

EXECUTIVE COMMITTEE

March 8, 2024
Virtual
9:01 – 9:30 A.M.

MINUTES

1. DISCUSSION OF AGENDA FOR THE MARCH 26, 2024 BRTB MEETING

Action Items:

- Resolution #24-17 – A TIP amendment from MDOT SHA for I-70: MD 32 to I-695.
- Resolution #24-18 – A TIP amendment from MDOT SHA for NEVI Infrastructure.

Informational Items

- Presentation: Maryland’s Climate Pollution Reduction Plan.
- Presentation: BWI Air Cargo Planning.
- Update On Recent And Upcoming Local Projects

The Executive Committee approved the agenda items for the March meeting.

2. ADMINISTRATIVE MODIFICATIONS

- **Areawide Bridge Replacement and Rehabilitation** (60-9310-13) - This administrative modification adds \$3.0 million in NHPP funding (\$2.4 million federal/\$0.6 million matching) for planning in FY 2024-2025 and \$2.7 million in STBG funding (\$2.16 million federal/\$0.54 million matching) for planning in FY 2024-25. This **\$5.7 million increase** is a result in higher than anticipated bridge inspection costs. The estimated total cost for this project increases from \$269.5 million to \$275.2 million.

Ms. Walker asked if we can find out what the average cost of a bridge inspection was last year compared to now?

- **Areawide Resurfacing and Rehabilitation** (60-9501-11) - This administrative modification adds \$0.4 million in NHPP funding (\$0.32 million federal/\$0.08 matching) for planning in FY 2024, \$0.4 million in STBG funding (\$0.38 million federal/\$0.02 million matching) for planning in FY 2024, and \$0.5 million in Highway Safety Improvement Program (HSIP) funds (\$0.4 million federal/\$0.1 million matching for engineering in FY 2024. These increases are a result of the development of a statewide pavement program as well as higher than anticipated

construction costs for US 1 Bypass and MD 24 guardrail installation. The estimated total cost for this project **increases from \$490.7 million to \$492.0 million.**

- **Areawide Safety and Spot Improvements (60-9508-19)** - This administrative modification **adds \$0.5 million in NHPP funding** (\$0.4 million federal/\$0.1 million matching) for planning in FY 2024. This increase in cost is a result of necessary safety improvements on MD 2 in Anne Arundel County and US 1 in Howard County. The estimated total cost for this project increases from \$275.26 million to \$275.76 million.
- **Zero Emission Infrastructure and Rolling Stock (40-2302-63)** - This administrative modification adds \$16.5M in Section 5307 funding (\$13.5M federal/\$3.4M matching) for construction in FY 2024. This increase in cost is a result of a transfer of Carbon Reduction Program funding from FHWA to FTA. The \$13.5M will be split between two efforts. \$6.1M will go towards the Fuel Cell Electric Bus Program and \$7.4M will go support the Zero Emission Bus technology. The estimated total cost for this project increases from \$142.1 million to \$189.0 million.

This funding has been discussed for a while. In order to be eligible for the August redistribution funds, the state obligated CRP funds that were designated to be sub-allocated to the Baltimore region. Now, the state will pay those funds back. The state will send a letter to the BRTB documenting the return of funds to the CRP program.

3. OTHER

- BMC staff is working with Baltimore City and Howard County to possibly reallocate UPWP funds. When those requests are ready, Mr. Lang will send the request to the Executive Committee members.
- Discussion of AMPO annual conference from September 24-27 in Salt Lake City, Utah. The BRTB has agreed to use UPWP funds to send two members to the conference. Todd will reach out to each member about interest in attending.
- The Federal Certification review is coming in early May to assess the integrity of the regional planning process. This will include a 30-day comment period with a public meeting on May 1 at 6:30 pm. Mr. Byrne spoke to the FHWA MD Division to discuss issues involving MDOT from the prior Certification report.
- August Redistribution: There is anticipated to be a record-breaking \$8.5 billion to be sent to the states. Federal partners suggested MPOs should start planning for redistribution, including possible TIP amendment procedures. This suggests the BRTB could adapt the TIP amendment process to accommodate this fast moving redistribution process.
- Mr. Geoff Anderson is in a new position at MDOT over the Planning Director (Heather Murphy). He has met with BMC staff to learn about the MPO process.
- There were no other items sent to the Executive Committee for discussion.

MEMBERS

D'Andrea Walker – Baltimore County - Chair
Trey Dickerson – Howard County – Vice Chair
Tyson Byrne – MDOT

STAFF AND GUESTS

Regina Aris - Baltimore Metropolitan Council (BMC)
Todd Lang – BMC