

October 27, 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) requests to amend the Fiscal Year (FY) 2025-2028 Maryland Statewide Transportation Improvement Program (STIP) on behalf of the Maryland Transit Administration (MTA) for two projects contained in the FY 2026-2029 Baltimore Regional Transportation Board (BRTB) Transportation Improvement Program (TIP).

Project Name	STIP #	Funding Source	FY25-FY28 Net Federal Change (in 000's)
Bus and Paratransit Vehicle Overhaul and Replacement	40-1802-05	CMAQ 5339	\$40,684 \$1,737
Zero Emission Infrastructure and Rolling Stock	40-2302-63	CMAQ CRP	\$12,320 \$18,893

The MDOT has assigned Control #25-52 for this amendment to the STIP, and the supporting documentation is attached.

Ms. Valeriya Remezova
Ms. Terry Garcia Crews
Page Two

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.state.maryland.gov.

Sincerely,

A handwritten signature in black ink that reads "Dan Janousek". The signature is written in a cursive, flowing style.

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



October 24, 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 *2026-2029 Baltimore Region Transportation Improvement Program (TIP)* as approved by the Baltimore Regional Transportation Board (BRTB) on October 24, 2025. The documentation enclosed support changes to the *2026-2029 TIP* for two MDOT MTA projects.

- **Bus and Paratransit Vehicle Overhaul and Replacement: 40-1802-05**
- **Zero Emission Infrastructure and Rolling Stock: 40-2302-63**

This amendment was presented to the Technical Committee on October 7, 2025. The Interagency Consultation Group (ICG) has also reviewed this request and has determined this project to be exempt according to the conformity rule.

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 #26-9 to support this change to the *2026-2029 TIP*.



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

Sincerely,

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

Todd R. Lang, Director
Transportation Planning

Enclosures

cc: Mr. Albert Guiney-Engel, MTA
Ms. Erika Falk, MTA
Ms. Kisha Joyner, MTA
Mr. Shawn Kiernan, MDOT
Ms. Michelle Martin, MDOT
Ms. Kari Snyder, MDOT



Summary of FY 2026-2029 TIP Changes

[illegible]



Bus and Paratransit Vehicle Overhaul and Replacement 40-1802-05	<p>This amendment adds \$40.684 million in CMAQ funds, \$1.737 million in Section 5339 funds and \$8.446 million in Matching state funds for construction in FY 2026. These funds have been shifted from previous years to accurately reflect the correct year of obligation. Funds will be used for purchase of bus replacements and mobility vehicle replacements. The Estimated Total Cost increases from \$70.937 million to \$121.803 million.</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 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 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.</p> <p>Conformity status: Exempt</p>	Amendment Resolution #26-9
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BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #26-9**

**AMENDMENT TO THE 2026-2029 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 2026-2029 Transportation Improvement Program for the Baltimore region at its July 22, 2025 meeting, with federal approval pending; and

WHEREAS, federal regulations require that all transportation-related projects must be listed in the approved Transportation Improvement Program with accurate funding schedules in order to be eligible for federal funding; and

WHEREAS, the Transportation Improvement Program consists of projects included in, and in support of, the region's long-range transportation plan and ongoing short-range planning efforts; and

WHEREAS, the Maryland Transit Administration (MDOT MTA) has requested approval of two amendments to the 2026-2029 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, MDOT MTA is requesting to amend the Bus and Paratransit Vehicle Overhaul and Replacement project. This amendment adds \$40.684 million in CMAQ funds, \$1.737 million in Section 5339 funds and \$8.446 million in state matching funds for construction in FY 2026 to accurately reflect the correct year of obligation. The total estimated cost for the project increases from \$70.9 million to \$121.8 million; and

WHEREAS, MDOT MTA is requesting to amend the Vision Zero Infrastructure and Rolling Stock project. This amendment adds \$22.228 million in Carbon Reduction Program funds and increases CMAQ funding by \$14.495 million in FY 2026. Funding will be used to purchase zero emission buses, hybrid electric buses and other electric bus infrastructure. The total estimated cost increases from \$181.366 to \$218.089; 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 October 7, 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 2026-2029 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 October 24, 2025.

10/24/2025

Date



Trey Dickerson, Chair
Baltimore Regional Transportation Board



Agency
MTA - Transit

Year of Operation
Ongoing

Project Category
Emission Reduction Strat-

Project Type
Fleet improvement

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
40-1802-05

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
\$121,804,000

Description

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 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.

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.

National Highway System
No

Connection to Long-Range Transportation Goals

2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles., 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

Change Reason: This amendment adds \$40.684 million in CMAQ funds, \$1.737 million in Section 5339 funds and \$8.446 million in Matching state funds for construction in FY 2026. These funds have been shifted from previous years to accurately reflect the correct year of obligation. Funds will be used for purchase of bus replacements and mobility vehicle replacements. The Estimated Total Cost increases from \$70.937 million to \$121.804 million..

Section 5307 Urbanized Area Formula Program (funding for capital projects) (funding in thousands) - Original

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$23,607	\$4,957	\$0	\$6,695	\$35,259
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$23,607	\$4,957	\$0	\$6,695	\$35,259

State Funds (funding in thousands) - Original

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$3,073	\$875	\$0	\$1,613	\$5,561
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$3,073	\$875	\$0	\$1,613	\$5,561

Congestion Mitigation and Air Quality

(funding in thousands) - Original

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$4,166	\$0	\$11,813	\$8,797	\$24,776
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$4,166	\$0	\$11,813	\$8,797	\$24,776
Total	\$27,773	\$4,957	\$11,813	\$15,492	\$60,035

State Funds

(funding in thousands) - Original

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$2,135	\$0	\$2,085	\$1,121	\$5,341
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$2,135	\$0	\$2,085	\$1,121	\$5,341
Total	\$5,208	\$875	\$2,085	\$2,734	\$10,902
Total	\$32,981	\$5,832	\$13,898	\$18,226	\$70,937

Section 5307 Urbanized Area Formula Program
(funding for capital projects)
(funding in thousands) - Update

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$23,607	\$4,957	\$0	\$6,695	\$35,259
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$23,607	\$4,957	\$0	\$6,695	\$35,259

State Funds
(funding in thousands) - Update

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$5,186	\$875	\$0	\$1,613	\$7,674
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$5,186	\$875	\$0	\$1,613	\$7,674

Section 5339 Bus and Bus Facilities Formula Program
(funding for capital projects)
(funding in thousands) - Update

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$1,737	\$0	\$0	\$0	\$1,737
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,737	\$0	\$0	\$0	\$1,737

State Funds
(funding in thousands) - Update

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$435	\$0	\$0	\$0	\$435
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$435	\$0	\$0	\$0	\$435

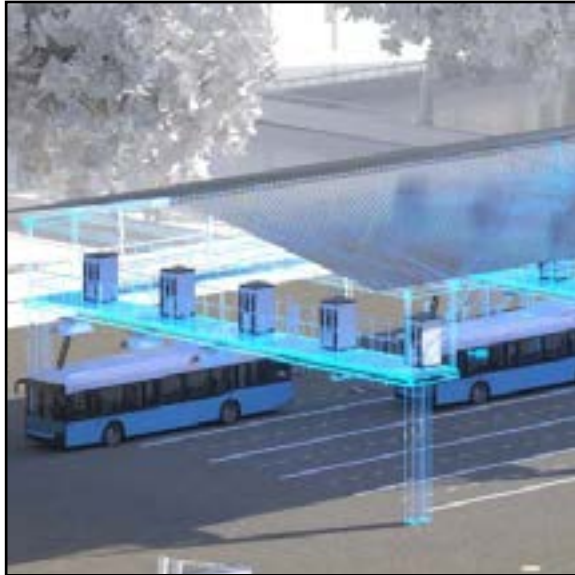
Congestion Mitigation and Air Quality
(funding in thousands) - Update

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$44,850	\$0	\$11,813	\$8,797	\$65,460
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$44,850	\$0	\$11,813	\$8,797	\$65,460
Total	\$70,194	\$4,957	\$11,813	\$15,492	\$102,456

State Funds
(funding in thousands) - Update

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$8,033	\$0	\$2,085	\$1,121	\$11,239
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$8,033	\$0	\$2,085	\$1,121	\$11,239
Total	\$13,654	\$875	\$2,085	\$2,734	\$19,348

Total	\$83,848	\$5,832	\$13,898	\$18,226	\$121,804
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Agency
MTA - Transit

Year of Operation
2029

Project Category
Transit Preservation

Project Type
Rehabilitation of facilities

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
40-2302-63

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
\$218,088,857

Description

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. This project also includes the purchase of battery electric buses and hybrid electric buses.

Project Benefits

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 a safe, resilient, and equitable transportation future.

National Highway System
No

Connection to Long-Range Transportation 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

Change Reason: This amendment adds \$22,228,000 (\$18,893,000 federal/\$3,335 matching) in Carbon Reduction Program (CRP) funding for Construction in FY 2026 and \$14,495,000 (\$12,320,000 federal/\$2,175,000 matching) in CMAQ funding for Construction in FY 2026. These funds will be used for the purchase of zero emission and hybrid buses and other electric bus infrastructure. CRP funding was amended into the FY 2025-2028 TIP but was not obligated. The Estimated Total Cost increases from \$181,365,857 to \$218,088,857.

Congestion Mitigation and Air Quality (funding in thousands) - Original

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$37,076	\$18,036	\$29,266	\$27,357	\$111,734
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$37,076	\$18,036	\$29,266	\$27,357	\$111,735

State Funds (funding in thousands) - Original

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$6,543	\$3,183	\$5,165	\$4,828	\$19,719
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$6,543	\$3,183	\$5,165	\$4,828	\$19,719

Total	\$43,620	\$21,219	\$34,431	\$32,185	\$131,454
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Carbon Reduction Program

(funding in thousands) - Update

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$18,893	\$0	\$0	\$0	\$18,893
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$18,893	\$0	\$0	\$0	\$18,893

State Funds

(funding in thousands) - Update

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$3,335	\$0	\$0	\$0	\$3,335
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$3,335	\$0	\$0	\$0	\$3,335

Congestion Mitigation and Air Quality

(funding in thousands) - Update

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$49,396	\$18,036	\$29,266	\$27,357	\$124,055
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$49,396	\$18,036	\$29,266	\$27,357	\$124,055

State Funds

(funding in thousands) - Update

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$8,718	\$3,183	\$5,165	\$4,828	\$21,894
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$8,718	\$3,183	\$5,165	\$4,828	\$21,894

Total	\$80,342	\$21,219	\$34,431	\$32,185	\$168,177
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August 18, 2025

Mr. Todd Lang
Transportation Planning Director
ATTN: Mr. Keith Kucharek
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 2026-2029 Baltimore Regional Transportation Board (BRTB) Transportation Improvement Program (TIP) for a Maryland Transit Administration (SHA) CMAQ-funded project.

40-1802-05	Bus and Paratransit Vehicle Overhaul and Replacement	This project includes the purchase of bus replacements and mobility vehicle replacements for MTA. The bulk of this amendment is to cover additional funds that were at one point identified to obligate in FY 25 but will now be obligated in FY 26 due to timing challenges.
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More details of this amendment to the TIP 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: 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: AUGUST 12, 2025

SUBJECT: REQUEST FOR AN AMENDMENT TO THE FISCAL YEAR 2026-2029 BRTB
TIP

PURPOSE OF MEMORANDUM

For OPPPD to review and submit the following to the Federal Transit Administration (FTA) to amend the FY 2026-2029 BRTB TIP. This amendment adds \$40,684,000 in CMAQ funds, \$1,737,000 in 5339 funds, and \$8,446,000 in state match to FY 26.

SUMMARY

The MTA requests the following amendment to the FY 2026-2029 BRTB TIP to reflect the following action.

TIP	PROJECT	FUNDING TYPE	NEW FUNDING
40-1802-05	Bus and Paratransit Vehicle Overhaul and Replacement	CMAQ	\$40,684,000
		5339	\$ 1,737,000
		State	\$ 8,446,000

ANALYSIS

This project includes the purchase of bus replacements and mobility vehicle replacements for MTA. The bulk of this amendment is to cover additional funds that were at one point identified to obligate in FY 25 but will now be obligated in FY 26 due to timing challenges. This amendment adds \$40,684,000 in CMAQ funds, \$1,737,000 in 5339 funds, and \$8,446,000 in state match to FY 26.

Ms. Michelle Martin
Page Two

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 FY2026-2029 BRTB TIP and the FY 2025-2028 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 2026-2029 BRTB TIP
- FY 2025-2028 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	\$ 121,804,000

Description	Justification
<p>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.</p>	<p>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)</p>

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	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	FY2028 Federal Funds	FY2028 Matching Funds	FY2029 Federal Funds	FY2029 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ 23,607	\$ 5,186	\$ 4,957	\$ 875	\$ -	\$ -	\$ 6,695	\$ 1,613	\$ 42,933
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 23,607	\$ 5,186	\$ 4,957	\$ 875	\$ -	\$ -	\$ 6,695	\$ 1,613	\$ 42,933

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	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	FY2028 Federal Funds	FY2028 Matching Funds	FY2029 Federal Funds	FY2029 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ 1,737	\$ 435	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,172
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 1,737	\$ 435	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,172

Congestion Mitigation and Air Quality (CMAQ)

	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	FY2028 Federal Funds	FY2028 Matching Funds	FY2029 Federal Funds	FY2029 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ 44,850	\$ 8,033	\$ -	\$ -	\$ 11,813	\$ 2,085	\$ 8,797	\$ 1,121	\$ 76,699
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 44,850	\$ 8,033	\$ -	\$ -	\$ 11,813	\$ 2,085	\$ 8,797	\$ 1,121	\$ 76,699

Funding Source(s) Total

	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
Totals	\$ -	\$ -	\$ 70,194	\$ 13,654	\$ 4,957	\$ 875	\$ 11,813	\$ 2,085	\$ 15,492	\$ 2,734	\$ 121,804

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		\$ 44,543	\$ 8,168	\$ 52,711
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	MTA	BRTB	Multiple	\$ 42,421	\$ 8,446	\$ 50,867
Description:	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 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.					
Justification:	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.					

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		Current (000s)	Total	\$ -	\$ 32,981	\$ 5,832	\$ 13,898	\$ 52,711
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change		Federal		\$ -	\$ 27,773	\$ 4,957	\$ 11,813	\$ 44,543
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP		State/Local		\$ -	\$ 5,208	\$ 875	\$ 2,085	\$ 8,168
<input type="checkbox"/> D) Other		Proposed (000s)	Total	\$ -	\$ 83,848	\$ 5,832	\$ 13,898	\$ 103,578
		Federal		\$ -	\$ 70,194	\$ 4,957	\$ 11,813	\$ 86,964
		State/Local		\$ -	\$ 13,654	\$ 875	\$ 2,085	\$ 16,614
		Change (000s)	Total	\$ -	\$ 50,867	\$ -	\$ -	\$ 50,867
		Federal		\$ -	\$ 42,421	\$ -	\$ -	\$ 42,421
		State/Local		\$ -	\$ 8,446	\$ -	\$ -	\$ 8,446



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
CO	5307	\$ -	\$ -	\$ 23,607	\$ 3,073	\$ 4,957	\$ 875	\$ -	\$ -	\$ 28,564	\$ 3,948	\$ 32,512
CO	CMAQ	\$ -	\$ -	\$ 4,166	\$ 2,135	\$ -	\$ -	\$ 11,813	\$ 2,085	\$ 15,979	\$ 4,220	\$ 20,199
CO	5339	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 27,773	\$ 5,208	\$ 4,957	\$ 875	\$ 11,813	\$ 2,085	\$ 44,543	\$ 8,168	\$ 52,711

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	\$ -	\$ -	\$ 23,607	\$ 5,186	\$ 4,957	\$ 875	\$ -	\$ -	\$ 28,564	\$ 6,061	\$ 34,625
CO	CMAQ	\$ -	\$ -	\$ 44,850	\$ 8,033	\$ -	\$ -	\$ 11,813	\$ 2,085	\$ 56,663	\$ 10,118	\$ 66,781
CO	5339	\$ -	\$ -	\$ 1,737	\$ 435	\$ -	\$ -	\$ -	\$ -	\$ 1,737	\$ 435	\$ 2,172
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 70,194	\$ 13,654	\$ 4,957	\$ 875	\$ 11,813	\$ 2,085	\$ 86,964	\$ 16,614	\$ 103,578

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	\$ -	\$ -	\$ -	\$ 2,113	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,113	\$ 2,113
CO	CMAQ	\$ -	\$ -	\$ 40,684	\$ 5,898	\$ -	\$ -	\$ -	\$ -	\$ 40,684	\$ 5,898	\$ 46,582
CO	5339	\$ -	\$ -	\$ 1,737	\$ 435	\$ -	\$ -	\$ -	\$ -	\$ 1,737	\$ 435	\$ 2,172
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 42,421	\$ 8,446	\$ -	\$ -	\$ -	\$ -	\$ 42,421	\$ 8,446	\$ 50,867

TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	\$ -	Federal	\$ 86,964	Federal	\$ 15,492	Federal	\$ 102,456
State/Local	\$ -	State/Local	\$ 16,614	State/Local	\$ 2,734	State/Local	\$ 19,348
Total	\$ -	Total	\$ 103,578	Total	\$ 18,226	Total	\$ 121,804

September 12, 2025

Mr. Todd Lang
Transportation Planning Director
ATTN: Mr. Keith Kucharek
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 2026-2029 Baltimore Regional Transportation Board (BRTB) Transportation Improvement Program (TIP) for a Maryland Transit Administration (SHA) project.

40-2302-63	Zero Emission Infrastructure and Rolling Stock	This amendment will add \$12.3M in Congestion Mitigation and Air Quality (CMAQ) funds, \$18.9M in Carbon Reduction program (CRP) Funds, and \$5.5M in state matching funds.
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Details of this amendment to the TIP 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: 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: SEPTEMBER 11, 2025

SUBJECT: REQUEST FOR AN AMNEDMENT TO THE FISCAL YEAR 2026-2029
BALTIMORE REGIONAL TRANSPORTATION BOARD'S (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 2026-FY2029 TIP. This amendment will add \$12,320,000 in Congestion Mitigation and Air Quality (CMAQ) funds, \$18,893,000 in CRP Funds, and \$5,510,000 in state matching funds.

SUMMARY

The MTA requests that the BRTB approve the amendment to the FY 2026-2029 BRTB TIP to reflect the following action.

TIP	PROJECT	FUNDING TYPE	NEW FUNDING
40-2302-63	Zero Emission Infrastructure and Rolling Stock	CMAQ	\$12,320,000
		CRP	\$18,893,000
		State	\$ 5,510,000

ANALYSIS

This project supports the purchase of zero emission buses, hybrid buses, and other electric bus infrastructure. The CRP funds were approved and amended into the FY 25-28 BRTB TIP, however, due to delays in the process for the funds to transfer from FHWA to FTA, the grant is now anticipated to obligate in FY 26. MTA is not seeking any additional CRP funds over what has already been awarded by the BRTB previously for this project. The CMAQ changes reflect the anticipated CMAQ grants for these project that will obligate in FY 26. This amendment will add \$12,320,000 in Congestion Mitigation and Air Quality (CMAQ) funds, \$18,893,000 in CRP Funds, and \$5,510,000 in state matching funds.

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 FY2026-FY2029 BRTB TIP and the FY 2025-2028 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 2026-2029 BRTB TIP Project Report
- FY 2025-2028 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. Shawn Kiernan, Strategic and Regional Planner, Office of Planning, Programming, and Project Delivery, TSO
Mr. Albert Guiney Engel, Assistant 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	\$ 168,177,000

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.

Carbon Reduction Program

	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	FY2028 Federal Funds	FY2028 Matching Funds	FY2029 Federal Funds	FY2029 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	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	FY2028 Federal Funds	FY2028 Matching Funds	FY2029 Federal Funds	FY2029 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ 49,396	\$ 8,718	\$ 18,036	\$ 3,183	\$ 29,266	\$ 5,165	\$ 27,357	\$ 4,828	\$ 145,949
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 49,396	\$ 8,718	\$ 18,036	\$ 3,183	\$ 29,266	\$ 5,165	\$ 27,357	\$ 4,828	\$ 145,949
Funding Source(s) Total											
	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
Totals	\$ -	\$ -	\$ 68,289	\$ 12,053	\$ 18,036	\$ 3,183	\$ 29,266	\$ 5,165	\$ 27,357	\$ 4,828	\$ 168,177


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	TBD	\$ 84,378	\$ 14,891	\$ 99,269
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	MTA	BRTB	N/A	\$ 31,213	\$ 5,510	\$ 36,723
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
<div><input type="checkbox"/> A) Adds new individual projects to the current STIP</div> <div><input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change</div> <div><input type="checkbox"/> C) Removes or deletes individual listed project from the STIP</div> <div><input type="checkbox"/> D) Other</div> <div> MARYLAND DEPARTMENT OF TRANSPORTATION</div>	Current (000s)	Total	\$	-	\$ 43,619	\$ 21,219	\$ 34,431	\$ 99,269
		Federal	\$	-	\$ 37,076	\$ 18,036	\$ 29,266	\$ 84,378
		State/Local	\$	-	\$ 6,543	\$ 3,183	\$ 5,165	\$ 14,891
	Proposed (000s)	Total	\$	-	\$ 80,342	\$ 21,219	\$ 34,431	\$ 135,992
		Federal	\$	-	\$ 68,289	\$ 18,036	\$ 29,266	\$ 115,591
		State/Local	\$	-	\$ 12,053	\$ 3,183	\$ 5,165	\$ 20,401
	Change (000s)	Total	\$	-	\$ 36,723	\$ -	\$ -	\$ 36,723
		Federal	\$	-	\$ 31,213	\$ -	\$ -	\$ 31,213
		State/Local	\$	-	\$ 5,510	\$ -	\$ -	\$ 5,510

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
CON	CMAQ	\$ -	\$ -	\$ 37,076	\$ 6,543	\$ 18,036	\$ 3,183	\$ 29,266	\$ 5,165	\$ 84,378	\$ 14,891	\$ 99,269
CON	CRP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 37,076	\$ 6,543	\$ 18,036	\$ 3,183	\$ 29,266	\$ 5,165	\$ 84,378	\$ 14,891	\$ 99,269

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
CON	CMAQ	\$ -	\$ -	\$ 49,396	\$ 8,718	\$ 18,036	\$ 3,183	\$ 29,266	\$ 5,165	\$ 96,698	\$ 17,066	\$ 113,764
CON	CRP	\$ -	\$ -	\$ 18,893	\$ 3,335	\$ -	\$ -	\$ -	\$ -	\$ 18,893	\$ 3,335	\$ 22,228
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 68,289	\$ 12,053	\$ 18,036	\$ 3,183	\$ 29,266	\$ 5,165	\$ 115,591	\$ 20,401	\$ 135,992

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
CON	CMAQ	\$ -	\$ -	\$ 12,320	\$ 2,175	\$ -	\$ -	\$ -	\$ -	\$ 12,320	\$ 2,175	\$ 14,495
CON	CRP	\$ -	\$ -	\$ 18,893	\$ 3,335	\$ -	\$ -	\$ -	\$ -	\$ 18,893	\$ 3,335	\$ 22,228
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 31,213	\$ 5,510	\$ -	\$ -	\$ -	\$ -	\$ 31,213	\$ 5,510	\$ 36,723

TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	\$ -	Federal	\$ 115,591	Federal	\$ 27,357	Federal	\$ 142,948
State/Local	\$ -	State/Local	\$ 20,401	State/Local	\$ 4,828	State/Local	\$ 25,229
Total	\$ -	Total	\$ 135,992	Total	\$ 32,185	Total	\$ 168,177