



Leveraging Funding, Leveraging Equity, Leveraging Baltimore

August 2022



Today's Agenda

- Complete Streets in Baltimore
- Prioritizing Equity
- Funding Patterns
- Leveraging Funding
- Future Project Priorities





Complete Streets



BALTIMORE

COMPLETE STREETS



Brandon M. Scott
Mayor

FINAL | March 2021

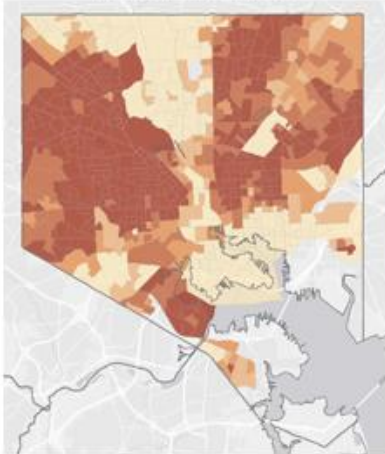


CIP Factor	Description	Weighting
Equity	Equity assessment of geographic area	2
Infrastructure Condition	Condition of the current infrastructure	1
Economic Development Potential	Potential economic development resultant from infrastructure investment	1
Safety	How well projects/roadways in the area align with the TowardZERO Baltimore Initiative and have the potential to address safety issues	1
Existing or Planned Work by Other Departments	Potential to leverage/combine resources from projects being planned or constructed by other departments	1
Transit Dependency and Commute Times	Transit dependency of the population in the geographic area. Consider average commute times and the potential for projects in this area to improve commute times.	1

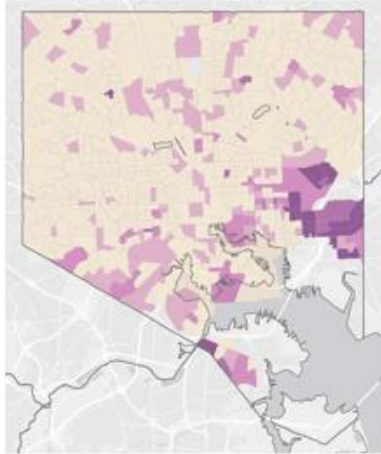


Equity Focused

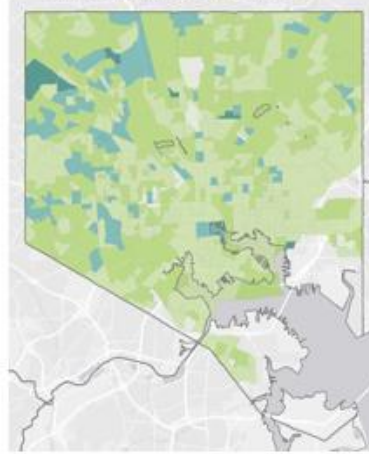
Black Population



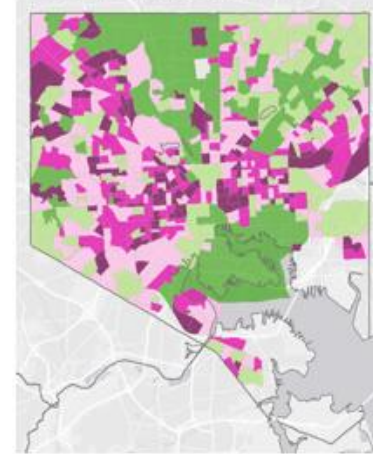
Latinx Population



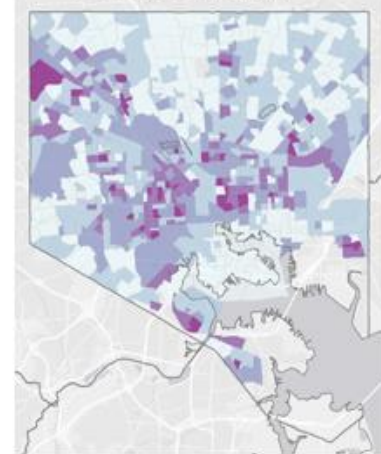
Older Adult Population



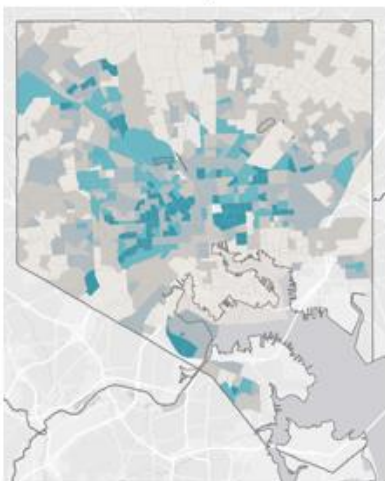
Low-Income Population



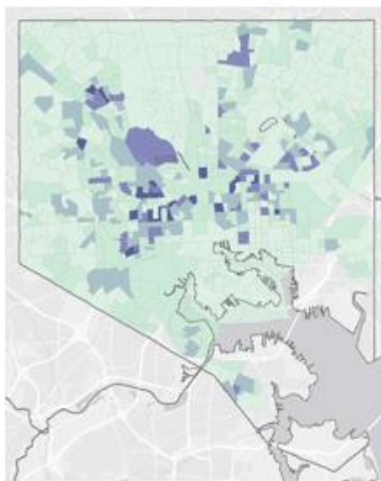
Poverty Population



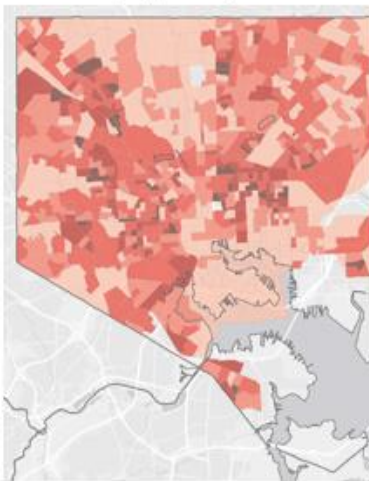
No-Vehicle Population



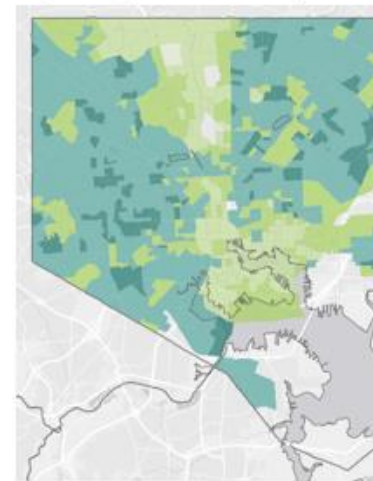
Public Transit Rider Population



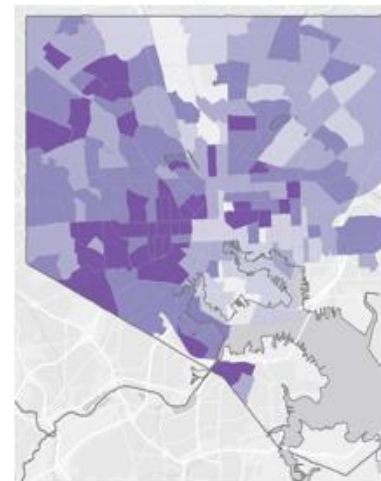
Unemployed Population

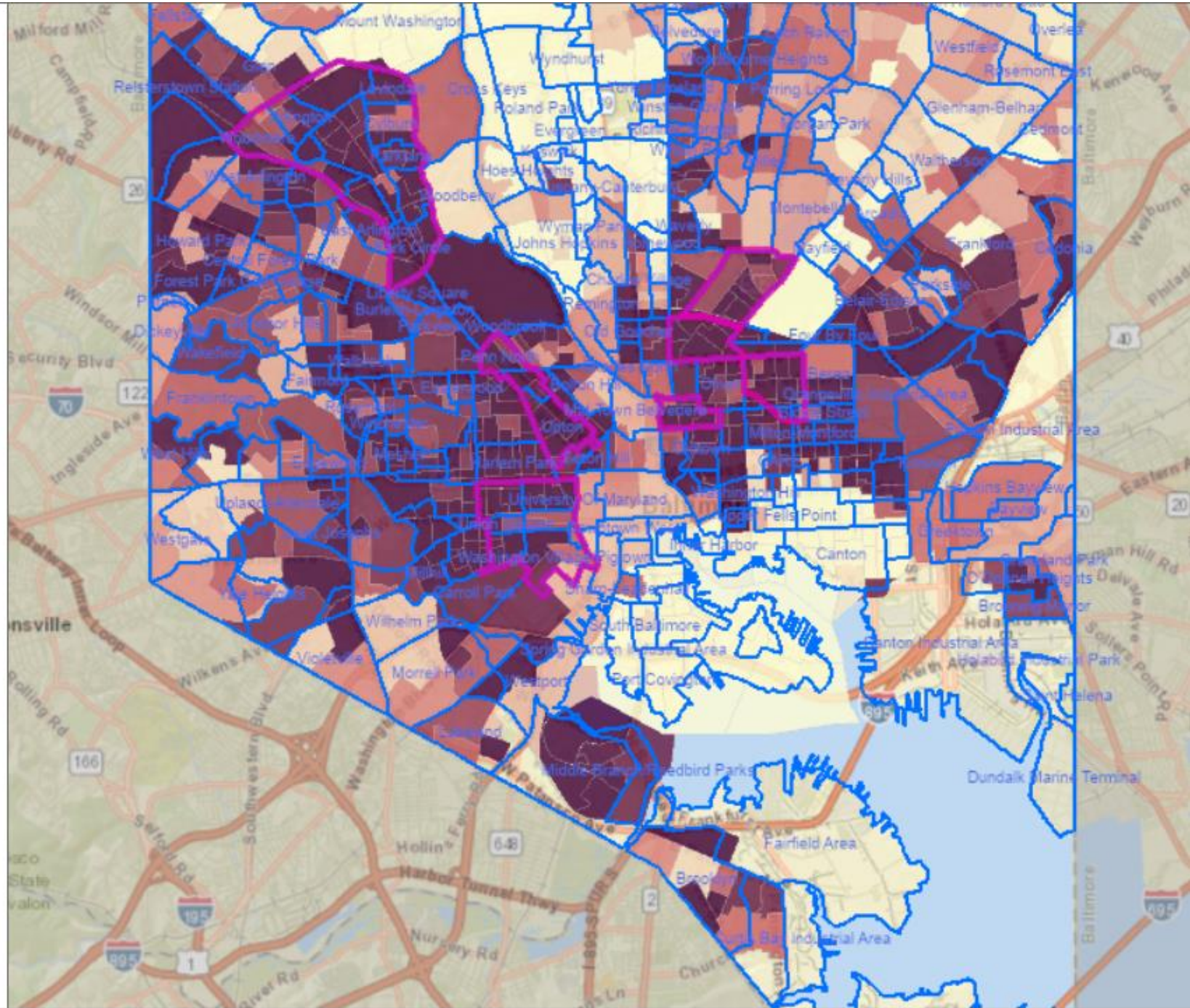


GED/HS Diploma ONLY Population



Disabled Population



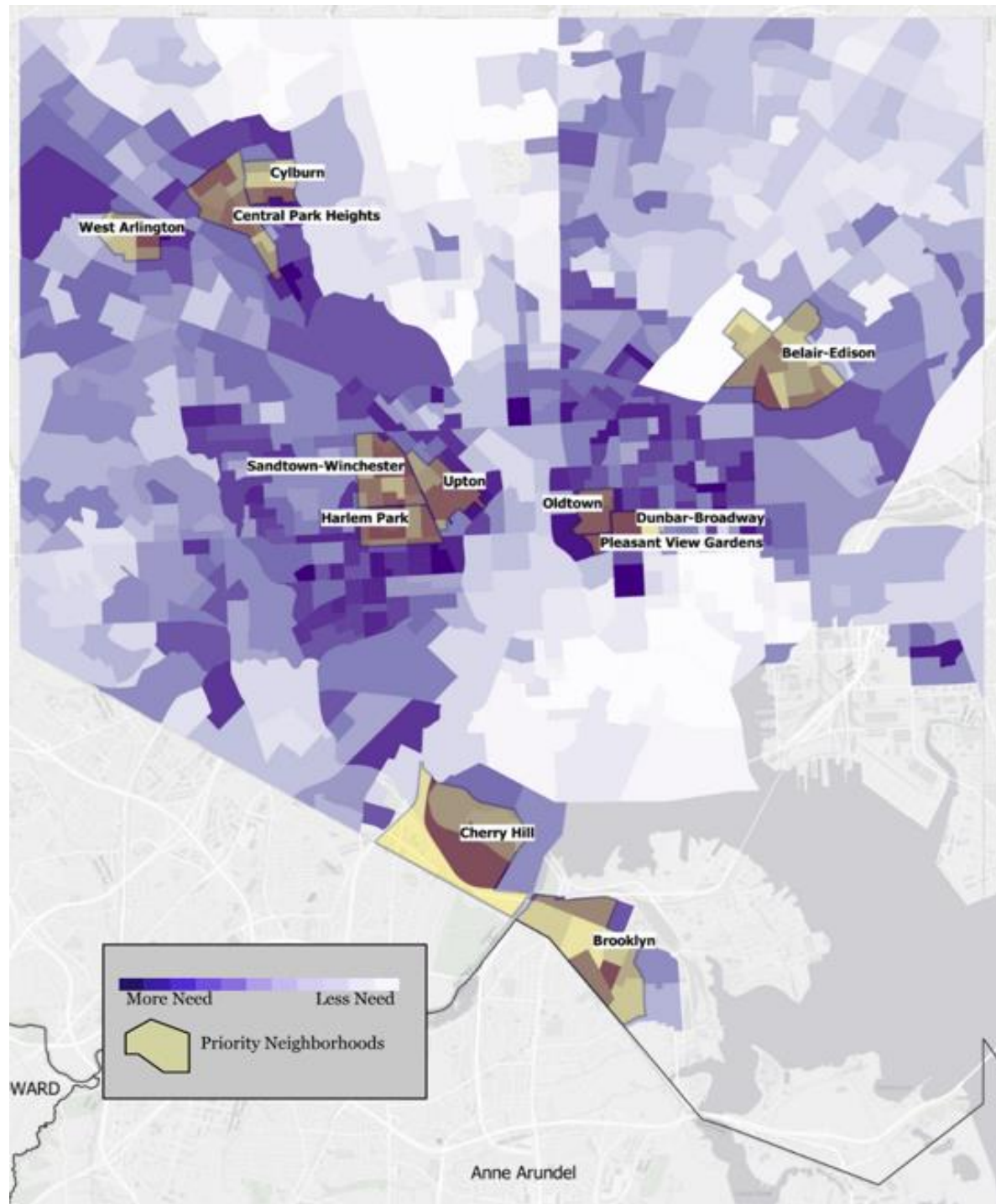




Transit Priority Equity Zones

Primary Goals

- Reduce the cost of transit
- Improve user experience of the transit system
- Improve transit route efficiency
- Improve first and last mile connections in Priority Equity Zones (PEZs) and to major employers and training centers.
- Improve transit access to less central and less connected job sites and jobs with alternative work schedules such as warehouses or suburban employment hubs.
- Create more living wage job opportunities in Baltimore that don't require a college degree
- Improve regional coordination to promote transit equity





Strategic Highway Safety Plan

High Severity Crash Segments

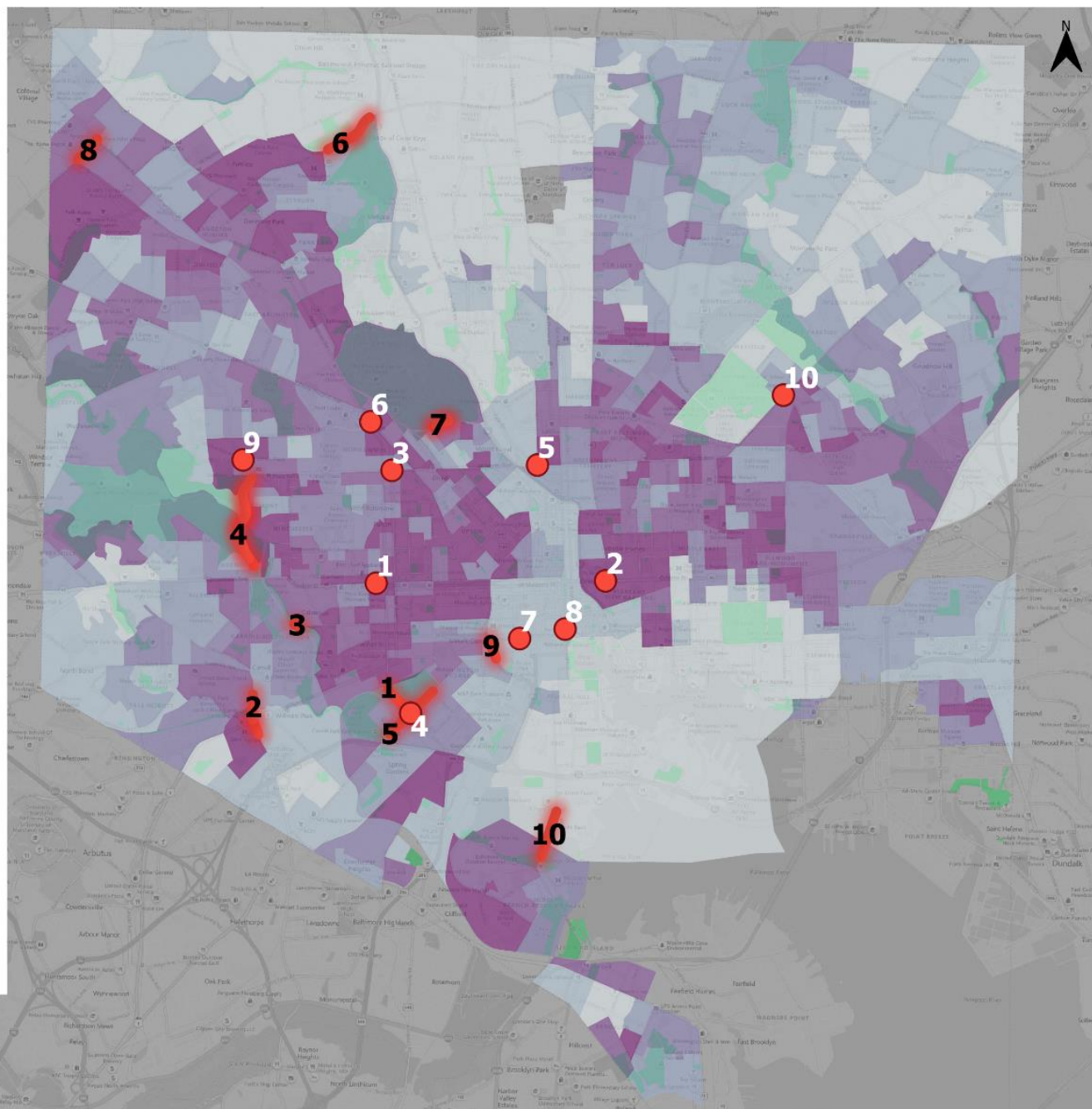
1. S Monroe St from Carroll St to Ohio Ave
2. S Caton Ave from St. Agnes Hospital to Strickland St.
3. W Baltimore St at Ellicott Dr Ped/Bike Trail
4. Hilton Pkwy from Hilton St to North Ave
5. Washington Blvd from Western Ave to S Monroe St
6. W Northern Pkwy from Greenspring Ave to I-83
7. Druid Park Lake Dr from Eutaw Pl to Linden Ave
8. Patterson Ave from Eberle Dr to MD 140
9. MLK Blvd from Washington Blvd to Pratt St
10. S Hanover St from S Hanover/Potee Split to W Cromwell St

High Severity Crash Intersections

1. W Franklin and N Payson St
2. Orleans St and Ensor St
3. W North Ave and N Fulton Ave
4. S Monroe St and Washington Blvd
5. W North Ave and N Howard St
6. Reisterstown Rd and Gwynn Falls Pkwy
7. W Pratt St and S Poca St
8. Lombard St and Light St
9. Clifton Ave and Denison St
10. Erdman Ave and Belair Rd

Transit Equity Score

- Low Need
- Low-Moderate Need
- Moderate Need
- Moderate-High Need
- High Need
- Highest Need





Pedestrian and Bicyclist Safety Priorities

High Severity Ped/Bike Crash Segments

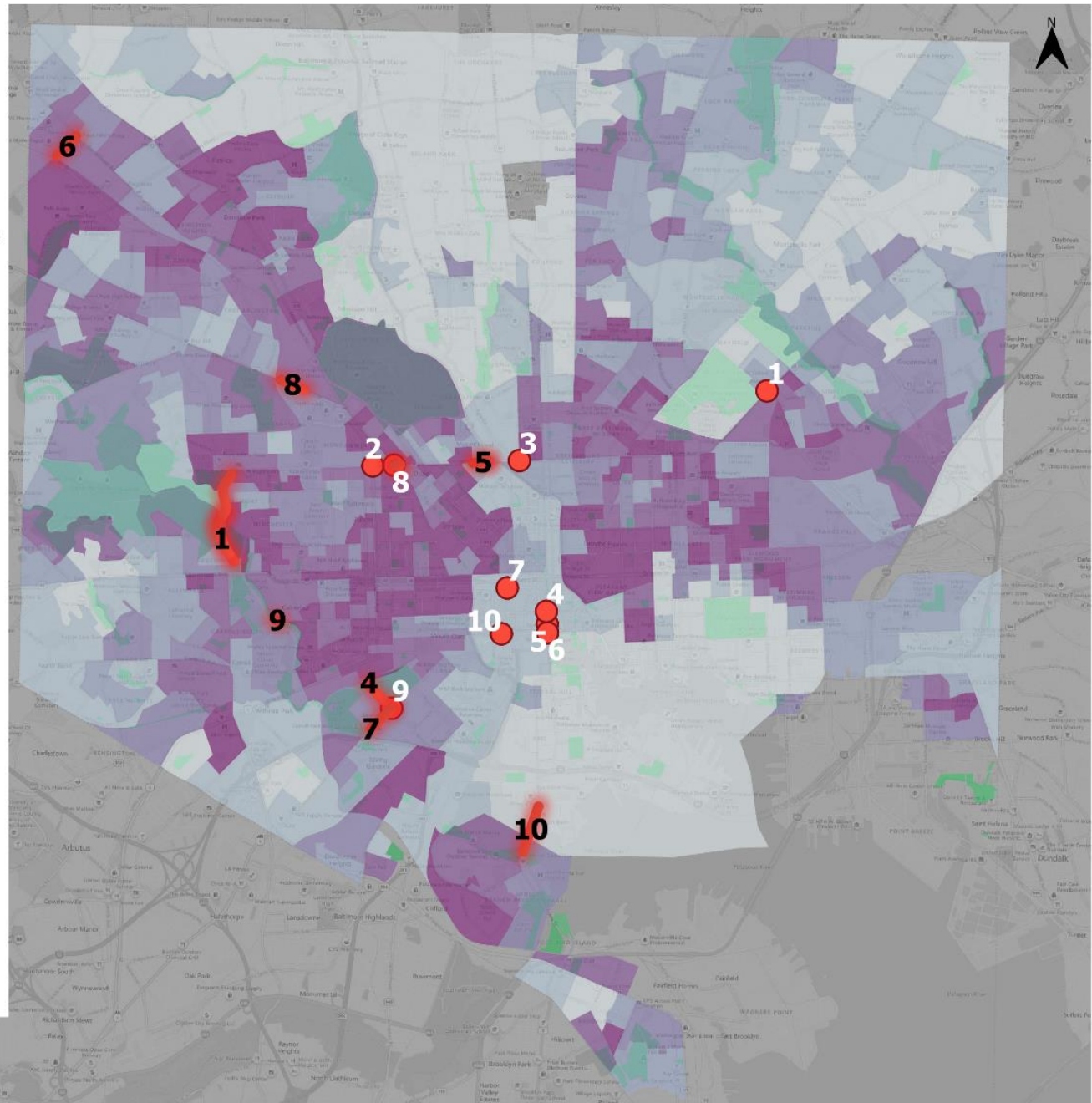
1. Hilton Pkwy from N Hilton St to North Ave
2. Pennsylvania Ave from Cumberland St to W North Ave
3. W North Ave from Pennsylvania Ave to Woodbrook Ave
4. S Monroe St from Washington Blvd to B&O Railroad
5. North Ave from Park Ave to W Mount Royal Ave
6. Patterson Ave from Vincent Ln to MD 140
7. Washington Blvd from I-95 to S Monroe St
8. Liberty Heights Ave from Druid Park Drive to Burleigh Ave
9. W Baltimore St at Ellicott Dr
10. Hanover St from S Hanover/Potee Split to W Cromwell St

High Severity Ped/Bike Crash Intersections

1. Belair Rd and Erdman Ave
2. W North Ave and N Fulton Ave
3. W North Ave and N Howard St
4. E Baltimore St and St Paul St
5. E Lombard St and Light St
6. Pratt St and Light St
7. W Saratoga St and N Eutaw St
8. W North Ave and Pennsylvania Ave
9. Washington Blvd and S Monroe St
10. W Pratt St and S Paca St

Transit Equity Score

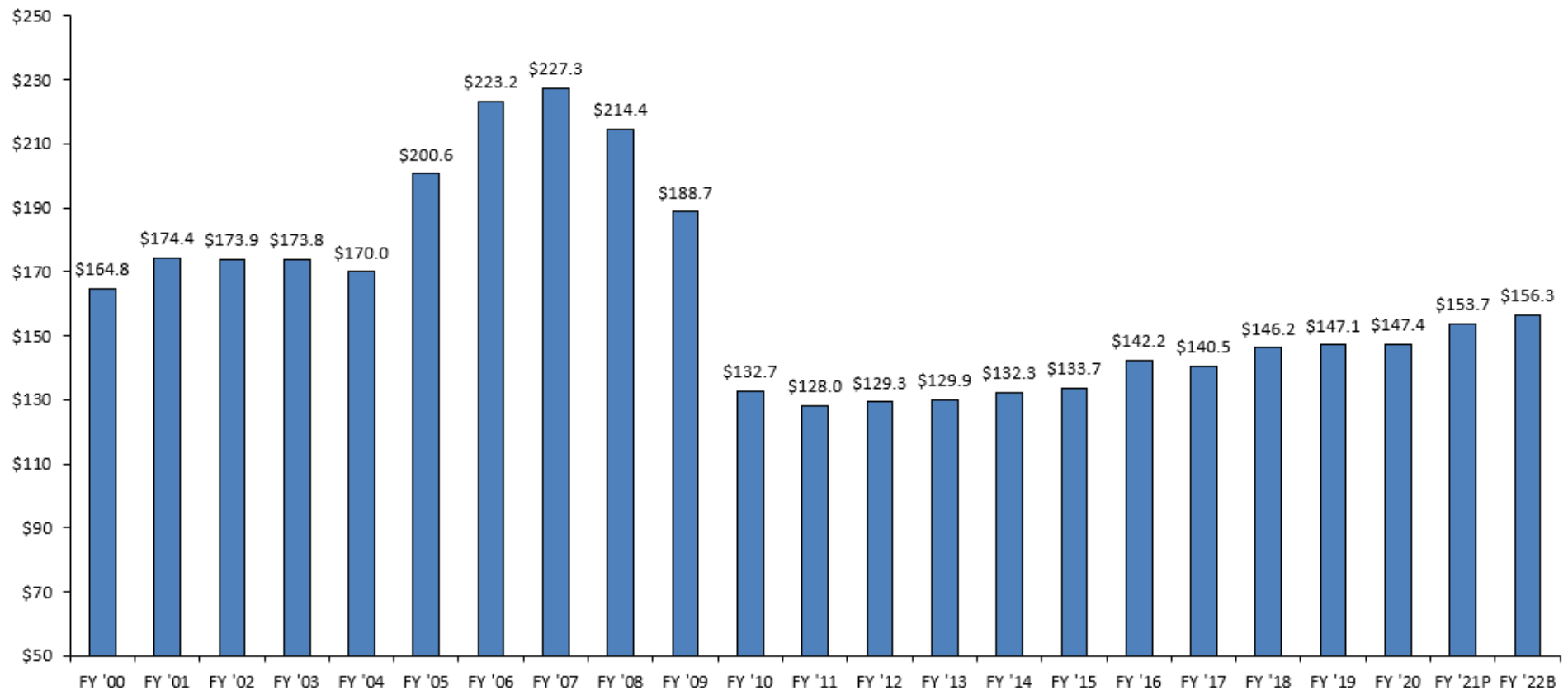
- Low Need
- Low-Moderate Need
- Moderate Need
- Moderate-High Need
- High Need
- Highest Need





Historic Funding Levels

State Highway User Revenues
(Dollars in Millions)





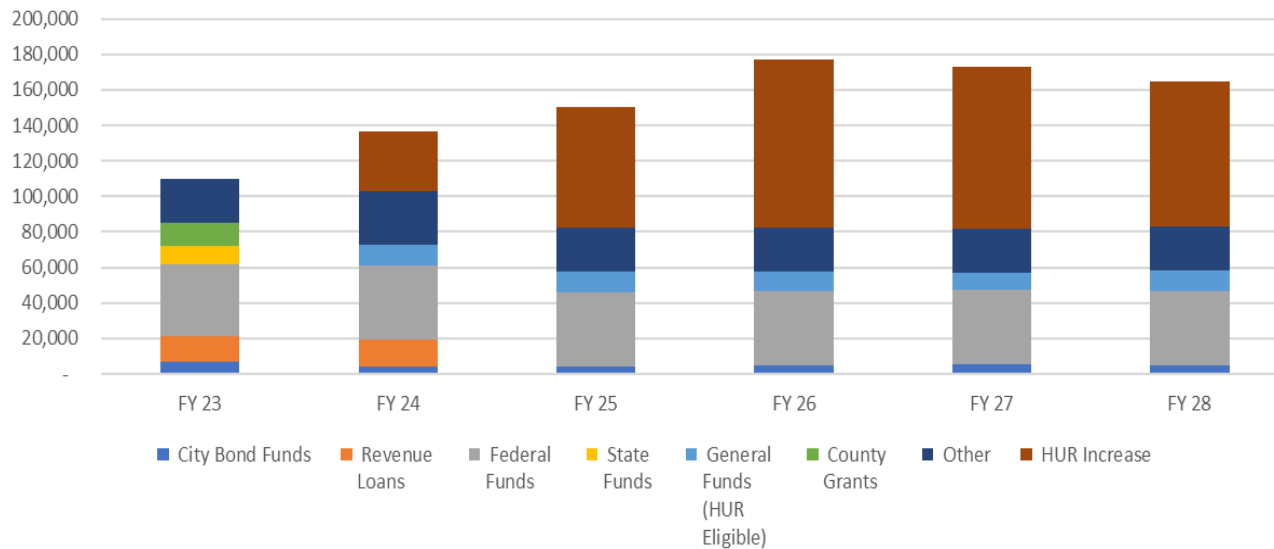
Quick Build



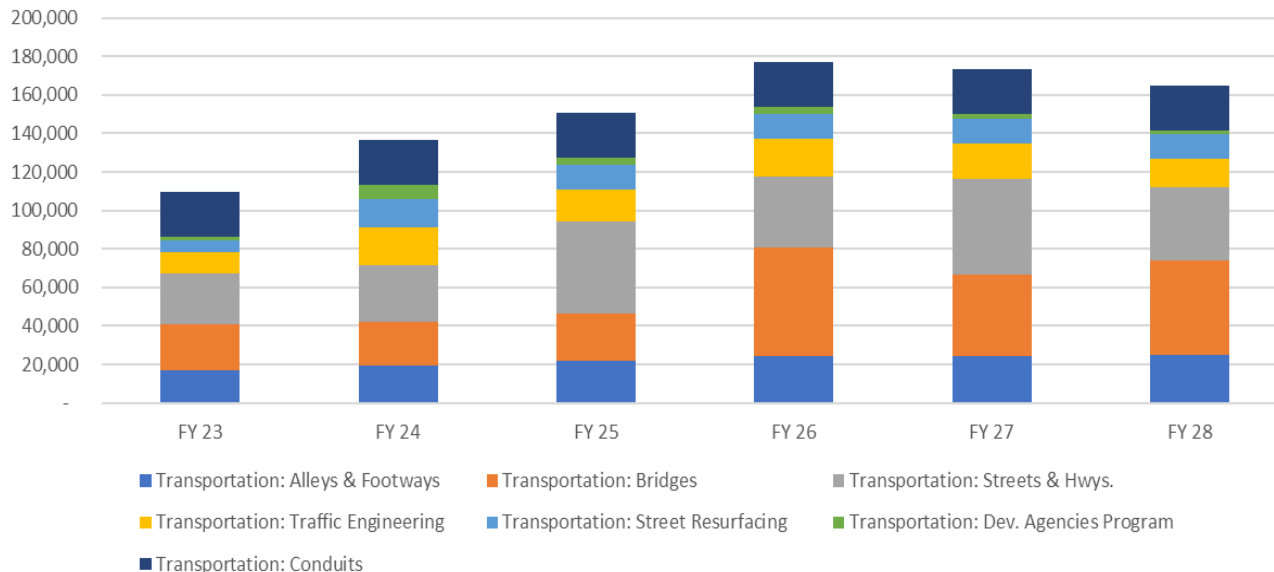


Capital Programming

Proposed DOT CIP Annual Budget



Proposed DOT CIP Program Funding per FY





Federal Discretionary Grant Pursuits

Grant Program	Project	Type of Project	Year
RAISE Grant	Multimodal accessibility improvements at Penn Station	Implementation	FY 23 +
Scenic Byways	Downtown ADA	Implementation	FY 23-24
Safe Routes to School	Cecil Elementary	Implementation	FY 23-24
Safe Routes to School	MLK Boulevard Complete Street	Implementation	FY 23-24
Reconnecting Communities	Redevelopment of the Highway to Nowhere	Feasibility/ Planning	FY 23-25
Safe Streets For All Grant	Highway Safety Plan	Action Plan	FY 23-24
Ferry Service Grant	ADA Improvements at Harbor Connector Piers	Implementation	FY 23-26
Transit ADA	Railroad Crossings Safety Improvements at Warner St	Implementation	FY 23-26
PROTECT Grant	Pavement Removal and SWM	Implementation	FY 23-26





Federal Discretionary Grants – Some Targets

Grant Program	Project	Type of project	Year
SMART Grant	Signal Modernization / TSMO	Implementation	FY 24
All Stations Accessibility Grant	Transit Corridor ADA Improvements	Implementation	FY 24/25
MEGA Grant	VVM Bridge / Hanover Street Corridor	Planning/ Implementation	FY 24-26
Transportation Alternatives	Greenway Trail Network	Implementation	FY 24-26
Reconnecting Communities	Druid Park Lake Drive	Design/Implementation	FY 24/25
Safe Streets for All	Implementation of Highway Safety Plan / Complete Streets	Implementation	FY 24-26
Bridge Investment	I-83 Refurbishment / Reservoir Bridge Improvements	Implementation	FY 24-26
Safe Routes to School	Refurbish Safety City / Local Improvements	Implementation	FY 24-26
Transportation Alternatives	Harford Road & Old Town Mall	Implementation	FY 25
Low Emission Ferry Grant	Harbor Connector Boat Replacement / Fleet Expansion	Implementation	FY 25
PROTECT Grant	Flood Mitigation / Climate Adaption / Emergency Evacuation Systems	Planning/Implementation	FY 25-26
INFRA Grant	Freight Route Improvements	Planning/ Implementation	FY 26
MEGA Grant	Harbor Pier Refurbishment	Planning/ Implementation	FY 26



Reconnecting Communities

Reconnecting Communities Pilot Program will restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.





Baltimore City's Application for the Highway to Nowhere:

- The Baltimore City Department of Transportation (BCDOT) is leading the grant pursuit in partnership with the Baltimore City Department of Planning, Baltimore Development Corporation, and Maryland Transit Administration.
- The US Department of Transportation will become engaged should we be successful in winning this grant.
- Public participation is a primary goal, and we will continue to engage with community members through a Stakeholder Advisory Committee, posting up to date project information online, and frequent public meetings throughout the planning process.

How this study differs from other studies:

- This grant pursuit is seeking federal assistance to advance planning studies already completed.
- With additional funding, we can refine our project goals with community input, advance earlier planning studies to complete a more technical assessment, develop new design scenarios with public input, and provide more accurate information to develop detailed design plans that lead to construction.
- This study will also identify financing strategies to ensure project implementation is feasible both from a constructability perspective and a financing perspective.



We've already heard from Stakeholders:

- Build infill development and reconnect the community
- Make complete streets with improved transit
- Have higher density transit-oriented development at the ends
- Provide more greening and usable open space
- Avoid displacement and focus improvements to help existing residents
- Reflect and honor the area's history and culture
- Improve access to opportunities for existing residents
- Repair the historic fabric
- Include the Red Line

These goals will inform
our performance
measures for project
success



Scope of Work for a Planning & Feasibility Study (about \$3M):

- Robust and Multi-faceted Stakeholder Engagement
- Topographic survey with metes and bounds
- Utility designations
- Infrastructure asset inventory and conditions assessment
- Environmental Inventory
- Traffic Analysis
- Market Analysis
- Purpose and Need Statement / Establish Key Performance Indicators (KPIs)
- Conceptual Scenario Planning
- Assess Scenario Performances
- Financing Strategy
- Recommend Phasing and Next Steps

The Reconnecting West Baltimore Study will be different focusing on more technical Feasibility and Implementation Planning



Additional benefits we hope to add with this study:

- Interim Community Enhancements and Traffic Safety Improvements
- Public Art
- Community Social Events
- Fellowship positions with local Universities
- Internships and apprenticeships for local residents
- Historic Interpretation and Documentation





Anticipated Next Steps for Future Grant-Funded or P3 Efforts

- Continued Stakeholder Engagement and Community Activities
- Establish 3rd Party Management Entity
- Design Competition or Design Build
- Project Financing Plan / P3
- Environmental Review / NEPA Analysis / Regulatory Approvals
- Design and Engineering
- Phased Construction of New Development



Questions?