

**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 five amendments to the 2025-2028 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

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

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

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

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

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

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

**WHEREAS**, these projects are consistent with the federal emphasis on performance-based planning and programming, specifically the federal requirements pertaining to transit safety and maintaining transit assets in a state of good repair; and

**WHEREAS**, the Interagency Consultation Group has determined that these projects are exempt according to the Conformity Rule (40 CFR Parts 51 and 93); and

**WHEREAS**, the proposed Transportation Improvement Program amendment was presented to the Technical Committee on May 6, 2025.

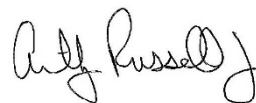
**NOW, THEREFORE, BE IT RESOLVED** that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approves the attached amendments to the 2025-2028 Transportation Improvement Program for the Baltimore region and finds them to conform to the applicable Maryland State Implementation Plan and requirements of the 1990 Clean Air Act Amendments.

**I HEREBY CERTIFY** that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution on May 27, 2025.

5-27-25

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Date



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Anthony Russell, Chair  
Baltimore Regional Transportation Board

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

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

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



**UPDATED**

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

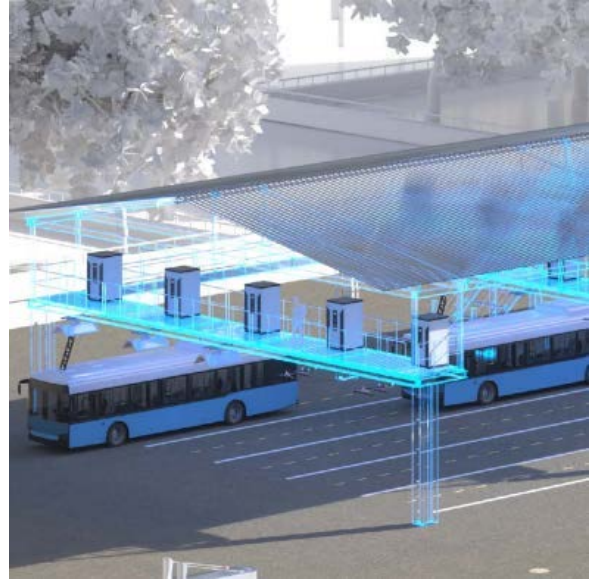
**OLD**

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

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

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

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



### UPDATED

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

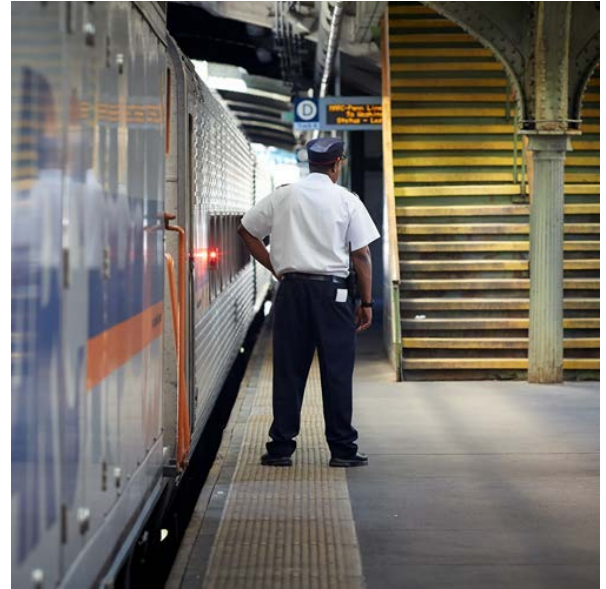
PREVIOUS

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

## 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                      |



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

### UPDATED

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

PREVIOUS

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



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

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

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

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



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

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

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

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

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



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

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