

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #25-18**

**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 seven 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 to add the Kirk Bus Facility Replacement – Phase 1 & 2 project. This project previously appeared in the 2024-2027 TIP however MTA was not able to obligate the 5307 grant by the end of FY 2024. This amendment will add \$3.94 million in 5307 funds to reflect the year of obligation. The project built a bus maintenance building and a separate building for overnight bus storage, with construction completed in 2021; and

WHEREAS, MDOT MTA is requesting to amend the Metro and Light Rail Rolling Stock Overhaul and Replacement project. This amendment adds \$23.6 million in 5307 funding for construction in FY 2025 to reflect proper year of obligation. This project is an ongoing project to overhaul and replace midlife Light Rail and Metro vehicles to provide safe and reliable service and comply with federal maintenance requirements; and

WHEREAS, MDOT MTA is requesting to amend the Metro and Light Rail System Preservation and Improvement project. This amendment adds \$31.8 million in 5307 funds and \$4.7 million in 5337 funds for construction in FY 2025 to reflect proper year of obligation. This project is an ongoing project to rehabilitate Light Rail and Metro facilities, infrastructure, track, and equipment; and

WHEREAS, MDOT MTA is requesting to amend the Small Urban Transit Systems - Capital project. This amendment adds \$2.7 million in 5339 funds for construction in FY 2025. This project is an ongoing project to provide assistance to small urban transit systems in the region and their purchase of vehicles, equipment, and facilities; and

WHEREAS, MDOT MTA is requesting to amend the Bus and Rail Preventive Maintenance project. This amendment adds \$24.7 million in 5337 funds and \$13.4 million in 5307 funds for construction in FY 2025 to reflect proper year of obligation for preventive maintenance grants from FY 2023 and 2024; and

WHEREAS, MDOT MTA is requesting to amend the FY 2025-2028 TIP to amend the Martin Airport – All Stations Accessibility Program project. The project will support those with disabilities and mobility needs access the Martin Airport MARC Station with essential upgrades such as elevators. This project is part of the first round of funding through the Bipartisan Infrastructure Law. MDOT MTA is adding \$4.456 million in funding for engineering in FY 2025; and

WHEREAS, MDOT MTA is requesting to amend the FY 2025-2028 TIP to add the Low Floor Light Rail Fleet Transition project. The project will replace the fleet of aged Light Rail vehicles serving the Baltimore region. MDOT MTA is adding \$285.787 million in funding for planning, engineering, and construction in FY 2025, 2026, and 2027; 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 December 3, 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 December 17, 2024.

Date

Anthony Russell, Chair
Baltimore Regional Transportation Board



Kirk Bus Facility Replacement - Phase 1 & 2

TIP ID	40-1203-65	Year of Operation	2025
Agency	MTA - Transit	Project Type	Rehabilitation of facilities
Project Category	Transit Preservation	Functional Class	N/A
Conformity Status	Exempt	Physical Data	-
CIP or CTP ID(s)	TBD	Est. Total Cost	\$168,100,000

Description:

Approximately 163 buses are stored, operated, and maintained at the Kirk Division Bus Facility. Operations include preventive bus maintenance, inspections, fueling, washing, administration, operator support facilities and dispatching. Phase 1 is the construction of a 100,000 square foot state-of-the-art, sustainable design, energy-efficient building that will house the preventive maintenance function of the facility, performed in an enclosed environment, thereby enabling MTA to better control noise, exhaust fumes and visibility of the buses to the surrounding community. Phase 2 is the construction of a similar building to store buses overnight. In addition to the matching funds listed, MTA has committed \$1.207 million in state dollars.

Project Benefits:

The current facility supports 14 bus routes operating in Baltimore City and Baltimore County and was built over 65 years ago and cannot accommodate MTA 's modern fleet or hybrid and articulated buses. A new facility is required to ensure efficient transit traffic and parking. MTA has worked with the community for many years to develop a plan to modernize the Kirk Bus Facility. Phase I completed; Phase II year of completion - 2021.

Project Changes:

This amendment reinserts a project to the FY 2025-2028 TIP that was shown in previous TIPs. This amendment will add \$4.928 (\$3.942M federal/\$.986M matching) of Section 5307 (Urbanized Area Formula) funds for construction in FY 2025. This amendment shifts funds from previous years to ensure there are federal funds in the year of obligation. The total project cost increases to \$168.1M.

Connection to Long-Range Transportation Planning Goals:

- 2.D Improve and Maintain the Existing Infrastructure -- Research & Invest in measures that will reduce emissions of transit rolling stock and infrastructure
- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops
- 5.D Implement Environmentally Responsible Transportation Solutions -- Reduce energy use of the transportation system





Kirk Bus Facility Replacement - Phase 1 & 2

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects) -- 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	\$3,942	\$986	\$0	\$0	\$0	\$0	\$0	\$0	\$4,928
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
Subtotal	\$3,942	\$986	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$3,942	\$986	\$0	\$0	\$0	\$0	\$0	\$0	\$4,928



Metro and Light Rail Rolling Stock Overhaul and Replacement

TIP ID	40-1804-63	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Fleet improvement
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Multiple	Est. Total Cost	\$116,816,500

Description:

Performing Mid-life Overhaul of 53 Light Rail Vehicles. Perform selective upgrades to various systems/sub-systems to address parts obsolescence, improve safety and vehicle performance, and enhance passenger comfort. The overhaul has been engineered to provide an additional 15 years of service of the light rail vehicle fleet. The Metro cars were designed with a 30 year life and are due for replacement. The Automatic Train Protection system is currently experiencing reliability issues due to its age and parts obsolescence thus increasing maintainability issues across its various systems/sub-systems. The replacement of Metro Cars and Train Control System with modern, reliable equipment will enhance passenger comfort, ensure better reliability, and improve safety. In addition to the matching funds listed, MTA has committed \$106 million in state dollars.

Project Benefits:

The replacement of Metro vehicles and the Signaling System with modern, reliable equipment will enhance comfort, reliability, and safety. The Metro Signaling System consists of a double tracked train controlled signaling system that is 15mi long. The Metro control system was installed in three phases and the oldest section is 30 yrs old. The Automatic Train Protection system experiences reliability issues due to age and parts obsolescence, increasing issues across its various systems and sub-systems. Light rail fleet overhaul is designed to reduce system failures and improve service.

Project Changes:

This amendment will modify the project to add \$29.5M (\$23.6M federal/\$5.9M state) of Section 5307 (Urbanized Area Formula) funds for construction in FY 2025 to reflect the year of obligation of funds. The total project cost increases to \$116.8M.

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
- 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles
- 6.A Improve System Security -- Provide security-related features at transit facilities or on transit vehicles





Metro and Light Rail Rolling Stock Overhaul and Replacement

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects) -- ORIGINAL

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	\$24,179	\$6,045	\$15,043	\$3,760	\$3,331	\$832	\$0	\$0	\$53,190
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
Subtotal	\$24,179	\$6,045	\$15,043	\$3,760	\$3,331	\$832	\$0	\$0	\$53,190

Section 5337 (State of Good Repair Formula Program) -- ORIGINAL

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	\$10,000	\$2,500	\$12,163	\$3,040	\$5,140	\$1,285	\$0	\$0	\$34,128
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
Subtotal	\$10,000	\$2,500	\$12,163	\$3,040	\$5,140	\$1,285	\$0	\$0	\$34,128
Total	\$34,179	\$8,545	\$27,206	\$6,800	\$8,471	\$2,117	\$0	\$0	\$87,318



Metro and Light Rail Rolling Stock Overhaul and Replacement

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects) -- UPDATED

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	\$47,778	\$11,945	\$15,043	\$3,760	\$3,331	\$832	\$0	\$0	\$82,689
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
Subtotal	\$47,778	\$11,945	\$15,043	\$3,760	\$3,331	\$832	\$0	\$0	\$82,689

Section 5337 (State of Good Repair Formula Program)

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	\$10,000	\$2,500	\$12,163	\$3,040	\$5,140	\$1,285	\$0	\$0	\$34,128
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
Subtotal	\$10,000	\$2,500	\$12,163	\$3,040	\$5,140	\$1,285	\$0	\$0	\$34,128
Total	\$57,778	\$14,445	\$27,206	\$6,800	\$8,471	\$2,117	\$0	\$0	\$116,817



Metro and Light Rail System Preservation and Improvement

TIP ID	40-1805-64	Year of Operation	Ongoing
Agency	Maryland Transit Administration	Project Type	Preservation and improvements
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Multiple	Est. Total Cost	\$148,159,000

Description:

This is an ongoing project to rehabilitate Light Rail and Metro facilities, infrastructure, track, and equipment, including replacing interlockings, repairing tunnel liners and doors, and the design and installation of new fiber optic cables. In addition to the matching funds listed, MTA has committed \$220 million in state dollars.

Project Benefits:

The associated projects support regional management and operation initiatives to improve service and safety and assure the preservation of the Light Rail and Metro systems.

Project Changes:

This amendment will modify the project to add \$39.76M (\$31.8M federal/\$7.95M state) in Section 5307 (Urbanized Area Formula) funds and \$5.86M (\$4.687M federal/\$1.173M state) in Section 5337 (State of Good Repair Formula) funds for construction in FY 2025. This amendment shifts funds to reflect the year of obligation of funds. Revisions to the project description were also made to accurately describe project activity. The revised total project cost increases to \$148.15M.

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
- 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles
- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops





Metro and Light Rail System Preservation and Improvement

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects) -- ORIGINAL

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	\$725	\$181	\$0	\$0	\$28,268	\$7,067	\$29,135	\$7,283	\$72,659
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
Subtotal	\$725	\$181	\$0	\$0	\$28,268	\$7,067	\$29,135	\$7,283	\$72,659

Section 5337 (State of Good Repair Formula Program) -- ORIGINAL

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	\$1,851	\$462	\$0	\$0	\$8,020	\$2,005	\$14,031	\$3,507	\$29,876
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
Subtotal	\$1,851	\$462	\$0	\$0	\$8,020	\$2,005	\$14,031	\$3,507	\$29,876
Total	\$2,576	\$643	\$0	\$0	\$8,020	\$9,072	\$43,166	\$10,790	\$102,535



Metro and Light Rail System Preservation and Improvement

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects) -- UPDATED

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	\$32,536	\$8,134	\$0	\$0	\$28,268	\$7,067	\$29,135	\$7,283	\$112,423
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
Subtotal	\$32,536	\$8,134	\$0	\$0	\$28,268	\$7,067	\$29,135	\$7,283	\$112,423

Section 5337 (State of Good Repair Formula Program) -- UPDATED

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	\$6,538	\$1,635	\$0	\$0	\$8,020	\$2,005	\$14,031	\$3,507	\$35,736
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
Subtotal	\$6,538	\$1,635	\$0	\$0	\$8,020	\$2,005	\$14,031	\$3,507	\$35,736
Total	\$39,074	\$9,769	\$0	\$0	\$8,020	\$9,072	\$43,166	\$10,790	\$148,159



Small Urban Transit Systems - Capital Assistance

TIP ID	40-9502-05	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 or CTP ID(s)	NA	Est. Total Cost	\$4,970,000

Description:

Capital assistance to small urban transit systems throughout the region to purchase vehicles, equipment, and facilities. The Baltimore region's small urban transit system includes Carroll Transit System, Anne Arundel County, The City of Annapolis, Baltimore County, Baltimore City, and Howard County. Planned purchases include 5 small bus replacements, 3 small cutaway bus expansions, 3 minivan expansions, 3 heavy duty bus replacements, and continued preventative maintenance.

Project Benefits:

Small urban transit capital assistance will enable locally operated transportation systems to operate such that local needs for services can be met. The small urban systems are important components of the regional transportation network.

Project Changes:

This amendment will modify the project to add \$3.37M (\$2.7M federal/\$674K state matching) in 5339 funds for other funds in FY 2025. Revisions to the project description were also made to include Baltimore County and Baltimore City in the list of urban transit systems. The revised total project cost increases to \$4.97M.

Connection to Long-Range Transportation Planning Goals:

- 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles
- 3.A Improve Accessibility -- Increase transportation options and equity 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





Small Urban Transit Systems - Capital Assistance

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects) -- ORIGINAL

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	\$160	\$40	\$160	\$40	\$400
OTH	\$160	\$40	\$0	\$200	\$0	\$0	\$0	\$0	\$400
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
Subtotal	\$160	\$40	\$0	\$200	\$160	\$40	\$160	\$40	\$800

Section 5339 (Buses and Bus Facilities Formula Program) -- ORIGINAL

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	\$160	\$40	\$160	\$40	\$160	\$40	\$160	\$40	\$800
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
Subtotal	\$160	\$40	\$160	\$40	\$160	\$40	\$160	\$40	\$800
Total	\$320	\$80	\$160	\$240	\$160	\$80	\$320	\$80	\$1,600



Small Urban Transit Systems - Capital Assistance

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects) -- UPDATED

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	\$160	\$40	\$160	\$40	\$400
OTH	\$160	\$40	\$0	\$200	\$0	\$0	\$0	\$0	\$400
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
Subtotal	\$160	\$40	\$0	\$200	\$160	\$40	\$160	\$40	\$800

Section 5339 (Buses and Bus Facilities Formula Program) -- UPDATED

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	<u>\$2,853</u>	<u>\$714</u>	\$160	\$40	\$160	\$40	\$160	\$40	<u>\$4,167</u>
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
Subtotal	<u>\$2,853</u>	<u>\$714</u>	\$160	\$40	\$160	\$40	\$160	\$40	<u>\$4,167</u>
Total	<u>\$3,013</u>	<u>\$744</u>	\$160	\$240	\$160	\$80	\$320	\$80	<u>\$4,967</u>



Bus and Rail Preventative Maintenance

TIP ID	40-1204-64	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Preservation and improvements
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Multiple	Est. Total Cost	\$243,300,000

Description:

This project provides preventative maintenance on the Bus, Light Rail and Metro systems to improve safety, reliability and passenger comfort.

Project Benefits:

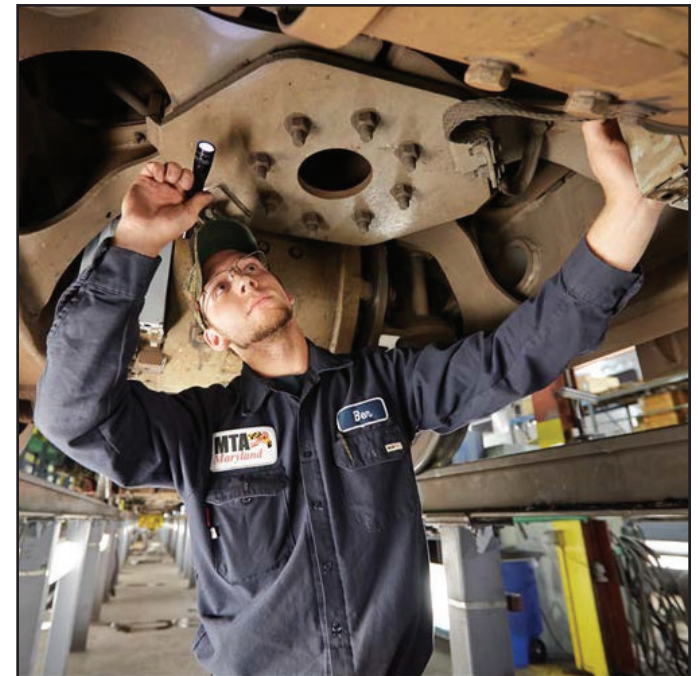
Regular preventive maintenance on the transit system will allow MTA to provide safe and reliable service. Proper maintenance extends the useful life of transit vehicles.

Project Changes:

This amendment will modify the project to add \$24.25M (\$13.4M federal/\$3.36M state) in Section 5307 (Urbanized Area Formula) funds and \$61.189M (\$24.748M federal/\$6.187M state) in Section 5337 (State of Good Repair Formula) funds in FY 2025 to obligate preventive maintenance grants received in previous fiscal years. The total project cost increases to \$243.3M.

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
- 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles
- 6.A Improve System Security -- Provide security-related features at transit facilities or on transit vehicles.





Bus and Rail Preventative Maintenance

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects) -- ORIGINAL

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	\$14,416	\$3,604	\$13,922	\$3,480	\$13,418	\$3,354	\$52,194
OTH	\$14,900	\$3,725	\$0	\$0	\$0	\$0	\$0	\$0	\$18,625
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
Subtotal	\$14,900	\$3,725	\$14,416	\$3,604	\$13,922	\$3,480	\$13,418	\$3,354	\$70,819

Section 5337 (State of Good Repair Formula Program) -- ORIGINAL

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	\$24,687	\$6,171	\$25,181	\$6,295	\$25,685	\$6,421	\$94,440
OTH	\$24,203	\$6,051	\$0	\$0	\$0	\$0	\$0	\$0	\$30,254
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
Subtotal	\$24,203	\$6,050	\$24,687	\$6,171	\$25,181	\$6,295	\$25,685	\$6,421	\$125,693
Total	\$39,103	\$9,775	\$39,103	\$9,775	\$39,103	\$9,775	\$39,103	\$9,775	\$195,512



Bus and Rail Preventative Maintenance

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects) -- UPDATED

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	\$14,416	\$3,604	\$13,922	\$3,480	\$13,418	\$3,354	\$52,194
OTH	\$28,344	\$7,086	\$0	\$0	\$0	\$0	\$0	\$0	\$35,430
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
Subtotal	\$28,344	\$7,086	\$14,416	\$3,604	\$13,922	\$3,480	\$13,418	\$3,354	\$87,624

Section 5337 (State of Good Repair Formula Program) -- UPDATED

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	\$24,687	\$6,171	\$25,181	\$6,295	\$25,685	\$6,421	\$94,440
OTH	\$48,951	\$12,238	\$0	\$0	\$0	\$0	\$0	\$0	\$61,189
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
Subtotal	\$48,951	\$12,238	\$24,687	\$6,171	\$25,181	\$6,295	\$25,685	\$6,421	\$155,629
Total	\$77,295	\$19,324	\$39,103	\$9,775	\$39,103	\$9,775	\$39,103	\$9,775	\$243,253



Martin Airport - All Stations Accessibility Program

TIP ID	73-2401-64	Year of Operation	2029
Agency	MTA - Commuter Rail	Project Type	Rehabilitation of facilities
Project Category	Commuter Rail Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	1571	Est. Total Cost	\$8,911,000

Description:

Development of plans and completion of environmental work for the future renovation of the Martin Airport station on its Penn commuter rail line to make it safer and fully accessible. The station, located north of Baltimore currently requires riders to cross multiple tracks to board the train.

Project Benefits:

To support those with disabilities and mobility needs to access some of the nation’s oldest and busiest rail transit systems through essential upgrades, such as elevators. This project is part of the first round of funding per President Biden’s Bipartisan Infrastructure Law, designed to improve accessibility so everyone, including those who use wheelchairs, push strollers, or cannot easily navigate stairs, can reliably access the rail systems in their communities.

Project Changes:
This amendment will modify the project to add \$4.456M (\$3.555M federal/\$.901M state) in All Stations Accessibility Program (ASAP) grant funds and \$5.86M (\$4.687M federal/\$1.173M state) in Section 5337 (State of Good Repair Formula) funds for engineering in FY 2025. This amendment adds funds in their year of obligation. The estimated total project cost increases to \$8.911M.

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
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders
- 3.E Improve Accessibility -- Apply strategies from the Coordinated Public Transit – Human Services Transportation Plan





Jurisdiction

2025 - 2028 Transportation Improvement Program

Project Category

Martin Airport - All Stations Accessibility Program

(Funding in Thousands)

All Stations Accessibility Program (ASAP)

-- ORIGINAL

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	\$3,555	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$4,455
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$3,555	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$4,455



Jurisdiction

2025 - 2028 Transportation Improvement Program

Project Category

Martin Airport - All Stations Accessibility Program

(Funding in Thousands)

All Stations Accessibility Program (ASAP)

-- UPDATED

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	<u>\$7,110</u>	<u>\$1,801</u>	\$0	\$0	\$0	\$0	\$0	\$0	<u>\$8,911</u>
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	<u>\$7,110</u>	<u>\$1,801</u>	\$0	\$0	\$0	\$0	\$0	\$0	<u>\$8,911</u>



Low Floor Light Rail Fleet Transition

TIP ID	40-2504-63	Year of Operation	2034
Agency	MTA - Transit	Project Type	Preservation and improvements
Project Category	Transit Preservation	Functional Class	Varies
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	2157, 1859, 2443, 2444	Est. Total Cost	\$1,400,000,000

Description:

The Low Floor Light Rail Fleet Transition project will replace the entire existing aged fleet of Light Rail vehicles serving the Baltimore region. MTA's existing fleet includes 52 standard 95' rail cars dating back to the system's launch in 1992. All vehicles have reached the end of their useful life. The project will also include the significant improvements to the Cromwell and North Avenue maintenance facilities, station improvements, signal upgrades, positive train control, and traction power substation upgrades to accommodate the new vehicles.

Project Benefits:

The vehicle replacement with modern, low-floor vehicles will reduce the number of vehicles that are regularly out of service for repairs. The goal for this project is to improve the reliability, safety, and performance level of the Light Rail system to benefit all users. The project includes reconfiguration and improvements to the two maintenance facilities and station upgrades at all 33 stations to ensure ADA compatible access with the new vehicle fleet.

Project Changes:

This amendment will add a project to the FY 2025-2028 TIP. This project is funded primarily by a Rail Vehicle Replacement federal award for the purchase of new vehicles and other improvements. The amendment adds \$285M (\$228M federal/\$57M state match) for planning, engineering, and construction. The total project cost is \$285.7M.

Connection to Long-Range Transportation Planning Goals:

- 1.B Improve System Safety -- Adopt relevant state and local plans that seek to reduce transportation related injuries and fatalities
- 2.B Improve and Maintain the Existing Infrastructure -- Maintain traffic signals and ITS elements
- 4.A Increase Mobility -- Coordinate with MDOT and Local agencies to improve travel time reliability through performance-based planning and programming





Low Floor Light Rail Fleet Transition

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects) -- 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	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	<u>\$3,880</u>	<u>\$970</u>	\$0	\$0	\$0	\$0	\$0	\$0	<u>\$4,850</u>
PL	\$0	\$0	<u>\$1,363</u>	<u>\$341</u>	\$0	\$0	\$0	\$0	<u>\$1,704</u>
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$3,880</u>	<u>\$970</u>	<u>\$1,363</u>	<u>\$341</u>	\$0	\$0	\$0	\$0	<u>\$6,554</u>

Section 5337 (State of Good Repair Formula Program) -- 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	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	<u>\$4,240</u>	<u>\$1,060</u>	<u>\$617</u>	<u>\$155</u>	\$0	\$0	\$0	\$0	<u>\$6,072</u>
PL	<u>\$2,259</u>	<u>\$565</u>	\$0	\$0	<u>\$2,572</u>	<u>\$643</u>	\$0	\$0	<u>\$6,039</u>
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$6,499</u>	<u>\$1,625</u>	<u>\$617</u>	<u>\$155</u>	<u>\$2,572</u>	<u>\$643</u>	\$0	\$0	<u>\$12,111</u>



Low Floor Light Rail Fleet Transition

(Funding in Thousands)

Rail Vehicle Replacement Grant -- 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	\$192,373	\$48,094	\$0	\$0	\$0	\$0	\$0	\$0	\$240,467
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$21,324	\$5,331	\$0	\$0	\$0	\$0	\$0	\$0	\$26,655
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$213,697	\$53,425	\$0	\$0	\$0	\$0	\$0	\$0	\$267,122
Total	\$224,076	\$56,020	\$1,980	\$496	\$2,572	\$643	\$0	\$0	\$285,787