476,000	-	-	-	\$476,000
CON	53110	-	\$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- grammed		\$476,000	\$476,000	\$476,000	\$476,000	\$1,904,000



Wes Moore Governor Aruna Miller Lieutenant Governor Paul J. Wiedefeld Secretary

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

Daniel Janousek

Office of Planning, Programming & Project Delivery

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPPPD, MDOT

Mr. Shawn Kiernan, Strategic and Regional Planner, OPPPD, MDOT



Wes Moore Governor Aruna Miller Lieutenant Governor Paul J. Wiedefeld Secretary Holly Arnold

Administrator

TO: DIRECTOR MICHELLE MARTIN

OFFICE OF PLANNING, PROGRAMMING, AND PROJECT DELIVERY

MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: OPCP REGONIAL 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	5311	\$783,000
	Assistance	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							
This project provides operating assistance to transit systems located in the	Rural Transit operating assistance will enable transportation systems to finance							
Baltimore region. Transit agencies eligible for funding include Baltimore County (Baltimore County DPW+T) and Carroll Transit System.	the operation of their services.							
Costs generally associated with operating assistance can include utilities,								

5311 Formula Grants for Rural Areas

	Pr	evious	Requ	ests		Annual	Elem	ent		Federal Funding Requests (\$000)											Proje	ct Totals
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Funding Source(s) Total

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

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.	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. Conformity Status: Exempt	Amendment Resolution #25-29



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

This project provides for routine replacement of buses past their useful service life. Planned purchases include 310 forty-foot clean diesel buses and 40 sixtyfoot 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.

Amendment Resolution #25-29

Conformity Status: Exempt



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

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.

Amendment Resolution #25-29

Conformity Status: Exempt



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 performancebased 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 _____ Anthony Russell, Chair

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)	The same of the sa
Conformity	Exempt	IIIII CEREE VI I F
Functional Classification	NA	BEL AIR GIRCULAR
CIP ID	-	TO SECOND
CTP ID	40-1603-61	
Route/Road Name	-	
Length	-	8032 Think Link
Existing Lanes	-	
Proposed Lanes	-	THE STATE OF THE S
Estimated Total Cost	\$26,232,000	
Project Benefits	Urban transit operating assista of their services.	nce will enable transportation systems to finance the operation
Connection to Long-Range Transportation Planning Goals	5.A Implement Environmentally	ease transportation options for all segments of the population, Responsible Transportation Solutions Coordinate to reduce ugh performance-based planning & programming
Project Changes	state matching) in FY 2025. This	e project to add \$9.32M in 5307O funds (\$4.66M federal/\$4.66M s funding covers the CY 2024 and 2025 Operating Assistance cipated 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
ОТН	53070	\$6,774,000	\$2,114,000	\$2,114,000	\$2,114,000	\$13,116,000
ОТН	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 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.

Agongy	MTA Transit	
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	1572
Route/Road Name	-	
Length	-	
Existing Lanes	-	
Proposed Lanes	-	
Estimated Total Cost	\$228,768,000	
Project Benefits	buses to support fleet capacity re replacement reduces high out of arise from retaining buses beyon meet higher federal emissions st for bus vehicles will simultaneou reduce mechanical breakdowns, and create cost savings. Funds a	maintenance costs, the MTA is committed to procuring new equirements and to replace aging equipment. This systematic commission rates and the excessive major repair problems that id their economic life. Replacement with clean diesel buses helps andards. To improve bus reliability, the mini overhaul program sly increase vehicle lifespan, improve maintenance efficiency, mitigate safety risks, develop the workforce through training, re also needed to provide paratransit vehicles within the program satisfies the American with Disabilities Act (ADA) al Transit Administration.
Connection to Long-Range Transportation Planning Goals	delay & increase non-SOV throug 3.B Improve Accessibility Impro	Responsible Transportation Solutions Coordinate to reduce the performance-based planning & programming ove ADA-related conditions for pedestrians /transit riders disting Infrastructure Maintain/replace transit vehicles
Project Changes	\$7.537M state match) for constr	project to add \$52.387M in CMAQ funding (\$44.85M federal/ uction in FY 2025, the year of obligation. Funds will support bus e MDOT MTA. The total estimated cost increases from

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	\$81,663,000	\$43,250,000	-	\$37,066,000	\$161,979,000
CON	State	\$19,245,000	\$12,051,000	\$481,000	\$9,266,000	\$41,043,000
Total CON		\$119,773,000	\$60,258,000	\$2,405,000	\$46,332,000	\$228,768,000
Active TIP Years		\$119,773,000	\$60,258,000	\$2,405,000	\$46,332,000	\$228,768,000
Total Pro- grammed		\$119,773,000	\$60,258,000	\$2,405,000	\$46,332,000	\$228,768,000

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 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	The second second
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	-	The state of the s
Length	-	
Existing Lanes	-	
Proposed Lanes	-	
Estimated Total Cost	\$142,069,510	
Project Benefits		the economy, enhance U.S. competitiveness, create good jobs, ng locations to accommodate battery electric buses and build future.
Connection to Long-Range Transportation Planning Goals	transportation system	responsible Transportation Solutions Reduce energy use of the esponsible Transportation Solutions Reduce Surface Runoff
Project Changes	\$3.335M state match) and \$393,0 funding increase accounts for the	project to add \$22.228M (\$18.893M federal CRP funds/ 00 in federal CMAQ funds for construction in FY 2025. The addition of a Carbon Reduction grant for the purchase of ting the Bus Electrification program. The estimated total cost .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	\$18,893,000	-	-	-	\$18,893,000
CON	State	\$7,631,000	-	\$12,448,851	\$1,546,400	\$21,626,251
Total CON		\$44,102,000	-	\$62,244,256	\$7,730,416	\$114,076,672
Active TIP Years		\$44,102,000	-	\$62,244,256	\$7,730,416	\$114,076,672
Total Pro- grammed		\$44,102,000	-	\$62,244,256	\$7,730,416	\$114,076,672

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- grammed		\$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.

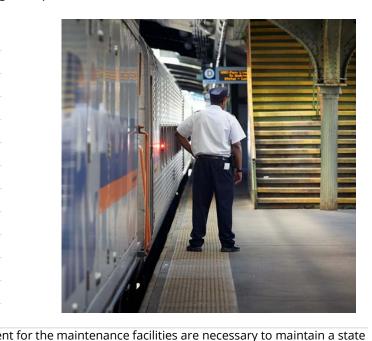
Agency	MTA - Transit	
Year of Operation	2025	
Project Category	Miscellaneous	
Project Type	Miscellaneous	CALL TO THE PARTY OF THE PARTY
Conformity	Exempt	
Functional Classification	NA	Northboard
CIP ID	-	
CTP ID	-	FAME NI
Route/Road Name	-	15 31
Length	-	The state of the s
Existing Lanes	-	
Proposed Lanes	-	
Estimated Total Cost	\$1,250,000	
Project Benefits	individuals using transit for their commindentives in encouraging participation in	ployers who offer transit benefits and the number of utes, and to demonstrate the effectiveness of financial n traffic congestion mitigation programs as a near-term ponse to the Key Bridge collapse and long-term sustained urrently in nonattainment).
Connection to Long- Range Transportation Planning Goals	capacity needs	modes of transportation can work together to address system nsportation and other funds to provide affordable
Project Changes	Incentives project. This amendment will	P will add a new project, the Francis Scott Key Bridge Transit add \$1.25M (\$1M federal CMAQ funds/\$0.25M state match) employers and individuals through the MTA FareShare

Phase	Fund Source	FY2025	FY2026	FY2027	FY2028	Total
ОТН	CMAQ	\$1,000,000	-	-	-	\$1,000,000
ОТН	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	The improvements and equipme of good repair and to perform ne



Benefits	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	1.C Improve System Safety Improve safety in all modes through traffic & transit system mgt., communications, governance and policies

Goals

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	\$28,000,000	\$3,731,200	\$53,600,000	\$4,800,000	\$90,131,200
CON	State	\$7,072,000	\$932,000	\$1,340,000	\$1,200,000	\$10,544,000
Total CON		\$35,361,000	\$4,663,200	\$54,940,000	\$6,000,000	\$100,964,200
Active TIP Years		\$35,361,000	\$4,663,200	\$54,940,000	\$6,000,000	\$100,964,200
Total Pro- grammed		\$35,361,000	\$4,663,200	\$54,940,000	\$6,000,000	\$100,964,200

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 Programmed		\$361,000	\$4,663,200	\$54,940,000	\$6,000,000	\$65,964,200

Wes Moore Governor Aruna Miller Lieutenant Governor Paul J. Wiedefeld Secretary

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	This amendment adds \$28,000,000 in 5337 funds and
	MARC Facilities	\$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	This amendment will add \$393,000 in CMAQ funds,
	Zero Emission Infrastructure	\$18,893,000 in Carbon Reduction Program funding, and
	and Rolling Stock	\$3,335,000 in state match to FY 2025.
3.	40-1802-05	This amendment will add \$44,850,000 in CMAQ funds and
	Bus and Paratransit Vehicle	\$7,537,000 in state match to FY 2025.
	Overhaul and Replacement	\$7,557,000 III state match to F1 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

Regional Planner

Dan Janousek

Office of Planning, Programming & Project Delivery

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPPPD, MDOT

Mr. Shawn Kiernan, Strategic and Regional Planner, OPPPD, MDOT



Wes Moore Governor Aruna Miller Lieutenant Governor Paul J. Wiedefeld Secretary

Holly Arnold Administrator

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

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

Section 5337 (State of Good Repair Formula Program)

	Pı	revious	Reque	ests		Annual El	eme	nt				Fee	dera	l Funding	Req	uests (\$0	00)				P	roject Totals
	Previ	ous	Previ	ous	FY2025		FY2025		FY20	026	FY202	FY2026		FY2027		FY2027		FY2028		028		
	Federal Ma		Federal Matching		Federal		Matching		Federal		Match	Matching		Federal		Matching		Federal		Matching		nated
Phase	Funds	6	Funds	6	Funds	S	Fun	ds	Fund	ds	Funds	Funds Funds I		Fund	ds	Fund	ds	Fun	ds	Proje	ct 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

	P	reviou	s Reque	ests	Ar	nnual El	lement					Fe	ederal F	unding	g Requ	ests (\$	000)				Project To	tals
	Previ	ous	Previo	Previous			FY2025		FY2026		FY20	FY2026		FY2027		FY2027		FY2028		28		
	Fede	ral	Matcl	ning	Federal		Match	ning	Feder	al	Mato	hing	Feder	al	Matc	hing	Feder	al	Matc	hing	Estimated	
Phase	Fund	s	Funds	;	Funds		Funds		Funds Funds		s	Funds	6	Fund	s	Funds	S	Funds		Project Total		
CON	\$	-	\$	-	\$	289	\$	72	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	361
OTH	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
PE	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
PP	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
ROW	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Totals	\$	-	\$	-	\$	289	\$	72	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	361

Funding Source(s) Total

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

1				Ν	1ARY	/LAI	ND S	TAT	EWIDE	E TIP I	FY	2025-	20	28					
MDOT TIP I	ID: 70-1503-55																		
SUMMARY	TABLE																		
Project:				Amendment Criteria			C	Conformity Status			Environmental Status				Current Funding Level (000s) Federal State/Local Total				
MARC Facilities				B				Exempt			Environmental Status			\$ 62,420 \$ 3,544 \$				65,964	
																nding Chang			
					Administra MTA	ition			rea/MPO RTB			CTP Page Multiple			Federa \$		\$ 7,00	Total 0 \$	35,000
	Descri	2) MARC 3) Constr 4) Renov	BWI Garage uction of Rive ation of MARC	rside Heavy Mai C's Odenton, Elk	se private pand prioritizentenance Fand Band Band Band Band Band Band Band B	ze needed acility. Iyview Sta	d repairs which	additional ch are the	l storage tracks. n designed and	constructed	1				17	23,000	, ,,,,	- 1 -	
	Justifica	2) Repair 3) The bu required (s will extend the hilding will provinceriodic inspec- periodic inspec	ride four new ma ctions.	he garages aintenance s	and supp slots for lo	oort continued ocomotives u	d ridership Indergoing	on the MARC s	ance and repa	ir, which	n will free up r		nance slots in the	main shop	building for	preventative mair	itenance a	and federally
	L REQUEST FORM							_		Funding		FY 2025		FY 2026	FY 202	7	FY 2028	Total	
STIP/TIP A	Amendment Criteria	a							Currer	t Total		\$	361	\$ 4,66		54,940	\$ 6,00		65,964
☐ A) Add	ds new individual proj	ects to the curr	ent STIP							Federal		\$	289	\$ 3,73		53,600	\$ 4,80		62,420
	rease/decrease, scop									State/Local		\$	72		2 \$		\$ 1,20		3,544
 □ C) Ren □ D) Other 	moves or deletes indi	ividual listed pr	oject from the	STIP					Propose (000s	l otal Federal			5,361 8,289	\$ 4,66 \$ 3,73		54,940 53,600	\$ 6,00 \$ 4,80		100,964 90,420
D) Out	ICI								(0003)	State/Local			7,072		2 \$,	\$ 1,20		10,544
11	1								Change	Total		•	5,000		\$	-	\$ -	\$	35,000
	MARYL	LAND DEF	PARTMEN	T OF TRAI	NSPOR	TATION	N		(000s	Federal			3,000	\$	\$	-	\$ -	\$	28,000
PHASE DET	TAII									State/Local		\$	7,000	\$ -	\$	-	\$ -	\$	7,000
Current	I Pile		FY 2025	5		FY 2	2026		ΓV	2027			FY 2	2020	-11		TOTAL		
Phase	Funding						020		ГТ	2021			F I 4	2020			TOTAL		
0.0	Funding	Federal		te/Local	Federal		State/Local		ederal	State/Local		Federal		State/Local	Federa		State/Local	Total	05.000
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Holly Arnold Administrator

TO: DIRECTOR MICHELLE MARTIN

OFFICE OF PLANNING, PROGRAMMING, AND PROJECT DELIVERY

MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: OPPPD REGIONAL PLANNER DAN JANOUSEK

OPPPD REGONIAL 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 CRP	\$ 393,000 \$18,893,000
		State	\$ 3,335,000

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

	Zero Emission In	frastructure 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	4,075,000

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.

Justification

5307

	Pr	evious	s Requ	ests		Annual I	Eleme	ent				Fed	eral	Funding	Req	uests (\$	(000				Proj	ect Totals
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Totals	\$	-	\$	-	\$	15,675	\$	3,820	\$	-	\$	-	\$	37,076	\$	9,269	\$	6,184	\$	1,546	\$	73,570

								Fund	ing Sou	rce(s) Total									
	Pı	revious	Requ	iests	Annual E	lem	ent				Fede	eral	Funding	Rec	quests (\$	000)			Proj	ect Totals
Totals	\$	-	\$	-	\$ 36,471	\$	7,631	\$	-	\$	-	\$	49,795	\$	12,448	\$	6,184	\$ 1,546	\$	114,075

					MA	RYLA	ND S	TA	ΓEW	/IDE	TIF	PFY	202	5-20	28					
	D: 40-2302-63																			
SUMMARY '	TABLE															Current [Tunding Lou	(al (000a)		
Project:					Ame	endment Criter	ia		Conformi	ty Status			Environm	ental Statu	IS	Federal	Funding Lev :	State/Local	Total	
	on Infrastructure and Ro	lling Stock			В				Exempt							\$	73,164	,	\$	91,454
					A do	ninistration			Area/MP0	2			CTP Page	_		Net Fund Federal	ding Change	e (000s) State/Local	Total	
					MTA				BRTB	<i>J</i>			Multiple	9		\$	19,286			22,621
	Description														ectric charging infra			0% bus fleet) and	Northwe	
		BEBs at b EVSE, an applicabili	ooth Kirk a nd managir ity of a Fue	nd Northwest ng energy use el Cell Electric	Depots are such that Bus (FCE	e fully charged MTA can man B) Program to	at their sched age the BEBs our fixed rout	uled mo in coord e transi	orning pull- dination wi t system a	out times th the res and learn t	; Provide t of the fl he chara	charge ma eet in an eff cteristics of	nagement icient and these bus	services to cost-effect es prior to	s and managemen o support BEB and tive manner. MTA MTA's purchase o	I EVSE da needs to collean batter	ta collection onduct a pile ry electric be	n, monitoring the pot program to der uses.	erformar nonstrate	nce of the the
	Justification			vill help grow i ble transporta		•	S. competitive	eness, c	reate goo	d jobs, re	duce gre	enhouse ga	s emissioi	ns, support	charging locations	to accom	modate bat	tery electric buse:	s, and bu	ild safe,
INDIVIDUAL	REQUEST FORM										Funding		FY 2025		FY 2026	FY 2027		FY 2028	Total	
STIP/TIP A	mendment Criteria									Current	Total		\$		\$ -	\$	62,243			91,454
	new individual projects									(000s)	Federal		\$	17,185	\$ -	\$	-,	\$ 6,184	\$	73,164
	ease/decrease, scope cl loves or deletes individu				hange					Proposed	State/Lo	ocal	\$ \$	4,296 44,102	\$ -	\$ \$	12,448 62,243	\$ 1,546 \$ 7,730		18,290 114,075
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Current	le "		FY 2				2026			FY:	2027			FY 2				TOTAL	.	
Phase CO	Funding CMAQ	Federal \$	15,282	State/Local	Fed 3,820 \$	ierai -	State/Local \$	_	Federal \$	37,076	State/Lo	9,269	Federal \$		State/Local \$ 1,546	Federal \$		State/Local \$ 14,635	Total 5 \$	73,177
CO	5307	\$,	\$	476 \$	-	\$	-	\$	12,719	\$	3,179	\$	-	\$ -	\$		\$ 3,655		18,277
CO	CRP	\$	-	\$	- \$	-	\$	-	\$	-	\$	-	\$	-	\$ -	\$	-	\$ -	\$	-
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Phase CO	Funding CMAQ	Federal \$	15,675	State/Local	3,820 \$	leral -	State/Local \$		Federal \$	37,076	State/Lo	9,269	Federal \$		State/Local \$ 1,546	Federal \$		State/Local \$ 14,635	Total 5 \$	73,570
CO	5307	\$	1,903		476 \$	-	\$	-	\$,	\$	3,179	\$	-	\$ -	\$	14,622			18,277
CO	CRP	\$	18,893	\$	3,335 \$	-	\$	-	\$	-	\$	-	\$	-	\$ -	\$	18,893	\$ 3,335		22,228
		¢		\$	- \$		\$		\$		\$		\$		\$ 0 \$ -	e e		\$ () \$ \$	0
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Change	C. malin n	CII	FY 2				2026		F	FY:	2027		F	FY 2		F		TOTAL	T-4-1	
Phase CO	Funding CMAQ	Federal \$	393	State/Local \$	- \$	leral -	State/Local	_	Federal \$	_	State/Lo	cai -	Federal \$		State/Local \$ -	Federal \$	393	State/Local \$ -	Total \$	393
СО	5307	\$	-	\$	- \$	-	\$	-	\$	-	\$	-	\$	-	\$ -	\$	-	\$ -	\$	-
СО	CRP	\$	18,893	\$ 3	3,335 \$	-	\$	-	\$	-	\$	-	\$	-	\$ -	\$	18,893		\$	22,228
Total	1	\$ \$	19,286	\$	- \$ 3,335 \$	-	\$	-	\$ \$	-	\$ \$	-	\$ \$		\$ - \$ 0	\$ \$	19,286	\$ - \$ 3,335	\$ 6	22,621
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Prior Cost (≤						P Cost (FY 20	25-2028)					to Complet	te (≥ FY 20				oject Cost			
Federal				\$	- Fed				\$		Federal				\$ -	Federal	. –		\$	92,450
State/Local				\$		te/Local			\$		State/Lo	ocal			\$ -	State/Loc	cal		\$	21,625
Total				\$	- Tota	di			\$	114,075	rotai				\$ -	Total			\$	114,075

Holly Arnold Administrator

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
	and Replacement	State	\$ 7,537,000

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

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

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 continously 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.

Justification

Section 5307 Urbanized Area Formula Program (funding for capital projects

												<u> </u>										
	Pı	revious	s Requ	ests		Annual	Elen	nent				Fee	deral	Funding	Requ	ests (\$0	000)				Proj	ect Totals
	Previ	ous	Prev	ious	FY2	025	FY2	025	FY2	026	FY20	026	FY2	027	FY20	27	FY202	8	FY202	28		,
	Feder	al	Mate	ching	Fed	leral	Mat	ching	Fed	eral	Mat	ching	Fed	eral	Matc	hing	Federa	al	Matc	hing	Estin	nated
Phase	Funds	\$	Fund	ls	Fur	nds	Fun	ds	Fun	ds	Fund	ds	Fun	ds	Fund	s	Funds		Funds	3	Proje	ct Total
CON	\$	-	\$	-	\$	14,071	\$	3,517	\$	4,957	\$	1,239	\$	1,924	\$	481	\$	-	\$	-	\$	26,189
ОТН	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
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)

	Pi	reviou	s Reque	ests		Annual	Elem	ent				Fe	deral F	undin	g Requ	ests (\$	000)				Proje	ct Totals
	Previ	ous	Previo	ous	FY2	025	FY2	025	FY202	6	FY202	26	FY202	27	FY20	27	FY202	28	FY20	28		
	Feder	Federal Matching Funds Funds			Fed	eral	Mat	ching	Feder	al	Matc	hing	Feder	ral	Mato	hing	Feder	ral	Mato	hing	Estima	ated
Phase	Funds	Funds Funds		3	Fun	ds	Fun	ds	Funds		Funds	s	Funds	s	Fund	s	Funds	s	Fund	s	Projec	t 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)

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	Pre	vious	Reque	ests		Annual	Eler	nent				Fe	deral Fu	ınding	Reque	sts (\$0	000)				Pro	ject Totals
	Previo	us	Previ	ous	FY2	025	FY2	025	FY2	026	FY2	026	FY202	7	FY202	7	FY2	028	FY2	028		
	Federa	ıl	Matc	hing	Fed	eral	Ma	tching	Fed	eral	Ma	tching	Federa	ıl	Match	ing	Fed	leral	Mat	ching	Esti	mated
Phase	Funds		Funds	S	Fun	ds	Fur	nds	Fun	ds	Fun	ds	Funds		Funds		Fur	nds	Fun	ds	Proj	ect 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

	Pr	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

					MAR	YLA	ND STA	TEV	VIDE	TIP F	Y 2	025-	2028						
MDOT TIP	ID: 40-1802-05																		
SUMMARY	TABLE																		
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					Adminis	tration		Area/MF	20			TP Page			Federal		State/Local	Total	
	D ''	T-1 : .			MTA			BRTB	N 1			ultiple	P 11	1.40 : 1	\$	11,000	\$ 7,537		52,387
	Description	continou	sly receivin ion, body, p ne purchas	g deliveries of paint, and whee	buses for MT. Ichair/ADA, e	A revenue s lectrical, pn	past their useful ser service. MDOT MTA eumatic systems, a obility program. Mol	will also	proactively r	epair and rep as needed. E	lace bus Batteries i	component in hybrid ele	s at key poi ctric buses	nts in the vehi batteries near	cle's life, in the end o	ncluding the	e vehicle engine, ba ul life will be replace	attery, bra ed. This p	akes, oroject also
	Justificatio	out of co improve workford	mmission i bus reliabil e through t	rates and the e lity, the mini ov	xcessive majo erhaul progra eate cost savi	or repair pro m for bus v	F MTA is committed oblems that arise fro ehicles will simultand are also needed to	m retainir eously inc	ng buses be rease vehicl	ond their eco	onomic lif prove ma	e. Replacer aintenance e	ment with cle efficiency, re	ean diesel bus duce mechar	es helps r ical break	neet higher downs, mit	federal emissions igate safety risks, o	standard levelop tl	ls. To he
	L REQUEST FORM								1	Funding	EV	/ 2025	FY 20	126	FY 2027		FY 2028	Total	
STIP/TIP A	Amendment Criteria								Current	Total	\$,386 \$	60,258			\$ 46,332	\$	176,381
_ ,	ds new individual projects									Federal	\$	55	,678 \$	48,207	\$	1,924	\$ 37,066	\$	142,875
	rease/decrease, scope c				ange					State/Local	\$,708 \$	12,051	\$		\$ 9,266	\$	33,506
□ C) Rer□ D) Oth	moves or deletes individu	ual listed p	roject from	the STIP					Proposed (000s)	Total Fodoral	\$, 773 \$	60,258 48,207	\$		\$ 46,332 \$ 37,066	\$	228,768 187,725
D) Out	iei							-	(0005)	State/Local	\$,245 \$	12,051	\$		\$ 9,266	\$	41,043
11	1								Change		\$,387 \$	-	\$		\$ -	\$	52,387
	MARYLA	ND DE	PARTM	ENT OF T	RANSPO	RTATIO	N		(000s)		\$,850 \$	-	\$		\$ -	\$	44,850
PHASE DE	TAIL		FV.	2025		FV	2026		FY 2	State/Local	\$	7	FY 2028	-	\$	-	\$ -	\$	7,537
Phase	Funding	Federal	Г1.	State/Local	Federal		State/Local	Federal		State/Local	Fe	ederal		/Local	Federal		State/Local	Total	
CO	5307	\$	14,071		517 \$	4,957	\$ 1,239		1,924	\$	481 \$		- \$	-	\$		\$ 5,237	\$	26,189
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Phase									EV 2	027			EV 2020				TOTAL		
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CO	Funding 5307	Federal \$	14,071	State/Local	Federal		2026 <u>State/Local</u> \$ 1,239	Federal		027 State/Local \$	Fe 481 \$	ederal		/Local -	Federal		TOTAL State/Local \$ 5,237	Total	26,189
	5307 5339	\$ \$	14,071 4,794	\$ 3 \$ 1	517 \$ 199 \$	4,957 -	\$ 1,239 \$ -	\$ \$		State/Local \$ \$	481 \$ - \$		- \$ - \$	-	\$ \$	20,952 4,794	\$ 5,237 \$ 1,199	\$ \$	5,993
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	5307 5339	\$ \$	14,071 4,794	\$ 3 \$ 1	517 \$ 199 \$	4,957 -	\$ 1,239 \$ -	\$ \$ \$		State/Local \$ \$	481 \$ - \$	37	- \$ - \$	-	\$ \$	20,952 4,794 161,979	\$ 5,237 \$ 1,199	\$ \$ \$	5,993
	5307 5339	\$ \$ \$	14,071 4,794	\$ 3 \$ 1 \$ 14 \$ \$ \$	517 \$ 199 \$ 529 \$ - \$	4,957 - 43,250	\$ 1,239 \$ - \$ 10,812 \$ -	\$ \$ \$ \$	1,924 - - - -	State/Local \$ \$ \$ \$	481 \$ - \$ - \$ - \$	37	State - \$ - \$,066 \$ - \$	-	\$ \$	20,952 4,794 161,979 -	\$ 5,237 \$ 1,199 \$ 34,607 \$ -	\$ \$ \$ \$	5,993
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Total Change	5307 5339 CMAQ	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$	14,071 4,794 81,663 - - 100,528	\$ 3 \$ 1 \$ 14 \$ \$ \$ \$ \$ \$ \$	517 \$ 199 \$ 529 \$ - \$ - \$ 245 \$	4,957 - 43,250 - - 48,207	\$ 1,239 \$ - \$ 10,812 \$ - \$ 12,051	\$ \$ \$ \$ \$ \$ \$ \$ \$	1,924 - - - - - 1,924	\$\\$\\$\\$\\$\\$\\$\\$\\$\\$\\$\\$\\$\\$\\$\\$\\$\\$\\$\	481 \$ - \$ - \$ - \$ - \$ 481 \$	37 37	State - \$ - \$,066 \$ - \$ - \$ (,066 \$ FY 2028	9,266 - - 9,266	\$ \$ \$ \$ \$ \$ \$ \$ \$	20,952 4,794 161,979 - - - 187,725	State/Local	\$ \$ \$ \$ \$	5,993 196,586 - -
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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).

1. 40-1603-61 Urban Transit Systems – Operating Assistance 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.

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 Regional Planner

Dan Janousek

Office of Planning, Programming & Project Delivery

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPPPD, MDOT

Mr. Shawn Kiernan, Strategic and Regional Planner, OPPPD, MDOT



Holly Arnold Administrator

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	5307	\$ 4,660,000
	Assistance	State/Local	\$ 4,660,000

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 aeegl@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

Urban Transit Systems - Operating Assistance

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	Urban transit operating assistance will enable transportation systems to finance
throughout the Aberdeen/Bel Air North/Bel Air South urbanized area. Transit	the operation of their services.
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.	

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

																				Pro	ject
	F	revious	Req	uests		Annual	Elen	nent			Fed	era	al Funding	Re	equests (\$0	00)			Tot	als
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Funding Source(s) Total

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40-1603-61																	
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					Administra	ation		Area/MP	0		CTP Pag	ge		Federal			Total
					MTA			BRTB			Multiple			\$	4,660 \$		\$ 9,320
	Descrip			perating assista ing assistance ca										gible for fund	ding include Harfo	ord County. Cos	sts generally
	Justifica			assistance will e													
INDIVIDUAL	L REQUEST FORM								11=		J51/ 0005		514.0000				
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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	This amendment adds \$1,000,000 in CMAQ funds and
	Incentives	\$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

Regional Planner

Dan Janousek

Office of Planning, Programming & Project Delivery

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPPPD, MDOT

Mr. Shawn Kiernan, Strategic and Regional Planner, OPPPD, MDOT

Holly Arnold Administrator

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

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

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

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).

Congestion Mitigation Air Quality (CMAQ)

	Pr	evious	Reque	ests	Annual Element					Federal Funding Requests (\$000)												
	Previous		vious Previous		FY2025		FY2025		FY2026		FY2026		FY2027		FY2027		FY2028		FY2028			
	Federal		Matching		Federal		Matching		Federal		Matching		Federal		Matching		Federal		Matching		Estimated	
Phase	Funds		Funds		Funds		Funds		Funds		Funds		Funds		Funds		Funds		Funds		Project Total	
CON	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
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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 Current Funding Level (000s) Project: Amendment Criteria Conformity Status **Environmental Status** State/Local Total Francis Scott Key Bridge Transit Incentives Exempt \$ Net Funding Change (000s) Area/MPO CTP Page Federal State/Local Total Administration MTA BRTB Multiple 1.250 \$ 1.000 \$ 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 FY 2025 FY 2026 FY 2027 FY 2028 Total unding STIP/TIP Amendment Criteria Total Curren \$ \$ \$ \$ -A) Adds new individual projects to the current STIP (000s)-edera ☐ B) Increase/decrease, scope change, advance, delay, or phase change State/Local ☐ C) Removes or deletes individual listed project from the STIP Proposed Total 1,250 \$ 1,250 \$ \$ \$ (000s) ederal 1.000 1.000 State/Local \$ 250 \$ 250 Change Total 1.250 \$ 1.250 MARYLAND DEPARTMENT OF TRANSPORTATION \$ -\$ (000s)Federal 1,000 \$ \$ 1.000 State/Local 250 \$ 250 PHASE DETAIL Current FY 2025 FY 2026 FY 2027 FY 2028 TOTAL State/Local State/Local State/Local State/Local Federal Federal State/Local Total Phase Funding Federal Federa Federal OTH 5311 \$ Total \$ FY 2025 FY 2026 FY 2027 FY 2028 TOTAL Proposed State/Local State/Local State/Local Federal State/Local State/Local Total Phase Funding Federal Federa Federal Federal ОТН 5311 250 1.000 \$ \$ 1.250 1 000 \$ 250 \$ Total 1.000 \$ 250 \$ \$ \$ 1.000 250 1.250 Change FY 2025 FY 2026 FY 2027 FY 2028 TOTAL Phase Fundina State/Local State/Local State/Local State/Local State/Local Total Federal Federal Federal Federal ederal 5311 250 1,000 250 1,250 \$ \$ \$ \$ \$ 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 \$ \$ 1,000 \$ \$ 1,000 Federal Federal Federal 250 State/Local State/Local 250 State/Local \$ State/Local \$ \$ Total \$ Total 1,250 Total \$ Total \$ 1,250 --