

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

**BALTIMORE REGIONAL TRANSPORTATION BOARD  
RESOLUTION #25-12**

**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**, Baltimore City has requested approval of one amendment 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**, 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**, this project is consistent with the federal emphasis on performance-based planning and programming; and

**WHEREAS**, the Interagency Consultation Group has determined that this project is 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 amendment to the 2025-2028 Transportation Improvement Program for the Baltimore region and finds it 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.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Anthony Russell, Chair  
Baltimore Regional Transportation Board

### Summary of FY 2025-2028 TIP Changes

Project Title	TIP Change Reason	Description	Type of Change
<p>RAISE Transit Priority Project: 12-2201-64</p>	<p>This amendment to the FY 2025-2028 TIP will add a project that previously appeared in the FY 2024-2027 TIP. This amendment will add \$50.474 million (\$20.240 million federal/\$30.234 million matching) in construction funds from FY 2024 to FY 2025 and \$4.0 million (\$1.76 million federal/\$2.24 million matching) in engineering funds from FY 2024 to FY 2025. The total estimated cost is \$54.474 million.</p>	<p>The RAISE Transit Priority Project (Formerly: East-West Priority Corridor) proposes a comprehensive suite of investments that will facilitate more efficient transit trips, improve multi-modal connections, and address existing safety issues. This project applies strategies from the Transit Priority Toolkit to directly address existing challenges in the corridor, offering near-term investments to better connect people to jobs, education, amenities, and leisure activities while the region considers long-term options via the Regional Transit Plan. Planned strategies include dedicated bus lanes, peak only bus lanes, intersection queue jump for buses, transit signal priority, bus stop optimization, accessibility improvements, and bus bulbs. The corridor is currently served by multiple bus routes, including both the CityLink Blue and Orange. The state of Maryland is providing matching funds for this project.</p> <p><b>Conformity Status:</b> Exempt</p>	<p>Amendment Resolution #25-12</p>



### RAISE Transit Priority Project

<b>TIP ID</b>	12-2201-64	<b>Year of Operation</b>	2025
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Preservation and improvements
<b>Project Category</b>	Transit Preservation	<b>Functional Class</b>	Varies
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	10.5 miles
<b>CIP or CTP ID(s)</b>	TBD	<b>Est. Total Cost</b>	\$54,474,541

**Description:**

The RAISE Transit Priority Project (Formerly: East-West Priority Corridor) proposes a comprehensive suite of investments that will facilitate more efficient transit trips, improve multi-modal connections, and address existing safety issues. This project applies strategies from the Transit Priority Toolkit to directly address existing challenges in the corridor, offering near-term investments to better connect people to jobs, education, amenities, and leisure activities while the region considers long-term options via the Regional Transit Plan. Planned strategies include dedicated bus lanes, peak only bus lanes, intersection queue jump for buses, transit signal priority, bus stop optimization, accessibility improvements, and bus bulbs. The corridor is currently served by multiple bus routes, including both the CityLink Blue and Orange. The state of Maryland is providing matching funds for this project.

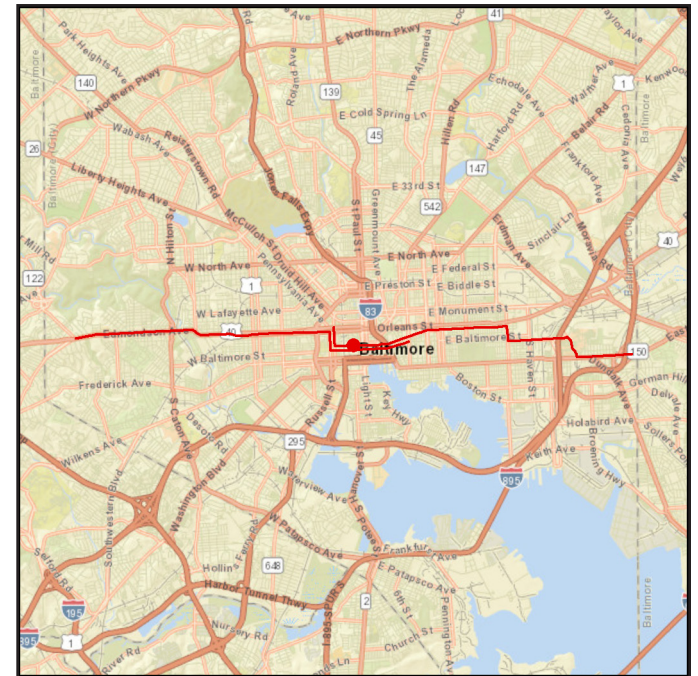
**Project Benefits:**

Improved bus service between East and West Baltimore will decrease emissions, encourage mode shift, and provide faster more reliable transit options.

**Project Changes:**  
This amendment to the FY 2025-2028 TIP will add a new project that previously appeared in the FY 2024-2027 TIP. This amendment will shift engineering funds from FY 2024 to FY 2025. The total estimated cost is \$54.474 million.

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

- 3.A Improve Accessibility -- Increase transportation options and equity for all segments of the population
- 4.A Increase Mobility -- Coordinate with MDOT and Local agencies to improve travel time reliability through performance-based planning and programming
- 7.E Promote Prosperity and Economic Opportunity -- Coordinate with communities to provide context-sensitive infrastructure





**RAISE Transit Priority Project**

(Funding in Thousands)

**Rebuilding American Infrastructure with Sustainability and Equity (RAISE) -- 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	\$20,240	\$30,234	\$0	\$0	\$0	\$0	\$0	\$0	\$50,474
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$1,760	\$2,240	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$22,000</b>	<b>\$32,474</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$54,474</b>
<b>Total</b>	<b>\$22,000</b>	<b>\$32,474</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$54,474</b>