

EXECUTIVE COMMITTEE

By Email

MINUTES

1. DISCUSSION OF AGENDA FOR THE JULY 22, 2025 BRTB MEETING

Action Items:

- The BRTB will vote for BRTB Officers for Fiscal Year 2026. A proposed slate of Howard County for Chair and Queen Anne's County for Vice Chair was proposed by the Nominating Committee. A call for additional nominees will be followed by a vote.
- Resolution #26-1 - Amending the 2025-2028 TIP to include 2025 funding for a new project in Harford County, the Harford Transit LINK Operations Center Facility.
- Resolution #26-2 – to adopt the 2026-2029 Transportation Improvement Program (TIP) and the corresponding Air Quality Conformity Determination of the 2026-2029 TIP and *Resilience 2050*.
- Resolution #26-3 - adopts the BRTB's self-certification of the regional planning process required by federal regulation: §450.336 of the Metropolitan Planning Rule.
- Resolution #26-4 – approves recommendations for Transportation Alternatives Grant funding.

Informational Items:

- Staff from MDOT Maryland Transit Administration will present on the recently released MARC Growth and Transformation Plan.
- ICF and PRR will share information on the Needs Assessment survey and focus groups.

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

2. ADMINISTRATIVE MODIFICATIONS

Eastern Bus Facility (TIP ID# 40-2301-65) Exempt

Description: The purpose of this project is to re-develop Eastern Bus Division to support electric buses. Assuming a 190 bus fleet, construction would take slightly more than 4 years. This facility would provide a single building with 110,000 square feet of combined maintenance, washing, fueling, and bus operations space. Major facility components include bus parking, employee parking (216 spaces), battery electric bus charging infrastructure, solar energy collection system, administrative offices, conference rooms, training rooms, dispatch facilities, fuel lanes (2), wash lanes (2), vaulting, repair bays (16-18), general machine shop, parts storage, break room, restrooms/showers, fuel storage and storm water management.

Note: In addition to the matching funds listed, MDOT MTA has committed an additional \$156 million in state dollars.

Change: This administrative modification advances \$5.134M in federal 5339 funds and \$1.283M in state match for construction from FY 2028 forward to FY 2025. Work on the replacement facility has begun, and this funding shift will cover incurred costs. The total estimated cost remains \$194.138M.

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

Description: The Penn-Camden Connector project provides a connecting 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 \$1.226M (\$0.938M federal 5337 funds/\$0.288M state match) for engineering in FY 2025. Additional funds will support the design process. The total estimated cost increases from \$232.9M to \$234.1M.

MARC Facilities (TIP ID# 70-1503-55) Exempt

Description: This project includes equipment and improvements to the MARC Maintenance facilities such as the Riverside and Martin State Airport maintenance facilities. The project also includes MARC station improvements along the MARC Camden and MARC Penn Lines in the Baltimore region, such as Bayview, BWI, Martin's, and West Baltimore. The improvements to the stations can include platforms, track crossings, parking, bus bays, or other items to maintain a state of good repair.

Change: This administrative modification advances \$11.393M (\$10.053M federal 5337 funds/\$1.340M in state match) from FY 2027 to FY 2025 and \$1.174M in state match from FY 2028 to FY 2025. Shifted funds will assist in expediting projects under the grant. The total estimated cost remains \$100.964M.

The Executive Committee approved the three administrative modifications.

3. OTHER

There was no other business 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)
Todd Lang – BMC