

EXECUTIVE COMMITTEE

November 1, 2019

11:00 – 11:35 A.M.

Baltimore Metropolitan Council

1500 Whetstone Way, Suite 300, Baltimore, MD 21230

MINUTES

1. DISCUSSION OF AGENDA FOR THE NOVEMBER 26TH BRTB MEETING

The Executive Committee agreed on the following informational items for the November 26, 2019 BRTB meeting:

Action Items:

- Resolution #20-07: Request by MDOT SHA to add a bridge replacement in Baltimore County to the FY 2020-2023 TIP.
- Resolution #20-08: Request by MDOT MTA for two actions to the FY 2020-2023 TIP: adding a new discretionary grant and increasing FTA 5307 and 5339 capital assistance to Harford Transit.

Informational Items:

- A presentation on the Carroll County Bicycle and Pedestrian Plan.
- A presentation on the Maryland NHS Transportation Asset Management Plan.
- Report on the 2019 AMPO Annual Conference.

(Original request to schedule a report on the Joint BRTB/ITS MD Traffic Signal Forum rescheduled to December)

2. OTHER BUSINESS

- The Executive Committee approved administrative modifications to the FY 2020-2023 TIP for Baltimore City, MDOT SHA and MDOT MTA. A summary sheet is attached.
- Howard County requested a modification to their FY 2019 UPWP Subarea project substituting a Howard County General Plan Transportation Element for their original Columbia Gateway Transportation Improvement Implementation Strategy. The Executive Committee requested some additional clarification on the proposed substitution.

MEMBERS

Lynda Eisenberg – Carroll County – Chair
Ramond Robinson – Anne Arundel County - Vice Chair
Tyson Byrne – Maryland Department of Transportation (MDOT)

STAFF AND GUESTS

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

Baltimore City: Summary of FY 2020-2023 TIP Changes

Project Title	TIP Change Reason	Description	Type of Change
Belair Road Complete Streets: 12-1404-11	FHWA directed Baltimore City to change the source of federal funds from the Surface Transportation Block Grant Program (STBG) to the National Highway Performance Program (NHPP). The project scope and amount of funding remain unchanged.	Design and construction for street, sidewalk, bike improvements and greening at key nodes on Belair Road, including Frankford Ave., Erdman Ave., and Fleetwood Ave. This project is a major implementation item from the Urban Land Institute Belair Road report and BCDOT traffic study. FY 2020 Eng and FY 2023 construction funds are for Phase II which includes the intersection of Belair Rd and Erdman Ave. FY 2021 Eng and FY 2024 construction funds are for Phase III which includes the intersection of Belair Rd and Fleetwood Ave. Phase I, which includes the intersection of Belair Rd and Frankford Avenue, advertised for construction in FY19. Conformity Status: Exempt	Admin Mod
Madison Street Rehabilitation from North Milton Avenue to Edison Highway: 12-2010-11	FHWA directed Baltimore City to change the source of federal funds from the Surface Transportation Block Grant Program (STBG) to the National Highway Performance Program (NHPP). The project scope and amount of funding remain unchanged.	Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades. Pedestrian improvements include bump outs for shorter crossings and improved crosswalks/intersections. Conformity Status: Exempt	Admin Mod
Patapsco Avenue from Magnolia Avenue to the Patapsco River Bridge: 12-2012-11	FHWA directed Baltimore City to change the source of federal funds from the Surface Transportation Block Grant Program (STBG) to the National Highway Performance Program (NHPP). The project scope and amount of funding remain unchanged.	Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades. A mixed use trail and pedestrian accommodations will be added to the north side of Patapsco Avenue. Conformity Status: Exempt	Admin Mod
Pennington Avenue Rehabilitation from Birch Street to East Ordnance Road: 12-2013-11	FHWA directed Baltimore City to change the source of federal funds from the Surface Transportation Block Grant Program (STBG) to the National Highway Performance Program (NHPP). The project scope and amount of funding remain unchanged.	Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades. ADA compliant sidewalks will be added where there are no existing sidewalks. Conformity Status: Exempt	Admin Mod

MTA: Summary of FY 2020-2023 TIP Changes

Project Title	TIP Change Reason	Description	Type of Change
Small Urban Transit Systems - Capital Assistance: 40-9502-05	This administrative modification updates FTA Section 5307 and 5339 funds in FY 2020 to reflect the difference between the estimated and actual budgetary needs of the grant sub-recipient. These funds will be used for preventive maintenance and four heavy duty bus replacements in Carroll County. Section 5307 funds decrease in the amount of \$40,000 along with a decrease of \$10,000 in matching funds. Section 5339 funds decrease in the amount of \$4,000 along with a decrease of \$1,000 in matching funds. Total funding in the TIP decreases from \$1.6 million to \$1.545 million.	Capital assistance to small urban transit systems throughout the region to purchase vehicles, equipment, and facilities. The Baltimore region's small urban transit systems include Carroll Transit System, Anne Arundel County and Howard County. Conformity Status: Exempt	Admin Mod
Urban Transit Systems - Operating Assistance: 40-1603-61	This administrative modification updates FTA Section 5307 funds in FY 2020 to reflect the difference between the estimated and actual budgetary needs of the grant sub-recipient. These funds will be used to provide continued operating assistance in Harford County. Funds increase in the amount of \$488,000 federal along with \$488,000 in matching funds. Total funding in the TIP increases from \$13.008 million to \$13.984 million.	Operating assistance to urban transit systems throughout the Aberdeen/Bel Air North/Bel Air South urbanized area. Transit agencies eligible for funding include Harford County. Costs generally associated with operating assistance can include utilities, miscellaneous equipment, fuel/oil, and driver, maintenance staff, and administrative salaries. Conformity Status: Exempt	Admin Mod

SHA: Summary of FY 2020-2023 TIP Changes

Project Title	TIP Change Reason	Description	Type of Change
<p>Areawide Bridge Replacement and Rehabilitation: 60-9310-13</p>	<p>This administrative modification adds federal and state funds for the engineering phase in FY 2020 and FY 2021. The admin mod adds \$1 million (\$800,000 federal/\$200,000 matching) in NHPP and state funds in FY 2020 and FY 2021. It also adds \$2 million (\$1.6 million federal/\$400,000 matching) in STBG and state funds in FY 2020 and FY 2021. Total funding in the TIP increases from \$148.4 million to \$154.4 million. These funding changes are necessary to accommodate bridge inspection programs committed in FY 2020 and FY 2021.</p>	<p>This is an ongoing program to provide major upgrades and maintenance of structures on State highways. These are non-capacity improvements which may include but are not limited to structural replacements, deck rehabilitation, superstructure replacements, parapet reconstruction, cleaning and painting, and general maintenance on various state-owned bridges.</p> <p>Conformity Status: Exempt</p>	<p>Admin Mod</p>
<p>Areawide Congestion Management: 60-9504-04</p>	<p>This administrative modification adds federal STBG and state matching funds (\$4 million federal/\$1 million matching) to the engineering phase in each of FY 2020 and FY 2021. It also shifts \$2 million (\$1.6 million federal/\$400,000 matching) in construction phase funds from STBG to NHPP. Total funding in the TIP increases from \$93.8 million to \$103.8 million. These funding changes are needed to accommodate CHART expenditures and the installation of dynamic message signs throughout the state.</p>	<p>This is an ongoing program to provide traffic control, management, and monitoring on State highways. These improvements may include but are not limited to the employment of variable message signs, video for traffic management (CCTV), traffic management detectors, signal systemization and remote timing, permanent congestion monitoring systems employed by the CHART program, deployment of local jurisdiction intelligent transportation system (ITS) projects, and the development of park-and-ride facilities. This project also includes a program that replaces older drayage trucks serving the Port of Baltimore with newer trucks that meet or exceed 2007 EPA emissions certified engine standards.</p> <p>Conformity Status: Exempt</p>	<p>Admin Mod</p>
<p>Areawide Safety and Spot Improvements: 60-9508-19</p>	<p>This administrative modification shifts a total of \$1 million (\$800,000 federal/\$200,000 matching) in right-of-way funds from NHPP to STBG. Total funding in the TIP is unchanged at \$239.6 million. The shift in funding is needed to accommodate the increased right-of-way cost for geometric improvements to MD 103 between US 29 and the Long Gate Shopping Center entrance.</p>	<p>This is an ongoing program to provide localized improvements to address safety and/or operational issues on State highways. These are highway improvements which may include but are not limited to projects dealing with bypass lanes, acceleration and deceleration lanes, turn lanes, rail crossings, intersection realignment, geometric improvements, safety improvements including bridge, bicycle, and pedestrian safety improvements, pavement markers, ADA improvements, guardrails, and roundabouts. Other improvements such as slope repairs, drainage improvements, and joint sealing may be included incidental to other safety improvements.</p> <p>Conformity Status: Exempt</p>	<p>Admin Mod</p>