

**CITY OF BALTIMORE
COUNCIL BILL 23-0405
(First Reader)**

Introduced by: The Council President
At the request of: The Administration (Department of Transportation)
Introduced and read first time: June 26, 2023
Assigned to: Environmental and Community Development Committee
REFERRED TO THE FOLLOWING AGENCIES: City Solicitor

A RESOLUTION ENTITLED

1 A RESOLUTION OF THE MAYOR AND CITY COUNCIL concerning

2 **Transit-Oriented Development – North Avenue**

3 FOR the purpose of supporting a State Transit-Oriented Development designation for North
4 Avenue, the area surrounding and including the Light Rail Link Station; and providing for a
5 special effective date.

6 **Recitals**

7 **WHEREAS**, Title 7, Subtitle 1 of the State Transportation Article requires that, in addition to
8 other criteria, that a Transit-Oriented Development (“TOD”) be designated as a TOD by the
9 Maryland Secretary of Transportation and the relevant local government;

10 **WHEREAS**, Mayor Brandon M. Scott, in his letter to the Secretary of the Maryland
11 Department of Transportation dated April 27, 2022, attached hereto as “Exhibit A”, identified the
12 City’s transportation priorities for inclusion in the Consolidated Transportation Program and, in
13 part, proposed the identification of new TOD opportunities adjacent to MARC and Metro
14 Stations in the City of Baltimore;

15 **WHEREAS**, the Mayor and City Council of Baltimore have since identified a new TOD
16 opportunity and now support a TOD designation for North Avenue, the area surrounding and
17 including the North Avenue Light Rail Link Station, as depicted in “Exhibit B”, and as more
18 particularly described in “Exhibit C” (the “Project”);

19 **WHEREAS**, the Project will be a mix of private and public parking facilities, commercial and
20 residential structures, uses, improvements, and facilities customarily appurtenant to such
21 facilities and uses;

22 **WHEREAS**, the Project is part of a deliberate development plan and strategy involving
23 property that is either adjacent to or located within one-half mile of the passenger boarding and
24 alighting location of the North Avenue Light Rail Link Station;

25 **WHEREAS**, the Project is planned to maximize the use of transit, walking, and bicycling by
26 residents, employees, and other users of the Project;

EXPLANATION: CAPITALS indicate matter added to existing law.
[Brackets] indicate matter deleted from existing law.

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1 **WHEREAS**, this Resolution of the Mayor and City Council of Baltimore represents the City’s
2 support of a State TOD designation pursuant to the State Transportation Article; and

3 **WHEREAS**, this Resolution of the Mayor and City Council of Baltimore could potentially
4 bring the Project prioritization for funds, resources, financing assistance, tax credits, the location
5 of State offices, and support from State agencies.

6 **SECTION 1. BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF BALTIMORE**, That
7 North Avenue, the area surrounding and including the North Avenue Light Rail Link Station, as
8 depicted in “Exhibit B”, and as more particularly described in “Exhibit C”, is hereby designated a
9 Transit-Oriented Development in accordance with the State Transportation Article.

10 **SECTION 2. AND BE IT FURTHER RESOLVED**, That this Resolution takes effect the date it is
11 enacted.

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EXHIBIT A



BRANDON M. SCOTT
MAYOR

*100 Holliday Street, Room 250
Baltimore, Maryland 21202*

April 27, 2022

Secretary James Ports, Jr
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076

Dear Secretary Ports:

I am pleased to provide this letter reflecting the City of Baltimore's transportation priorities for inclusion in the Consolidated Transportation Program (CTP). We are grateful for the Maryland Department of Transportation (MDOT) partnership and State investments in infrastructure in Baltimore City, especially efforts from the MDOT Maryland Transit Administration (MDOT MTA) to implement the Regional Transit Plan, East-West Priority Transit Corridor RAISE Grant project, and other transit-related improvements supporting our goals to improve multimodal accessibility, transportation equity, and Complete Streets in Baltimore. We are also grateful for efforts by the MDOT Maryland Port Administration (MDOT MPA) to remain an important economic generator in Baltimore and to support environmental enhancements benefiting water quality and habitat restoration in the Baltimore Harbor. We must continue to work in partnership to ensure our mutual goals can be met by supporting the safety, reliability, accessibility, and sustainability of the multimodal transportation network we all rely upon.

The priorities contained in this letter are consistent with my Administration's commitment to increase access to public transportation; advance the implementation of our innovative and comprehensive Complete Streets ordinance; support the safe and reliable movement of freight, and connect City residents with major employers across the region. These requests also represent the funding we need to maintain our transportation network in a state of good repair to meet the mobility and safety needs of the traveling public.

Capital Programming

Allocation of Federal Highway Dollars - Historically, the City of Baltimore has received 5.5 percent of federal formula highway dollars appropriated to the MDOT State Highway Administration (SHA) to support the state highway network within the City of Baltimore that is fully maintained by the City. It is our understanding that MDOT SHA has chosen to treat federal stimulus dollars differently and not apportion a percentage to the City. We respectfully request that you reconsider this position and allocate 5.5 percent of federal highway dollars to the City of Baltimore to support BCDOT's ability to maintain a safe, resilient, reliable, and equitable transportation network in a state of good repair. As discussed in the Baltimore City CTP meeting in 2021, federal dollars to support the rehabilitation and repair of concrete roads that support the Port of Baltimore would be a mutually beneficial use of these funds.

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Partnership in pursuing Federal discretionary funding opportunities – The Infrastructure Investment and Jobs Act (IIJA) establishes new funding opportunities for transportation projects. Many of these new funding opportunities are available as discretionary grants, which will be competitive and require a minimum 20 percent match. The City is seeking State support to further leverage our investments and present attractive grant applications when competing for limited funds at the national level. We request your strategic and proactive partnership in coordination and leveraging matching funds to pursue discretionary opportunities that will significantly impact the transportation network in Baltimore and beyond.

Innovative Financing – Given the ongoing discrepancy of available funding to meet the ongoing transportation investment, operations, and maintenance needs, the City of Baltimore is interested in exploring innovative finance opportunities to better leverage our capital program. We are interested in exploring Public-Private Partnerships (P3s), bonds, and other innovative financing opportunities in coordination with the State to advance major infrastructure projects that are otherwise beyond our ability to finance with current revenue levels. Additionally, we reiterate our request to receive dedicated toll credits from the State to assist with matching federal dollars. The majority of toll revenues are generated in the Baltimore region and we strongly believe that a dedicated annual allocation of toll credits is a reasonable request.

High-Impact Priority Projects

Vietnam Veterans Memorial Bridge and Hanover Street Multimodal Corridor Improvements – The Vietnam Veterans Memorial Bridge and Hanover Street corridor in south Baltimore are in critical need of investments to rehabilitate or replace the structure and improve multimodal transportation infrastructure. This corridor is part of the arterial roadway network in Baltimore City serving as a freight connection between MDOT MPA's Port of Baltimore and I-95 and several of MDOT MTA CityLink bus routes. Furthermore, this corridor serves as an important connection for the historically disadvantaged, low-income, and minority Cherry Hill and Greater Baybrook communities to job centers in Port Covington, Downtown Baltimore, and points south in Anne Arundel County. The bridge cannot safely accommodate bicycles, the sidewalks are not ADA compliant, and the bascule draw bridge section routinely requires long closure periods for inspection and maintenance.

With a federal grant, BCDOT conducted a planning study to identify safety, multimodal accessibility, and state of good repair improvements for the bridge and the Hanover Street corridor in the surrounding communities. The Baltimore City Department of Transportation (BCDOT) is currently funding a structural assessment of the bridge to assess the feasibility of repair versus replacement. State and federal support is needed to advance improvements for this bridge and the Hanover Street Corridor. The next step is to conduct a National Environmental Policy Act (NEPA) Study to engage with stakeholders, identify environmental constraints and select a preferred alternative. Completing a NEPA study allows this project to become eligible for new Federal discretionary grant funding opportunities that can help fund final design and construction. The City requests active State participation in the planning processes for the bridge repair or replacement.

US 40 Franklin and Mulberry Highway Redevelopment and Ramp Removal – In the 1970s, the State Roads Commission built the US 40 expressway decimating 16 continuous city blocks that used to be homes and businesses in Black communities of West Baltimore. The intent to connect with I-70 never happened, and today this massive scar across the City has become known as the Highway to Nowhere. Building this expressway has caused irreparable damage to community cohesion and economic stability in West Baltimore. BCDOT has made progress in the past to reestablish part of the grid and reconnect Payson Street. BCDOT is partnering with MDOT MTA to design and implement multimodal Complete Street elements along this corridor for the East West Transitway RAISE Grant. With new federal funding opportunities available in the IIJA for Reconnecting Communities, BCDOT is seeking State support to leverage federal dollars for a planning study to assess new alternatives and redevelopment opportunities to support community cohesion and economic growth.

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Implementation of the Greenway Trails – The City of Baltimore is developing a 35-mile world-class urban trail network that would link neighborhoods, anchor institutions, parks, schools, commercial districts, waterfronts, transit hubs, and more. There are ten miles remaining to realize a completed Greenway Trail network. The City is currently advancing planning and design work on several remaining gaps in the public ROW, including 6.3 miles of trail to connect Leakin Park, Druid Hill Park, Lake Montebello, and Herring Run Park. The City is also working towards connecting the Inner Harbor to Middle Branch Park, as well as the two-mile gap along Norfolk Southern and BGE corridors, which needs to be acquired. If this project were to receive state funding support, it would allow the City to leverage already identified private and federal dollars.

Locally Operated Transit Services - The Charm City Circulator and Harbor Connector are free and locally operated transit services in Baltimore City. These services connect residents, tourists, and commuters to job centers and important destinations, and support the MDOT MTA's transit operations. Capital improvements for these complimentary transit services would support improvements needed to connect new destinations and leverage equity improvements to ensure free transit service is more accessible to historically disadvantaged communities. The capital improvements needed to improve service, as outlined in our Transit Development Plan, include bus stop enhancements, pier, and docking infrastructure expansion and repairs, and purchasing boats to replace vessels at the end of their service life.

Transit Oriented Development – Infill and redevelopment with Transit Oriented Development (TOD) near Transit Hubs in Baltimore City supports our City goals to promote equitable development, economic growth, and multimodal transportation. The City of Baltimore supports MDOT initiatives to create TOD areas in Baltimore City linking land use and transportation with new mixed-use development and Complete Street transportation enhancements. The City of Baltimore supports MDOT's efforts and designation of TOD areas at Penn Station, Westport, and Reisterstown Plaza. BCDOT can further support MDOT's TOD program with supplemental State funding to provide multimodal transportation improvements to the roadway network in and around these TOD areas. Additionally, we ask that MDOT also revisit previous iterations of the MARC Growth and Investment Plans (2007 and 2013), increase capital investment in MARC stations, and identify new TOD opportunities adjacent to MARC and Metro stations in the City of Baltimore.

Programmed Citywide Initiatives with Insufficient Funding

Roadway Resurfacing – Unlike all other jurisdictions within the State of Maryland, Baltimore City is responsible to maintain all roadways within the City limits, including on State routes and critical freight routes supporting the MDOT MPA Port of Baltimore. Impacts from heavy freight traffic generated by the Port of Baltimore has significantly degraded Baltimore City's roadway network. There are over 2,000 miles of roadway in Baltimore City, and BCDOT manages hundreds of street improvement projects each year. BCDOT's goal is to keep all roads in a good condition however, heavy truck traffic, winter weather, and ongoing wear and tear creates an extensive backlog of maintenance needs. Supplemental funding and support for BCDOT's roadway resurfacing program can ensure the street network, including State routes and critical freight routes inside Baltimore City limits, is in good condition. This will help improve safety, network reliability, and reduce ongoing maintenance needs for infrastructure and vehicles.

Americans with Disabilities Act (ADA) Compliance - As is the case with other aging cities, Baltimore has a significant backlog of infrastructure needs to meet ADA requirements and increase accessibility for pedestrian facility users of all ages and physical abilities. The majority of pedestrian facilities in downtown Baltimore require upgrades to meet current ADA standards. Constructing ADA compliant sidewalks, curb ramps, crosswalks, and pedestrian infrastructure will enable everyone, regardless of physical abilities, to navigate downtown. This will provide residents, workers, and visitors with safe, reliable, and continuous travel pathways. My Administration has also prioritized upgrades of ADA infrastructure around bus stops to increase access to public transit options. Our efforts can be accelerated significantly with increased State and federal support.

Traffic Safety Improvements - BCDOT has recently prepared a Strategic Highway Safety Plan (SHSP) to identify, expand, and prioritize safety measures for the traveling public in Baltimore City. BCDOT has initiated a "quick build"

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program to address high crash intersections, and this program has become very popular with a long waitlist of projects originating from the analysis of high-crash locations as well as through community requests. However, in order to achieve the City's goal of zero traffic-related injuries and fatalities, MDOT's support is a critical element to funding projects. This includes additional funding to implement safety projects to protect the most vulnerable users of the transportation network. Increased funding to improve roadways would provide opportunities to implement traffic calming, increase accessibility of our pedestrian infrastructure and Complete Streets as outlined in the City's new Complete Streets Manual.

Transit Flow and Access Improvements - The Baltimore CityLink network includes dedicated bus lanes for improved safety, reliability, on-time performance, and efficiency. BCDOT and MDOT MTA are already working together proactively and dedicating resources to resurface or reconstruct the corridors to include roadway improvements, ADA compliant bus stops and sidewalks to increase access, and active transportation upgrades on the dedicated bus lane corridors. Ongoing support from the State to expand, reconstruct, and resurface roadways can improve transit system performance, reduce cost of vehicle maintenance, and increase roadway network life expectancy. Additional support is needed from the State to implement traffic control measures such as transit signal priority (TSP), queue jumps, transit bus movement exemptions, and bus stop enhancements for transit rider comfort and safety. Pedestrian infrastructure upgrades to meet ADA standards are a critical component at bus stops and along corridors to provide accessible routes from neighborhoods. These investments to our roadway, transit, and pedestrian infrastructure would improve ridership experiences for users of MTA transit, improve transit reliability, and maintain critical infrastructure for all users of the road.

New Finance Options and State Support for Bridge Repair and Replacement - There are 296 City-owned and maintained bridges in Baltimore. Of those, 178 are in "Fair Condition" and 38 are in "Poor Condition." Due to funding gaps, there are only eight currently under construction, eight currently in design, and 16 scheduled in the CIP, including those under design. To address these failing bridges, Baltimore City requires increased State support for developing innovative financing models to rehabilitate and replace failing bridges and greater flexibility in funding uses and sources. Baltimore would benefit from the use of toll credits for the required local match to draw down more federal funds. Also, State assistance with the use of Grant Anticipation Revenue Vehicles (GARVEEs) bonds would allow Baltimore City to spread the financing over the life of the bridge rather than the construction period.

Thank you, again, for your favorable consideration of these requests. Should you have any questions, please do not hesitate to contact Department of Transportation Director Steve Sharkey at (410) 396-6802 or Steve.Sharkey@baltimorecity.gov. Working together, we can provide the safe, reliable transportation network that the people of Baltimore deserve.

In service,



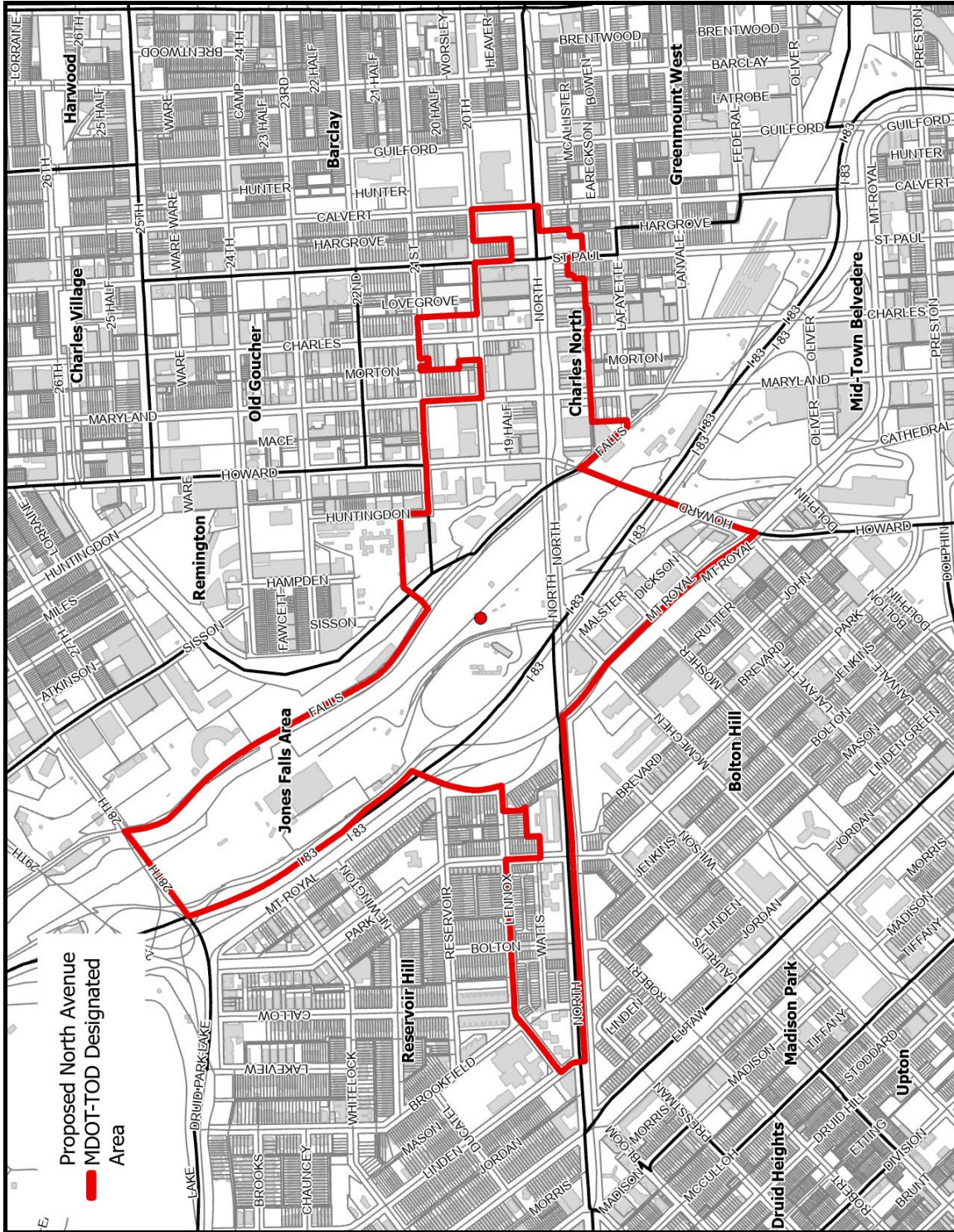
Brandon M. Scott
Mayor
City of Baltimore

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EXHIBIT B

The boundaries of the proposed North Avenue Transit-Oriented Development, as situated in the City of Baltimore, State of Maryland, are depicted in red on the map below.



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EXHIBIT C

The proposed North Avenue Transit-Oriented Development will include certain parts of those blocks and lots situated in the City of Baltimore, State of Maryland listed below.

BLOCK	LOT						
		0388	021	0427	006A	3434	027
0386	001	0388	022	3434	001	3434	027A
0386	002	0389	007	3434	001A	3434	028
0386	003	0389	008A	3434	002	3434	029
0386	004	0389	009	3434	003	3434	030
0386	005	0389	010	3434	004	3434	031
0386	006	0389	011	3434	005	3434	032
0386	007	0389	012	3434	006	3434	033
0386	008	0389	013	3434	007	3434	034
0386	012	0389	015	3434	008	3434	035
0386	013	0389	016	3434	009	3434	036
0386	014	0389	017	3434	010	3434	037
0386	015	0389	018	3434	011	3434	038
0386	015	0389	019	3434	012	3434	039
0387	018	0389	020	3434	012A	3434	040
0387	019	0389	020A	3434	013	3434	041
0387	023A	0389	021	3434	014	3434	042
0387	023B	0389	022	3434	015	3434	043
0387	024	0389	023	3434	016	3434	044
0387	025	0389	024	3434	017	3434	045
0387	025B	0389	025	3434	018	3434	045A
0387	038	0390	011	3434	019	3434	046
0388	007	0390	012	3434	020	3434	047
0388	008	0390	015	3434	020A	3434	048
0388	009	0425	003A	3434	021	3434	049
0388	011	0425	008	3434	022	3434	050
0388	015	0425	008	3434	023	3434	051
0388	017	0427	006	3434	024	3434	052
0388	018	0427	006	3434	025	3434	053
0388	019	0427	006A	3434	026	3434	054

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	BLOCK	LOT					
1	3434	055	3434	085	3434	114	3438B 001A
2	3434	055A	3434	086	3434	115	3438B 001B
3	3434	056	3434	087	3434	116	3438B 002A
4	3434	057	3434	088	3434	117	3438B 002B
5	3434	058	3434	089	3434	118	3438B 005
6	3434	059	3434	090	3434	119	3438B 005A
7	3434	060	3434	091	3434	119A	3600B 001
8	3434	061	3434	092	3434	120	3600B 002
9	3434	062	3434	093	3434	121	3600B 003
10	3434	063	3434	094	3434	122	3600B 005
11	3434	064	3434	095	3434	122A	3600B 006
12	3434	065	3434	096	3434	122B	3601 001
13	3434	066	3434	096A	3435	001	3601 002
14	3434	067	3434	097	3435	042	3601 012
15	3434	068	3434	098	3435	043	3601 016
16	3434	069	3434	099	3435	044	3601 019
17	3434	070	3434	100	3435	045	3601 021
18	3434	070A	3434	101	3435	046	3601 023
19	3434	071	3434	102	3435	047	3601 026
20	3434	072	3434	103	3435	048	3601 027
21	3434	073	3434	104	3435	049	3601 028
22	3434	074	3434	105	3435	050	3601 030
23	3434	075	3434	105A	3435	051	3602 001
24	3434	076	3434	105B	3435	052	3602 002
25	3434	078	3434	106	3435	053	3602 003
26	3434	079	3434	107	3435	054	3602 004
27	3434	079A	3434	108	3435	055	3602 005
28	3434	079B	3434	109	3435	056	3602 006
29	3434	080	3434	110	3435	057	3602 007
30	3434	081	3434	111	3435	058	3602 008
31	3434	082	3434	111A	3435	059	3602 011
32	3434	083	3434	112	3435	060	3602 012
33	3434	084	3434	113	3438B	001	3602 013

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	BLOCK	LOT
1	3603	017
2	3603	021
3	3603	022
4	3603	024
5	3603	025
6	3603	030
7	3603	032
8	3603	036
9	3604	001
10	3800	001
11	3800	002
12	3800	002A
13	3800	002B
14	3800	003
15	3800	004
16	3800	012
17	3800	013
18	3801	001
19	3801	018
20	3809	001
21	3809	006
22	3809	007
23	3809	009
24	PSC0	010
25	PSC0	010
26	PSC0	020
27	PSC0	020