

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

**BALTIMORE REGIONAL TRANSPORTATION BOARD  
RESOLUTION #25-10**

**The one MTA Project in #25-12 has been merged with #25-10 after Technical  
Committee meeting**

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

**WHEREAS**, the Maryland Transit Administration (MDOT MTA) on behalf of Baltimore City is requesting to add the RAISE Transit Priority project to the 2025-2028 TIP, shifting funds to the anticipated year of obligation. The project will invest in dedicated bus lanes, transit signal priority, accessibility improvements, and other strategies using \$22.00 million in RAISE formula funds; and

**WHEREAS**, MDOT MTA is requesting to amend the FY 2025-2028 TIP to include a break-out project. The Patapsco Avenue Pedestrian/Bicycle Bridge will shift \$780,000 in Section 5307 flex funds to reflect proper year of obligation, and adds \$5.0 million in congressionally directed spending awarded in FY 2024; and

**WHEREAS**, MDOT MTA is requesting to amend the FY 2025-2028 TIP to add a new project called: MTA Cloud-Based Signal Priority. This project will install cloud-based signal priority solutions at approximately 90 intersections in the region using Strengthening Mobility and Revolutionizing Transportation (SMART) funds; and

**WHEREAS**, MDOT MTA is requesting on behalf of Howard County to amend the FY 2025-2028 TIP to add a new project called: US 29 Bus Rapid Transit Stations. This project will construct raised bus stop platforms at Maple Lawn Boulevard, Johns Hopkins Road, and Downtown Columbia in Howard County; and

**WHEREAS**, the Transportation Improvement Program, as amended, continues to display financial reasonableness and re-affirms the appropriate project selection criteria whereby all requirements for a Transportation Improvement Program in the Infrastructure and Investment Jobs Act are met; and

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

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

**WHEREAS**, the proposed Transportation Improvement Program amendment was presented to the Technical Committee on November 6, 2024.

**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 November 19, 2024.

11-19-24

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Date



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Anthony Russell, Chair  
Baltimore Regional Transportation Board

### Summary of FY 2025-2028 TIP Changes

Project Title	TIP Change Reason	Description	Type of Change
<p>US 29 BRT Stations: 46-2501-66</p>	<p>This amendment to the FY 2025-2028 TIP will add the US 29 BRT Stations project. This amendment will add \$1.379 million (\$750,000 federal/\$629,000 local) in construction funds in FY 2025. The total estimated cost for the project is \$1.379 million.</p>	<p>The US 29 Bus Rapid Transit Station project will construct raised bus stop platforms at three locations in Howard County; on Maple Lawn Boulevard, Johns Hopkins Road to serve the Johns Hopkins University Applied Physics Laboratory (JHU APL) campus, and Downtown Columbia. The stations will initially serve the Flash Bus Rapid Transit service extension from Burtonsville MD to Downtown Columbia; however, the raised platforms allow Howard County to provide level boarding for other transit routes identified in previous planning studies and the Howard County Transit Development Plan. Each station will be designed to provide convenient bicycle and pedestrian access and efficient transit operations.</p> <p><b>Conformity Status:</b> Exempt</p>	<p>Amendment Resolution #25-10</p>
<p>Patapsco Avenue Pedestrian/Bicycle Bridge: 42-2502-03</p>	<p>This amendment seeks to shift \$624,000 in Section 5307 flex funds to FY 2025 to reflect to year of obligation, with a state match of \$156,000. These funds were previously awarded to MTA in FY 2020 for this project through the TA project selection process. The project was also awarded a \$5,000,000 congressionally directed spending grant in FY 24, with plans for obligation in FY 26 as the project continues to progress with a \$1,250,000 million state match.</p>	<p>The Patapsco Avenue Pedestrian/Bicycle Bridge project will provide a direct and safe connection from the Cherry Hill neighborhood to the Patapsco Avenue Light Rail Station. .</p> <p><b>Conformity Status:</b> <i>Exempt</i></p>	<p>Amendment Resolution #25-10</p>
<p>MTA Cloud-Based Signal Priority: 40-2503-63</p>	<p>This amendment to the FY 2025-2028 TIP will add the MTA Cloud-Based Signal Priority project. This amendment will add funds from the Strengthening Mobility and Revolutionizing Transportation</p>	<p>The MTA Cloud-Based Signal Priority project will install cloud-based transit signal priority solutions at approximately 90 intersections on four high frequency bus lines. The project includes installation of equipment and software as well as evaluation of</p>	<p>Amendment Resolution #25-10</p>

	(SMART) grant program, with \$786,000 in construction, \$386,000 in engineering, and \$104,000 in planning in FY 2025. There are no matching funds. The total estimated cost is \$1.276 million.	system performance.	
		<b>Conformity Status:</b> <i>Exempt</i>	



### US 29 BRT Stations

<b>TIP ID</b>	46-2501-66	<b>Year of Operation</b>	2026
<b>Agency</b>	Maryland Transit Administration	<b>Project Type</b>	Transit capacity expansion
<b>Project Category</b>	Transit capacity	<b>Functional Class</b>	Varies
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	TBD	<b>Est. Total Cost</b>	\$1,379,000

**Description:**

The US 29 Bus Rapid Transit Station project will construct raised bus stop platforms at three locations in Howard County; on Maple Lawn Boulevard, Johns Hopkins Road to serve the Johns Hopkins University Applied Physics Laboratory (JHU APL) campus, and Downtown Columbia. The stations will initially serve the Flash Bus Rapid Transit service extension from Burtonsville MD to Downtown Columbia; however, the raised platforms allow Howard County to provide level-boarding for other transit routes identified in previous planning studies and the Howard County Transit Development Plan. Each station will be designed to provide convenient and ADA accessible bicycle and pedestrian access and efficient transit operations. A Howard County capital project funds the planning and design of the stations and is currently underway, with an expected completion date in early 2025.

**Project Benefits:**

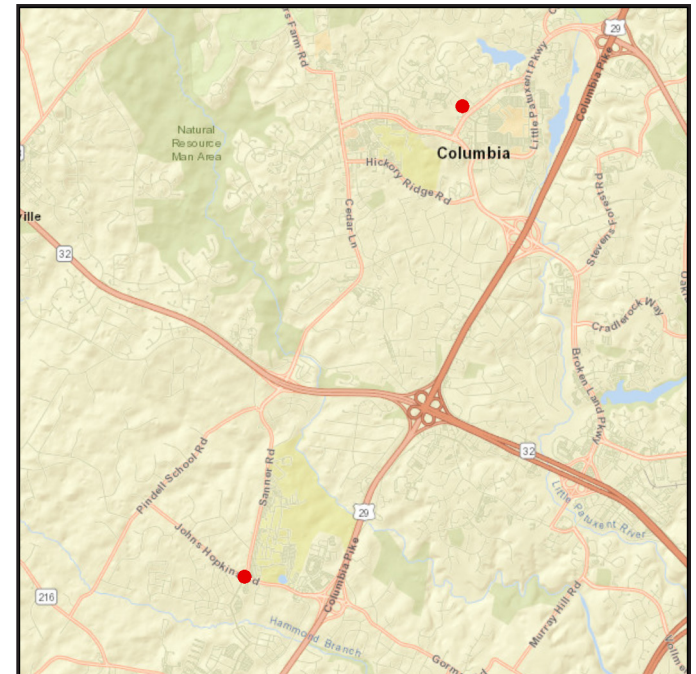
This improvement allows for the Flash Bus Rapid Transit service to extend from Burtonsville, MD to Downtown Columbia, consistent with the Howard County Transit Development Plan.

**Project Changes:**

This amendment will add a new project to the FY 2025-2028 TIP, the US 29 BRT Stations project. This project received congressionally designated community project funding. This amendment will add funds for station construction in FY 2025. The total estimated cost is \$1.379 million.

**Connection to Long-Range Transportation Planning Goals:**

- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders
- 3.D Improve Accessibility -- Invest in separated bicycle/pedestrian facilities that link to activity centers and public transit





### US 29 BRT Stations

(Funding in Thousands)

#### Other

Phase	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	Total Four-Year Funding Request
CON	\$750	\$629	\$0	\$0	\$0	\$0	\$0	\$0	\$1,379
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$750</b>	<b>\$629</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,379</b>
<b>Total</b>	<b>\$750</b>	<b>\$629</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,379</b>



### Patapsco Avenue Pedestrian/Bicycle Bridge

<b>TIP ID</b>	42-2502-03	<b>Year of Operation</b>	2030
<b>Agency</b>	Maryland Transit Administration	<b>Project Type</b>	Bicycle/pedestrian facility
<b>Project Category</b>	Emissions Reduction Strategy	<b>Functional Class</b>	Varies
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	TBD	<b>Est. Total Cost</b>	\$7,030,000

**Description:**

The Patapsco Avenue Pedestrian/Bicycle Bridge project will provide a direct connection from the Cherry Hill neighborhood to the Patapsco Avenue Light Rail Station.

**Project Benefits:**

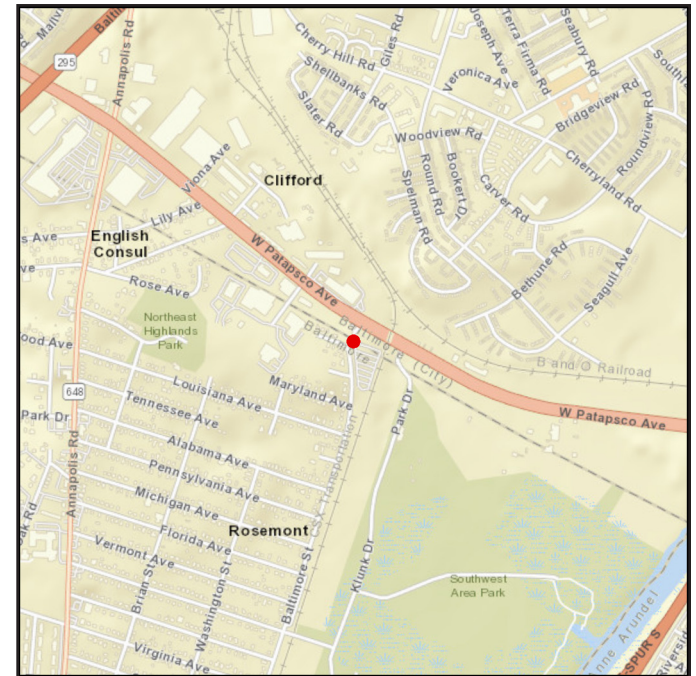
Pedestrians often cross over restricted areas of CSX and Light Rail tracks to access the Patapsco Light Rail Station, posing a danger to themselves and train operators. A safe passage over Patapsco Avenue for trail users will reduce preventable accidents.

**Project Changes:**

This amendment seeks to shift funds to FY 2025 to reflect the year of obligation. These funds were previously awarded to MTA in FY 2020 for this project through the Transportation Alternatives project selection process. Planning has been completed. The project was also awarded congressionally designated community project funding in FFY 24.

**Connection to Long-Range Transportation Planning Goals:**

- 1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities
- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.





Patapsco Avenue Pedestrian/Bicycle Bridge

(Funding in Thousands)

Section 5307 Flex (STBG funds flexed to Section 5307)

Phase	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$608	\$152	\$0	\$0	\$0	\$0	\$0	\$0	\$760
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$16	\$4	\$0	\$0	\$0	\$0	\$0	\$0	\$20
<b>Subtotal</b>	<b>\$624</b>	<b>\$156</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$780</b>

Other -- NEW

Phase	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$2,528	\$632	\$0	\$0	\$0	\$0	\$3,160
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$992	\$248	\$0	\$0	\$0	\$0	\$1,240
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$1,480	\$370	\$0	\$0	\$0	\$0	\$1,850
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,000</b>	<b>\$1,250</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,250</b>
<b>Total</b>	<b>\$624</b>	<b>\$156</b>	<b>\$5,000</b>	<b>\$618</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,030</b>





### MTA Cloud-Based Signal Priority

<b>TIP ID</b>	40-2503-63	<b>Year of Operation</b>	2026
<b>Agency</b>	Maryland Transit Administration	<b>Project Type</b>	Fleet improvement
<b>Project Category</b>	Transit preservation	<b>Functional Class</b>	Varies
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	TBD	<b>Est. Total Cost</b>	\$1,276,000

**Description:**

The MTA Cloud-Based Signal Priority project will install cloud-based transit signal priority solutions at approximately 90 intersections on four high frequency bus lines. The project includes installation of equipment and software as well as evaluation of system performance.

**Project Benefits:**

Deployment of cloud-based transit signal priority (TSP) technologies along bus route corridors can communicate with buses in shorter tie intervals and with reduce installation and maintenance costs compared to current TSP systems, leading to a service that is overall cheaper, more efficient, and more reliable.

**Project Changes:**

This amendment to the FY 2025-2028 TIP will add the MTA Cloud-Based Signal Priority project. This amendment will add funds from the Strengthening Mobility and Revolutionizing Transportation (SMART) grant program, with construction, engineering, and planning programmed in FY 2025. There are no matching funds. The total estimated cost is \$1.276 million.

**Connection to Long-Range Transportation Planning Goals:**

- 2.B Improve and Maintain the Existing Infrastructure -- Maintain traffic signals and ITS elements
- 6.D Improve System Security -- Improve system security through traffic and transit system management and operations approaches





### MTA Cloud-Based Signal Priority

(Funding in Thousands)

**Strengthening Mobility and Revolutionizing Transportation (SMART) -- NEW**

Phase	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	Total Four-Year Funding Request
CON	\$786	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$786
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$386	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$386
PL	\$104	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$104
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$1,276</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,276</b>
<b>Total</b>	<b>\$1,276</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,276</b>