

EXECUTIVE COMMITTEE

December 3, 2024

Virtual

1:00 to 1:25 P.M.

MINUTES

1. DISCUSSION OF AGENDA FOR THE DECEMBER 17, 2024 BRTB MEETING

Action Items:

- Resolution #25-16: Endorse or Not Endorse 5310 Applications for consideration by a state committee.
- Resolution #25-17: the Maryland Transportation Authority is requesting to amend the TIP to breakout a set of ramps to connect the I-95 express toll lanes to I-695 from the Section 100 project.
- Resolution #25-18: MDOT MTA has submitted seven projects requiring amendments to the TIP, these include: 1) Kirk Bus Facility, 2) Metro & Light Rail Rolling Stock, 3) Metro & Light Rail System Preservation, 4) Small Urban Transit, 5) Bus and Rail Preventive Maintenance, 6) Martin Airport All Stations Accessibility Program, and 7) Low Floor Light Rail Fleet Transition projects

Informational Items:

- Presentation: WILMPACO 2024 Inter-Regional Report. Staff from the Wilmington Area Transportation Council (WILMAPCO) will present on their 2024 Inter-Regional Report. This report provides a look at current and future demographic and travel behavior of the study area encompassing portions of Delaware, Maryland, Pennsylvania and New Jersey.

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

2. ADMINISTRATIVE MODIFICATIONS

BALTIMORE CITY

a. Perring Parkway Ramp and Hillen Road Bridge (TIP ID: 12-1215-13)

This administrative modification adds \$325,000 in STBG funds (\$260,000 federal/\$65,000 state) in FY 2025 for engineering. This funding will support final design and advertisement for construction. The total project cost increases to \$6.325 million.

This project includes replacement of the Perring Parkway ramp over Herring Run.

b. Northern Parkway at Falls Road Traffic Safety and Multimodal Facility Improvements (TIP ID: 12-2301-39)

This administrative modification edits the project title and description to reflect feedback from public engagement activities to restructure the project into two phases. There are no changes to the project's funding.

Northern Parkway at Falls Road experiences a high number of crashes and is a high-volume roadway. Phase I of this project entails the evaluation, design and construction of traffic safety and operational improvements at this intersection and the I-83 entrance and exit ramps immediately west of the intersection. Phase II entails evaluation, design and construction of Complete Streets and other improvements for the Falls Road corridor to create a multi-modal environment that improves access and safety for all roadway users.

MARYLAND TRANSPORTATION AUTHORITY

c. I-95 Express Toll Lanes Northbound Extension (TIP ID: 25-1801-41)

This administrative modification edits the project description to remove the text referencing a breakout project titled: I-95 JFK Memorial Highway – I-695 Ramp (TID ID 23-2501-45). The removed text in the description reads “ramps from I-695 (WB & EB) to NB ETL”. There are no changes to the project's funding due to the I-695 Ramp not having designated funding within the project prior to its breakout.

MARYLAND TRANSIT ADMINISTRATION

d. Agencywide System Preservation and Improvement (TIP ID: 40-1801-64)

This administrative modification adds \$12.51 million in 5307 funds (\$10.01M federal/\$2.5M state) and \$804,000 in 5337 funds (\$643K federal/\$161K state) for construction in FY 2025. This funding will cover roof replacements, migration to MD First 700mhz, and rehabilitation and replacement of elevators throughout the system. The total cost increases to \$84.569 million.

e. Zero Emission Infrastructure and Rolling Stock (TIP ID: 40-2302-63)

This administrative modification adds \$2.379 million in 5307 funds (\$1.9M federal/\$0.476M state) in FY 2025 for construction. This funding supports the purchase of six ChargePoint chargers as well as retrofitting the Kirk and Northwest Division to support electric buses. The total project cost increases to \$91.5 million.

f. MARC Rolling Stock Overhauls and Replacement (TIP ID: 70-1501-53)

This administrative modification adds \$1 million in community project funding (earmark) with a \$250,000 state match for construction in FY 2025. This funding will assist with the purchase and retrofit of two new MARC locomotives. The total cost increases to \$56.96 million.

STATE HIGHWAY ADMINISTRATION

g. Areawide Resurfacing and Rehabilitation (TIP ID: 60-9501-11)

This administrative modification adds \$200,000 in STBG funds (\$160,000 federal/\$40,000 state) in FY 2025 and FY 2026 for right-of-way and \$600,000 in PROTECT funds (\$400,000

federal/\$200,000 state) for engineering in FYs 2025-28. The total project cost increases to \$451.7 million.

h. Areawide Congestion Management (TIP ID: 60-9504-04)

This administrative modification adds \$1.6 million in NHPP funds (\$1.28M federal/\$0.32M state) in FY 2025 and FY 2026 for planning and \$2.2 million in STBG funds (\$1.76M federal/\$0.44M state) in other funds in FY 2025. The total project cost increases to \$88.7 million.

i. Areawide Environmental Projects (TIP ID: 60-9506-38)

This administrative modification adds \$3.9 million in STBG funds (\$3.12M federal/\$0.78M state) in FY 2025 and FY 2026 for planning and engineering. The total project cost increases to \$88 million.

j. Areawide Safety and Spot Improvements (TIP ID: 60-9508-19)

This administrative modification adds \$1.0 million in NHPP funds (\$0.8M federal/\$0.2M state) in FY 2025 and FY 2026 for planning and construction. The total project cost increases to \$266.7 million.

k. Areawide Urban Reconstruction (TIP ID: 60-9511-19)

This administrative modification shifts \$1.63 million in existing NHPP and STBG funds for engineering in FY 2025-28 to the HSIP fund to ensure HSIP eligible funds are available for the areawide program. This funding shift will specifically accommodate the design phase of an urban reconstruction project on US 1 from the Baltimore City Line to I-695 in Baltimore County. The total project cost stays the same at \$8.57 million.

l. Areawide Transportation Alternatives Projects (TIP ID: 60-9903-29)

This administrative modification adds \$1.0 million in TAP funds (\$0.8M federal/\$0.2M state) in FY 2025 and FY 2026 for engineering and construction. The total project cost increases to \$39.6 million.

m. National Electric Vehicle Infrastructure (NEVI) (TIP ID: 60-2401-09)

This administrative modification adds \$1.439 million in NEVI funds (\$1.16M federal/\$0.276M state) for engineering in FY 2025 and FY 2026 and construction in FY 2025-28, as well as \$38,000 in STBG funds (\$28,000 federal/\$10,000 state) for engineering. The total project cost increases to \$28.089 million.

n. MD 22: MD 462 to Mount Royal Avenue Noise Abatement (TIP ID: 65-2301-31)

This administrative modification adds \$166,000 million in STBG funds (\$150,000 federal/\$16,000 state) in FY 2025 and FY 2026 for planning and engineering. The total project cost increases to \$88 million.

This project will extend the existing noise barriers along both sides of MD 22 from MD 462 to Mount Royal Avenue. Construction funding will be programmed at a later date.

Mr. Russell asked to hear more about the timeline for US 1 when available. Mr. Anderson asked for some background on MDTA's I-95 Sections and the need for this Administrative Modification for the ramps.

The Executive Committee approved all of the Administrative Modifications as submitted.

3. UPWP AMENDMENT

In 2023, Harford County was awarded a discretionary grant called: Areas of Persistent Poverty, to complete a study of microtransit service within the County. This amendment will add \$128,000 in AoPP Grant funds and \$23,000 in local matching funds to FY 2025, which is the anticipated year of obligation for the grant.

Harford Transit LINK in northeastern Maryland will develop a plan to initiate microtransit service, improving access to jobs, schools, and healthcare for individuals who live in areas of persistent poverty.

The Executive Committee approved the request to include this planning grant in the FY 2025 UPWP.

4. OTHER

There were no other items for discussion.

MEMBERS

Geoff Anderson - MDOT
Trey Dickerson – Howard County – Vice Chair (by Email)
Tony Russell – Baltimore County – Chair

STAFF AND GUESTS

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