

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #26-1**

**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, Harford County has requested approval of one amendment to the 2025-2028 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, Harford County is requesting to amend the FY 2025-2028 TIP to add a new project, the Harford Transit LINK New Operations Facility. This project will replace the legacy operations and maintenance center in Abingdon with a new facility in Aberdeen. Harford County is adding \$65.7 million in federal 5339 funds and local matching funds in FY 2025-2027 to support the project. The total estimated cost for the project is \$66.0 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 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 July 1, 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 July 22, 2025.

Date

Trey Dickerson, Chair
Baltimore Regional Transportation Board

Summary of FY 2025-2028 TIP Changes

Project Title	TIP Change Reason	Description	Type of Change
<p>Harford Transit LINK New Operations Center Facility: 15-2505-66</p>	<p>This amendment to the FY 2025-2028 TIP will add the Harford Transit LINK New Operations Facility project. This amendment will add \$5.64M (\$4.79M federal/\$0.85M matching) in Engineering funds in FY 2025, \$2.93M (\$2.49M federal/\$0.44M matching) in Other funds in FY 2026, and \$57.11M (\$48.54M federal/\$8.57 matching) in Construction funds in FY 2027. The total estimated cost is \$65.69M.</p>	<p>Harford Transit LINK, the direct operator in the Bel Air-Aberdeen, MD UZA is seeking support to replace the legacy operations and maintenance center in Abingdon with a new facility on property Harford County Maryland has acquired in Aberdeen. The purchase of this property in the amount of \$32 million is the demonstrated commitment and portion of matching funds required for this design, engineer and build project. Additionally, matching funds will be appropriated annually through the budget process.</p> <p>This application builds on the initial County investment of land acquisition and \$9.8 million future matching funds and multi-departmental in-kind support.</p> <p>Conformity Status: Exempt</p>	<p>Amendment Resolution #26-1</p>

15-2503-66 - Harford Transit LINK New Operations Center Facility

Agency	Harford County
Year of Operation	2030
Project Category	Environmental/Safety
Project Type	Safety other (E/S)
Conformity	Exempt
Functional Classification	NA
CIP ID	-
CTP ID	-
Route/Road Name	NA
Length	NA
Existing Lanes	NA
Proposed Lanes	NA
Estimated Total Cost	\$66,000,000



Project Description	<p>Harford Transit LINK, the direct operator in the Bel Air-Aberdeen, MD UZA is seeking support to replace the legacy operations and maintenance center in Abingdon with a new facility on property Harford County Maryland has acquired in Aberdeen. The purchase of this property in the amount of \$32 million is the demonstrated commitment and portion of matching funds required for this design, engineer and build project. Additionally, matching funds will be appropriated annually through the budget process.</p> <p>This application builds on the initial County investment of land acquisition and \$9.8 million future matching funds and multi-departmental in-kind support.</p>
Project Benefits	<p>The existing Operations and Maintenance Facility is no longer meeting current needs or is prepared for the future. The current location and facilities lack resources and infrastructure to continue to support the growth of transit services in Harford County. This facility operates on a septic system which has malfunctioned and failed, the parking lot can only accommodate the revenue vehicle fleet and not employee parking and visitor parking challenges are also present. The age of the system is making finding parts almost impossible. A new roof is required to remain in the current location.</p>
Connection to Long-Range Transportation Planning Goals	<p>6.A Improve System Security -- Provide security-related features at transit facilities or on transit vehicles</p> <p>2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles</p> <p>7.A Promote Prosperity and Economic Opportunity -- Coordinate land use decisions and transportation planning with cost of transportation</p>

NEW

Phase	Fund Source	FY2025	FY2026	FY2027	FY2028	Total
ENG	5339	\$4,794,973	-	-	-	\$4,794,973
ENG	Local	\$846,172	-	-	-	\$846,172
Total ENG		\$5,641,145	-	-	-	\$5,641,145
OTH	5339	-	\$2,492,832	-	-	\$2,492,832
OTH	Local	-	\$439,912	-	-	\$439,912
Total OTH		-	\$2,932,744	-	-	\$2,932,744
CON	5339	-	-	\$48,544,504	-	\$48,544,504
CON	Local	-	-	\$8,566,677	-	\$8,566,677
Total CON		-	-	\$57,111,181	-	\$57,111,181
Active TIP Years		\$5,641,145	\$2,932,744	\$57,111,181	-	\$65,685,070
Total Programmed		\$5,641,145	\$2,932,744	\$57,111,181	-	\$65,685,070

Proposed Amendments to the 2025-2028 TIP (July 2025) – Conformity Exemption Status

Project		Reason for Amendment	Project Description	Proposed Conformity Status
A	Harford Transit LINK New Operations Center Facility: 15-2505-66	This amendment to the FY 2025-2028 TIP will add the Harford Transit LINK New Operations Facility project. This amendment will add \$5.64M (\$4.79M federal/\$0.85M matching) in Engineering funds in FY 2025, \$2.93M (\$2.49M federal/\$0.44M matching) in Other funds in FY 2026, and \$57.11M (\$48.54M federal/\$8.57M matching) in Construction funds in FY 2027. The total estimated cost is \$65.69M.	Harford Transit LINK, the direct operator in the Bel Air-Aberdeen, MD UZA is seeking support to replace the legacy operations and maintenance center in Abingdon with a new facility on property Harford County Maryland has acquired in Aberdeen. The purchase of this property in the amount of \$32 million is the demonstrated commitment and portion of matching funds required for this design, engineer and build project. Additionally, matching funds will be appropriated annually through the budget process.	Exempt

Do the proposed TIP amendments require a conformity determination?

No. This project is exempt from the requirement to determine conformity in accordance with Section 93.126 of the Conformity Rule.

Project	Exempt status – Sec. 93.126, Table 2
A	- Reconstruction or renovation of transit buildings and structures