

## EXECUTIVE COMMITTEE

May 8, 2025

9:05 – 9:15

## MINUTES

### 1. DISCUSSION OF AGENDA FOR THE MAY 27, 2025 BRTB MEETING

#### Action Items:

- Resolution #25-29 – Amending the 2025-2028 TIP for five projects: 1) Bus and Paratransit Vehicle Overhaul and Replacement, 2) Zero Emission Infrastructure and Rolling Stock, 3) MARC Facilities, 4) Urban Transit Systems – Operating Assistance and 5) Francis Scott Key Bridge Transit Incentives.

#### Informational Items:

- Presentation: AECOM and WB&A will present the final product from the Post Pandemic Trends UPWP task.
- Recommendation: The Nominating Committee will share the recommendation for FY 2026 BRTB Officers.
- Possibly a discussion between SHA and local jurisdictions on how SHA works with the locals on project delivery.

The Executive Committee approved the agenda items for the May 2025 meeting.

### 2. ADMINISTRATIVE MODIFICATIONS

#### Small Urban Transit Systems – Capital Assistance (TIP ID #40-9502-05) Exempt

**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, 8 small cutaway bus expansions, 3 minivan expansions, 3 heavy duty bus replacements, and continued preventative maintenance.

**Change:** This administrative modification adds \$1.2M (\$0.96M federal 5339(c) funds/\$0.24M state match) for capital purchases in FY 2025. This change will also update the project description to reflect a Howard County 5339 discretionary grant to purchase two expansion buses. The estimated total cost increases from \$4.967M to \$6.167M.

### **MARC Rolling Stock Overhauls and Replacement (TIP ID #70-1501-53) Exempt**

**Description:** This is an ongoing project for the overhaul and replacement of MARC rolling stock. The overhaul of MARC coaches and locomotives is performed in accordance with "10-year minor" and "20-year midlife" schedules and/or the manufacturer's schedule. MARC vehicles will be upgraded with federally-mandated Positive Train Control safety features. In addition to the matching funds listed, MTA has committed \$19.9 million in state dollars.

**Change:** This administrative modification adds \$3.189M (\$2.551M federal 5337 funds/\$0.638M state match) for construction in FY 2025. Funds will go toward the ongoing overhaul and replacement of MARC coaches and locomotives. The estimated total cost increases from \$59.958M to \$63.147M.

### **MARC Improvements (TIP ID# 70-1502-54) Exempt**

**Description:** This project provides funding to implement ongoing improvements derived from the MARC Master Plan and Amtrak/CSX Operating Agreements. In addition to the matching funds listed, MTA has committed \$6.4 million in state dollars.

**Change:** This administrative modification adds \$6.073M (\$4.858M federal 5337 funds/\$1.215M state match) for construction in FY 2025. Funds will go toward implementing ongoing improvements from the MARC Master Plan and Amtrak/CSX agreements. The estimated total cost increases from \$67.064M to \$73.137M.

### **Penn-Camden Connector (TIP ID #42-2403-64) Exempt**

**Description:** The Penn-Camden Connector project provides a connection track between the Northeast Corridor and the CSX-owned MARC Camden Line, utilizing mostly existing railroad right-of-way north of BWI Marshall Airport to allow Penn Line trains to access storage and maintenance at the Riverside Yard. The project includes repurposing CSX-owned Mount Clare Yard into a MARC layover facility.

**Change:** This administrative modification adds \$264K (\$211K federal 5337 funds/\$53K state match) for engineering in FY 2025. Funds will go toward the design of a connection track between the Northeast Corridor and the CSX-owned MARC Camden line. The estimated total cost remains \$232.9M.

### **Ridesharing – Baltimore Region (TIP ID #40-9901-01) Exempt**

**Description:** The ridesharing project covers the activities of the ridesharing program in all jurisdictions in the Baltimore region, including the Guaranteed Ride Home (GRH) Program. Entities eligible to receive funding include Baltimore City, the Baltimore Metropolitan Council, and Anne Arundel, Howard, and Harford counties.

**Change:** This administrative modification adds \$668,000 in federal CMAQ funds for construction in FY 2025. This increase supports ridesharing services in the Baltimore Region after the collapse of the Francis Scott Key Bridge, including the Guaranteed Ride Home program. The total cost increases from \$3.285M to \$4.063.

The Executive Committee approved the five administrative modifications after some discussion.

### **3. OTHER**

There were no other items for discussion.

#### ***MEMBERS***

Geoff Anderson – Maryland Department of Transportation (MDOT)  
Trey Dickerson – Howard County – Vice Chair  
Tony Russell – Baltimore County – Chair

#### ***STAFF AND GUESTS***

Regina Aris – Baltimore Metropolitan Council (BMC)  
Dan Janousek, MDOT  
Todd Lang – BMC