

March 11, 2025

Ms. Valeriya Remezova
Division Administrator
Attn: Ms. Jasmine Champion
Federal Highway Administration
Maryland Division
George H. Fallon Federal Building
31 Hopkins Plaza, Suite 1520
Baltimore MD 21201

Ms. Terry Garcia Crews
Regional Administrator
Attn: Mr. Daniel Sommerville
Federal Transit Administration, Region III
1835 Market Street, Suite 1910
Philadelphia PA 19103-2968
Dear Ms. Remezova and Ms. Crews:

The Maryland Department of Transportation (MDOT) hereby amends the Fiscal Year (FY) 2022-2025 Maryland Statewide Transportation Improvement Program (STIP) to add a new project to the Baltimore Regional Transportation Planning Board (BRTB) FY 2025-2028 Transportation Improvement Program (TIP), and on behalf of the Maryland Equitable Charging Infrastructure Partnership (MCEC). This amendment was approved by the BRTB on November 19, 2024.

| Project Name | STIP # | Funding Source | FY22-FY25 Net Federal Change (in 000's) |
|---|---------------|-----------------------|--|
| Maryland Equitable Charging Infrastructure Partnership (MCEC) | 00-2501-09 | CFI | \$453 |

The MDOT has assigned Control #22-206 for this amendment to the TIP, and the supporting documentation is attached.

Ms. Valeriya Remezova
Ms. Terry Garcia Crews
Page Two

The Maryland Statewide Transportation Improvement Program (STIP) continues to be fiscally constrained. Should you have additional questions or concerns, please contact me at 410-865-1098, toll free 888-713-1414 or via e-mail at djanousek@mdot.maryland.gov.

Sincerely,

A handwritten signature in cursive script that reads "Dan Janousek".

Dan Janousek
Regional Planner
Office of Planning, Programming, and Project Delivery (OPPPD)

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPPPD, MDOT
Mr. Shawn Keirnan, Strategic Planner, OPPPD, MDOT



November 19, 2024

Mr. Geoff Anderson, Chief
Office of Planning, Programming, and Delivery
Attn: Mr. Dan Janousek
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076-1415

Dear Mr. Anderson:

Enclosed are two amendments to the *2025-2028 Baltimore Region Transportation Improvement Program (TIP)* as approved by the Baltimore Regional Transportation Board (BRTB) on November 19, 2024. The documentation enclosed supports changes to the *2025-2028 TIP* for one Anne Arundel County project and one project from the Maryland Clean Energy Center.

- **Vision Zero Pedestrian and Bicycle Count Program: 11-2503-39**
- **Maryland Equitable Charging Infrastructure Partnership (MECIP): 00-2501-09**

These amendments were presented to the Technical Committee on November 6, 2024. The Interagency Consultation Group (ICG) has determined this project to be exempt according to the conformity rule.

Anne Arundel County and the Maryland Clean Energy Center have affirmed that fiscal constraint for their program of projects remains intact and have made a commitment to the match required.

Pursuant to the prescribed TIP amendment process MOU signed in 2014, the BRTB approved Resolutions #25-13 and #25-14 to support these changes to the *2025-2028 TIP*.



If you have any questions, please feel free to call me.

Sincerely,

A handwritten signature in black ink, appearing to read "Todd R. Lang", written over a light blue horizontal line.

Todd R. Lang, Director
Transportation Planning

Enclosures

cc: Mr. Brian Ulrich, Anne Arundel County
Ms. Tanya Asman, Anne Arundel County
Ms. Michelle Martin, MDOT
Ms. Kari Synder, MDOT
Ms. Amy Gillespie, Maryland Clean Energy Center
Mr. Lawrence Twele, Maryland Clean Energy Center



Summary of FY 2025-2028 TIP Changes

| Project Title | TIP Change Reason | Description | Type of Change |
|---|---|--|-----------------------------|
| Vision Zero Pedestrian and Bicycle Count Program: 11-2503-39 | This amendment to the FY 2025-2028 TIP will add the Vision Zero Pedestrian and Bicycle Count Program project. This amendment will add \$75,000 (\$67,500 federal/\$7,500 matching) in other funds for procurement in FY 2025. The total estimated cost is \$54.474 million. | Anne Arundel County is establishing a counting program for pedestrians and bicyclists. Anne Arundel County adopted Vision Zero by Executive Order in 2022. To implement the action plan, the County is purchasing permanent and portable units to count pedestrians and bicyclists at intersections where trails cross roads with higher volumes of vehicular traffic. The counters can also be used to identify changes in volumes of pedestrian and bicycle use after a facility has been installed to determine if countermeasures are necessary to prevent crashes involving pedestrians and bicyclists. Conformity Status: Exempt | Amendment Resolution #25-13 |
| Maryland Equitable Charging Infrastructure Partnership (MECIP): 00-2501-09 | This amendment will add a new project to the FY 2025-2028 TIP, the Maryland Equitable Charging Infrastructure Partnership. This project will install 15 EV chargers in the Baltimore area, owned and operated by private partners with locations approved by the FHWA. The total estimated cost is \$4.836 million. | This project will provide privately held EV Charging technology and infrastructure to the existing Alternative Fuel Corridors in the Baltimore Region. Conformity Status: Exempt | Amendment Resolution #25-14 |

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #25-14**

**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 Department of Transportation on behalf of the Maryland Clean Energy Center (MCEC) has requested approval of one amendment to the 2025-2028 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, MCEC is requesting to add the Maryland Equitable Charging Infrastructure Partnership project to the 2025-2028 TIP. The project will provide private EV charging technology and infrastructure to the region's existing Alternative Fuel Corridors using Charging and Fueling Infrastructure (CFI) discretionary grant 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.

11/19/2024

Date



Anthony Russell, Chair
Baltimore Regional Transportation Board



Maryland Equitable Charging Infrastructure Partnership (MECIP)

| | | | |
|--------------------------|------------------------------|--------------------------|-------------|
| TIP ID | 00-2501-09 | Year of Operation | 2027 |
| Agency | Other | Project Type | Other |
| Project Category | Emissions Reduction Strategy | Functional Class | NA |
| Conformity Status | Exempt | Physical Data | NA |
| CIP or CTP ID(s) | TBD | Est. Total Cost | \$4,836,552 |

Description:

The Maryland Clean Energy Center (MCEC) and multiple partners throughout Maryland are working in collaboration on a state-wide grant for the U.S. Department of Transportation, Federal Highway Administration’s (FHWA) Charging and Fueling Infrastructure Discretionary Grant Opportunity (CFI). The MECIP grant honors the goals of the CFI Program’s intent to accelerate an electrified transportation system that is convenient, affordable, reliable, equitable, accessible, and safe. This project will provide privately held EV Charging technology and infrastructure to the existing Alternative Fuel Corridors in the Baltimore Region.

Project Benefits:

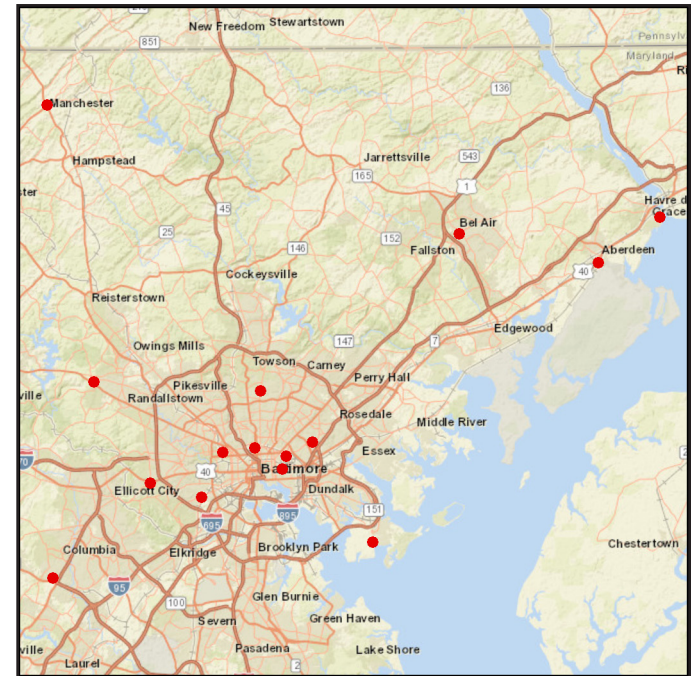
This project gives rural, urban, and Justice40 areas access to EV Chargers. The MECIP is made up of statewide public and private partners working collaboratively to bring ready to deploy equitable charging and infrastructure to the State of Maryland. The statewide increase in EV chargers will help put the U.S. and the nation’s capital on a path to a nationwide network of at least 500,000 EV chargers by 2030.

Project Changes:

This amendment will add a new project to the FY 2025-2028 TIP, the Maryland Equitable Charging Infrastructure Partnership. This project will install 15 EV chargers in the Baltimore area, owned and operated by private partners with locations approved by the FHWA. The total estimated cost is \$4.836 million.

Connection to Long-Range Transportation Planning Goals:

- 5.D Implement Environmentally Responsible Transportation Solutions -- Reduce energy use of the transportation system
- 5.E Implement Environmentally Responsible Transportation Solutions -- Reduce greenhouse gas emissions according to state and local plans
- 5.H Implement Environmentally Responsible Transportation Solutions -- Promote policies that encourage electric & alternative fuel vehicles and infrastructure





Maryland Equitable Charging Infrastructure Partnership (MECIP)

(Funding in Thousands)

Charging and Fueling Infrastructure (CFI)

| 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 | \$318 | \$0 | \$955 | \$0 | \$955 | \$0 | \$955 | \$0 | \$3,183 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$31 | \$0 | \$10 | \$0 | \$0 | \$0 | \$0 | \$0 | \$41 |
| PL | \$104 | \$0 | \$104 | \$0 | \$0 | \$0 | \$0 | \$0 | \$208 |
| ROW | \$0 | \$0 | \$22 | \$0 | \$0 | \$0 | \$0 | \$0 | \$22 |
| Subtotal | \$454 | \$0 | \$1,092 | \$0 | \$955 | \$0 | \$955 | \$0 | \$3,457 |

Private Funding

| 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 | \$127 | \$0 | \$381 | \$0 | \$381 | \$0 | \$381 | \$1,270 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$0 | \$12 | \$0 | \$4 | \$0 | \$0 | \$0 | \$0 | \$16 |
| PL | \$0 | \$41 | \$0 | \$41 | \$0 | \$0 | \$0 | \$0 | \$83 |
| ROW | \$0 | \$0 | \$0 | \$9 | \$0 | \$0 | \$0 | \$0 | \$9 |
| Subtotal | \$0 | \$181 | \$0 | \$435 | \$0 | \$381 | \$0 | \$381 | \$1,379 |
| Total | \$454 | \$181 | \$1,092 | \$435 | \$955 | \$381 | \$955 | \$381 | \$4,836 |

August 29, 2024

Mr. Todd Lang
Transportation Planning Director
ATTN: Ms. Ndemazea Fonkem
Baltimore Metropolitan Council
1500 Whetstone Way, Suite 300
Baltimore Maryland 21230

Dear Mr. Lang:

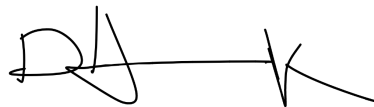
The Maryland Department of Transportation (MDOT) requests an amendment to add two projects to the Baltimore Region's FY 2025-2028 TIP, and on behalf of the Maryland Clean Energy Center (MCEC) and the Maryland Ports Administration (MPA).

The MECIP will install fifteen electric vehicle charging sites in the Baltimore Region, which will invest \$3.46M of federal discretionary funds with a local match of \$1.4M to complete the project. The overall project cost is \$4.8M. The MCEC was awarded a grant from the Federal Highway Administration (FHWA) Charging and Fueling Infrastructure Discretionary Grant Opportunity (CFI). The project will support the state's Alternative Fuel Corridors by providing new access to passenger vehicle charging infrastructure.

The MPA is adding the Fairfield Masonville Stormwater Management Phase 1 project to the TIP, using \$3.6M in PROTECT federal formula funds with \$900K in state matching funds for a total project cost of \$4.5M. This project will help reduce surface runoff and water pollution resulting from the transportation system.

If you have questions or need additional information, please contact me at 410-865-1098, or via email at djanousek@mdot.maryland.gov for assistance.

Sincerely,



Dan Janousek
Regional Planner
Office of Planning, Programming & Project Delivery

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPCP, MDOT



Amy Gillespie
Grants Administration and Compliance Officer
Maryland Clean Energy Center
5000 College Ave - Suite 31010
College Park, MD 20740

August 15, 2024

Dan Janousek
Regional Planner
Office of Planning and Capital Programming
Maryland Department of Transportation
7201 Corporate Center Drive, Hanover, MD 21076

Dear Mr. Janousek:

Please accept this letter as an official request to the Maryland Department of Transportation to present an amendment to the FY 2023-2026 Baltimore Regional Transportation Board (BRTB) Transportation Improvement Program (TIP) on behalf of the Maryland Clean Energy Center (MCEC). MCEC also requests that this project be presented as an amendment to the FY 2022-2025 Statewide Transportation Improvement Program (STIP).

MCEC was awarded a grant from the U.S. Department of Transportation, Federal Highway Administration's (FHWA) Charging and Fueling Infrastructure Discretionary Grant Opportunity (CFI). The project is entitled Maryland Equitable Charging Infrastructure Partnership (MECIP) and will install 58 sites in communities across the State of Maryland.

This project will provide density to the existing Alternative Fuel Corridors and gives rural, urban, and Justice40 areas access to EV Charging technology.

There will be 15 sites in the Baltimore Region which will invest \$3,457,250 of federal funds with a local match of \$1,379,303 to complete this project. The overall project cost is \$4,836,553.

Additional information about this program is available at

<https://www.mdcleanenergy.org/15m-federal-grant-awarded-to-maryland-public-private-partnership-to-support-ev-charging-network/>

Thank you for your consideration.

Sincerely,

Amy Gillespie
Grants Administration and Compliance Officer
Maryland Clean Energy Center

Lat/Long

| |
|---------------------|
| 39.30871, -76.57609 |
| 39.38449, -76.82613 |
| 39.32330, -76.54140 |
| 39.29603, -76.58095 |
| 39.53324, -76.34777 |
| 39.37491, -76.60918 |
| 39.22959, -76.46358 |
| 39.31271 -76.65797 |
| 39.26738, -76.68603 |
| 39.54828, -76.08674 |
| 39.66488, -76.88630 |
| 39.18651, -76.87975 |
| 39.50251, -76.16731 |
| 39.31708, -76.61682 |
| 39.28164, -76.75292 |

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP #TBD

SUMMARY TABLE

| | Amendment Criteria | Conformity Status | Environmental Status | Current Funding Level (000s) | | |
|--|---|-------------------|----------------------|------------------------------|-------------|--------|
| | | | | Federal | State/Local | Total |
| Maryland Equitable Charging Infrastructure Partnership (MECIP) | A | Exempt | N/A | \$ - | \$ - | \$ - |
| | Administration | Area/MPO | CTP Page | Net Funding Change (000s) | | |
| | MCEC | BRTB | N/A | Federal | State/Local | Total |
| | | | | \$ 453 | \$ 180 | \$ 633 |
| Description | The Maryland Clean Energy Center (MCEC) and multiple partners throughout Maryland are working in collaboration on a state-wide grant for the U.S. Department of Transportation, Federal Highway Administration's (FHWA) Charging and Fueling Infrastructure Discretionary Grant Opportunity (CFI). Chargers will be deployed in the Baltimore region. | | | | | |
| Justification | This project provides access to EV chargers. | | | | | |

INDIVIDUAL REQUEST FORM

| STIP/TIP Amendment Criteria | Funding | FY 2022 | FY 2023 | FY 2024 | FY 2025 | Total | |
|--|-----------------|----------------|---------|---------|---------|--------|--------|
| | | Current (000s) | Total | \$ - | \$ - | \$ - | \$ - |
| <input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP <input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other (Adds new funding source (PROTECT)) | Federal | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | State/Local | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | Proposed (000s) | Total | \$ - | \$ - | \$ - | \$ 633 | \$ 633 |
| | Federal | \$ - | \$ - | \$ - | \$ 453 | \$ 453 | |
| | State/Local | \$ - | \$ - | \$ - | \$ 180 | \$ 180 | |
| | Change (000s) | Total | \$ - | \$ - | \$ - | \$ 633 | \$ 633 |
| | Federal | \$ - | \$ - | \$ - | \$ 453 | \$ 453 | |
| | State/Local | \$ - | \$ - | \$ - | \$ 180 | \$ 180 | |

PHASE DETAIL

| Current | | FY 2022 | | FY 2023 | | FY 2024 | | FY 2025 | | TOTAL | | |
|--------------|---------|---------|-------------|---------|-------------|---------|-------------|---------|-------------|---------|-------------|-------|
| Phase | Funding | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Total |
| PP | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| PE | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RW | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CO | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Other | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

| Proposed | | FY 2022 | | FY 2023 | | FY 2024 | | FY 2025 | | TOTAL | | |
|--------------|---------|---------|-------------|---------|-------------|---------|-------------|---------|-------------|---------|-------------|--------|
| Phase | Funding | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Total |
| PP | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 104 | \$ 41 | \$ 104 | \$ 41 | \$ 145 |
| PE | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 31 | \$ 12 | \$ 31 | \$ 12 | \$ 43 |
| RW | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CO | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 318 | \$ 127 | \$ 318 | \$ 127 | \$ 445 |
| Other | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 453 | \$ 180 | \$ 453 | \$ 180 | \$ 633 |

| Change | | FY 2022 | | FY 2023 | | FY 2024 | | FY 2025 | | TOTAL | | |
|--------------|---------|---------|-------------|---------|-------------|---------|-------------|---------|-------------|---------|-------------|--------|
| Phase | Funding | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Total |
| PP | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 104 | \$ 41 | \$ 104 | \$ 41 | \$ 145 |
| PE | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 31 | \$ 12 | \$ 31 | \$ 12 | \$ 43 |
| RW | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CO | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 318 | \$ 127 | \$ 318 | \$ 127 | \$ 445 |
| Other | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 453 | \$ 180 | \$ 453 | \$ 180 | \$ 633 |

TOTAL PROJECT COST

| Prior Cost (≤ FY 2021) | | STIP Cost (FY 2022-2025) | | Balance to Complete (≥ FY 2026) | | Total Project Cost | |
|------------------------|------|--------------------------|--------|---------------------------------|----------|--------------------|----------|
| Federal | \$ - | Federal | \$ 453 | Federal | \$ 3,002 | Federal | \$ 3,455 |
| State/Local | \$ - | State/Local | \$ 180 | State/Local | \$ 1,197 | State/Local | \$ 1,377 |
| Total | \$ - | Total | \$ 633 | Total | \$ 4,199 | Total | \$ 4,832 |