

CITY OF BALTIMORE
RESOLUTION _____
Council Bill 24-0530

Introduced by: Councilmember Bullock
At the request of: The Administration (Department of Transportation)
Introduced and read first time: May 16, 2024
Assigned to: Economic and Community Development Committee
Committee Report: Favorable
Council action: Adopted
Read second time: October 21, 2024

A RESOLUTION OF THE MAYOR AND CITY COUNCIL CONCERNING

Transit-Oriented Development – West Baltimore

FOR the purpose of supporting a State Transit-Oriented Development designation for the area surrounding and including the West Baltimore MARC Station; and providing for a special effective date.

Recitals

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

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

WHEREAS, the Mayor and City Council have since identified a new opportunity and now support a TOD designation for West Baltimore, the area surrounding and including the West Baltimore MARC Station, as depicted in Exhibit B, “West Baltimore Transit-Oriented Development – Boundaries”, dated April 6, 2024, and as more particularly described in Exhibit C, “West Baltimore Transit-Oriented Development – Blocks and Lots”, dated April 6, 2024 (the “Project”).

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

WHEREAS, the Project is part of a deliberate development plan and strategy involving property that is either adjacent to or located within one-half mile of the passenger boarding and alighting location of the West Baltimore MARC Station;

EXPLANATION: Underlining indicates matter added by amendment.
~~Strike out~~ indicates matter stricken by amendment.

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

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

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

8 **SECTION 1. BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF BALTIMORE**, That
9 West Baltimore and, the area surrounding and including the West Baltimore MARC Station, as
10 depicted in Exhibit B, “West Baltimore Transit-Oriented Development – Boundaries”, dated
11 April 6, 2024, and as more particularly described in Exhibit C, “West Baltimore Transit-Oriented
12 Development – Blocks and Lots”, dated April 6, 2024, is hereby designated a Transit-Oriented
13 Development, in accordance with the State Transportation Article.

14 **SECTION 3. AND BE IT FURTHER RESOLVED**, That this Resolution takes effect on the date it
15 is enacted.

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1

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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EXHIBIT A ***{Continued}***

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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EXHIBIT A ***{Continued}***

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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EXHIBIT A {Continued}

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

WEST BALTIMORE TRANSIT-ORIENTED DEVELOPMENT – BOUNDARIES

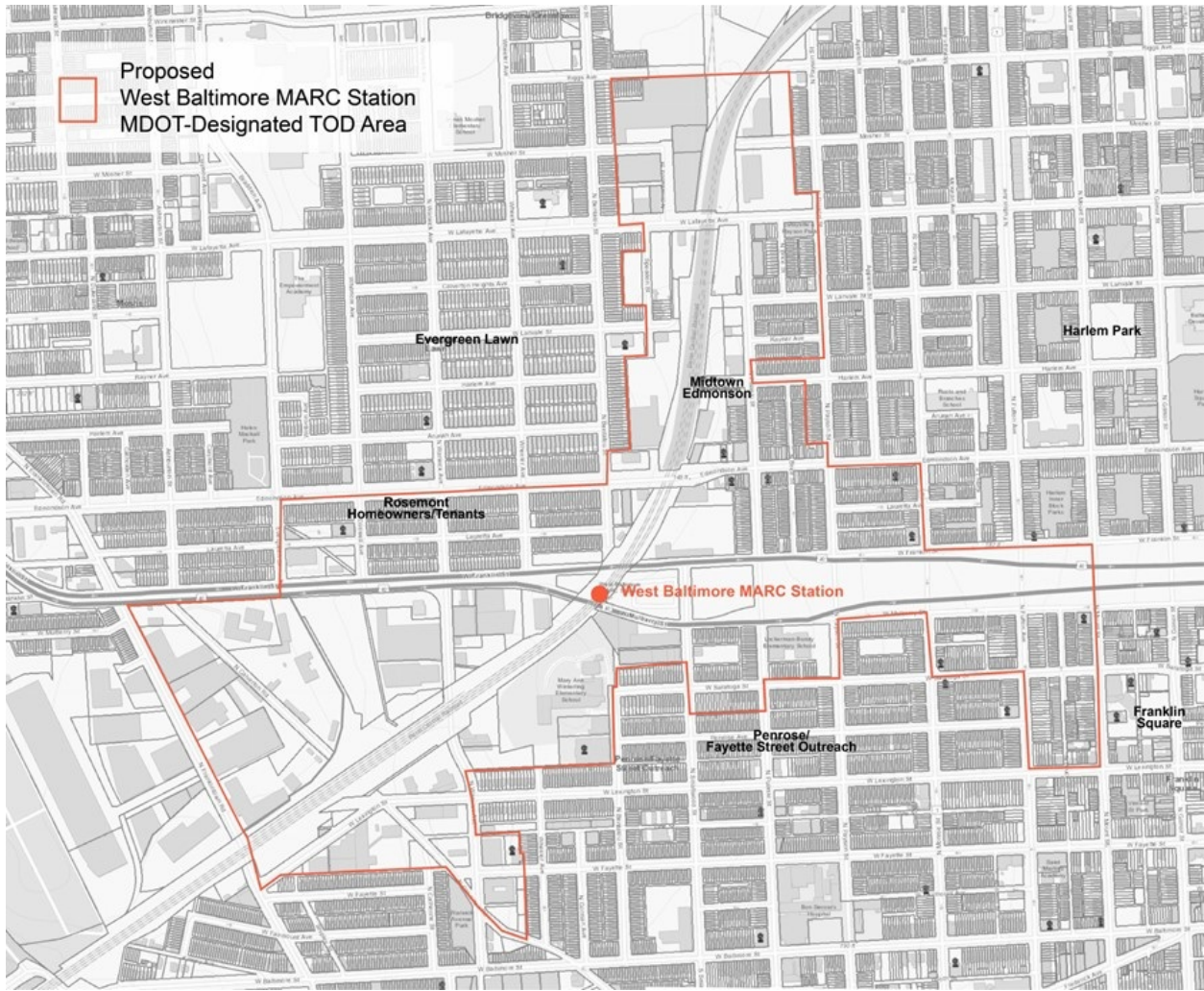
APRIL 6, 2024

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

{Exhibit B continues on the following page.}

1
2

EXHIBIT B
{Continued}



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EXHIBIT C

WEST BALTIMORE TRANSIT-ORIENTED DEVELOPMENT – BLOCKS AND LOTS

APRIL 6, 2024

The proposed West Baltimore 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						
0038	002	0082	047	0094	004	0094	058
0057	019	0082	048	0094	005	0094	059
0057	020	0082	049	0094	006	0094	060
0069	001	0082	050	0094	007	0094	061
0070	018	0082	051	0094	008	0094	062
0081	001	0082	052	0094	009	0094	063
0081	002	0082	053	0094	010	0094	064
0082	001	0082	054	0094	011	0094	065
0082	002	0082	055	0094	012	0094	066
0082	003	0082	056	0094	013	0094	067
0082	004	0082	057	0094	014	0094	068
0082	005	0082	058	0094	015	0094	069
0082	006	0082	059	0094	016	0094	070
0082	007	0082	060	0094	017	0094	071
0082	008	0082	061	0094	018	0094	072
0082	009	0082	062	0094	019	0094	073
0082	010	0082	063	0094	020	0094	074
0082	011	0082	064	0094	035	0094	075
0082	012	0082	065	0094	036	0094	076
0082	013	0082	066	0094	037	0094	077
0082	014	0082	067	0094	038	0094	078
0082	015	0082	068	0094	039	0094	079
0082	016	0082	069	0094	040	0094	080
0082	017	0082	070	0094	041	0094	081
0082	018	0082	071	0094	042	0094	082
0082	019	0082	072	0094	043	0094	083
0082	020	0082	073	0094	044	0094	084
0082	021	0082	074	0094	045	0094	085
0082	022	0082	075	0094	046	0094	086
0082	027	0082	076	0094	047	0094	087
0082	028	0082	077	0094	048	0094	088
0082	029	0082	078	0094	049	0094	089
0082	030	0082	079	0094	050	0094	090
0082	031	0093	001	0094	051	0094	091
0082	042	0093	002	0094	052	0094	092
0082	043	0093	001A	0094	053	0105	001
0082	044	0093	001B	0094	054	0105	003
0082	045	0094	001	0094	055	0105	004
0082	046	0094	002	0094	056	0105	005
		0094	003	0094	057	0105	006

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9	0105	015	0106	047	0117	006	0118	018
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45	0146	029	0148	045	0149	023	0149	072
46	0146	030	0148	046	0149	024	0149	073
47	0146	031	0148	047	0149	025	0149	074
48	0146	032	0148	048	0149	026	0149	075
49	0146	033	0148	049	0149	027	0149	076

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1	0149	077	0164	025	0164	081	2157	010
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4	0160	003	0164	028	0164	084	2163	033
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24	0160	023	0164	055	0164	104	2201	011
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26	0164	001	0164	057	0164	106	2201	013
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34	0164	009	0164	065	0164	114	2201	021
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38	0164	013	0164	069	0164	118	2201	025
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42	0164	017	0164	073	0164	123	2201	029
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44	0164	019	0164	075	2155	025	2201	031
45	0164	020	0164	076	2155	026A	2201	032
46	0164	021	0164	077	2157	001	2201	033
47	0164	022	0164	078	2157	005	2201	034
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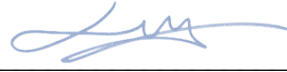
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4	2201	040	2205	002	2205	051	2207	020B
5	2201	041	2205	003	2205	052	2207	021C
6	2201	042	2205	004	2205	053	2209	001
7	2201	043	2205	005	2205	054	2209	002
8	2201	044	2205	006	2205	055	2209	002
9	2201	045	2205	007	2205	056	2209	003
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11	2201	047	2205	009	2205	058	2215	001
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14	2201	051	2205	012	2205	061	2215	003
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17	2201	054	2205	015	2205	064	2215	006
18	2201	055	2205	016	2205	065	2215	004A
19	2201	056	2205	017	2205	066	2344	001
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21	2201	058	2205	019	2205	068	2344	003
22	2201	059	2205	020	2205	069	2344	022
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32	2201	069	2205	030	2205	079	2345	053A
33	2201	070	2205	031	2205	080	2347	001
34	2201	071	2205	032	2205	081	2347	003
35	2201	072	2205	033	2205	082	2347	031
36	2201	073	2205	034	2205	083	0056A	017
37	2201	074	2205	035	2205	084	0056A	042
38	2201	075	2205	036	2205	085	0056A	044
39	2201	076	2205	037	2205	086	0056A	045
40	2201	077	2205	038	2205	087	0056A	046
41	2201	078	2205	039	2205	088	0056A	047
42	2202	001	2205	040	2205	089	0056A	048
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44	2202	011	2205	042	2205	091	0056A	050
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47	2202	023	2205	045	2205	094	0056A	053
48	2202	031	2205	046	2205	095	2167B	058
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1	2167B	060	2206B	013	2206B	063
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3	2167B	058A	2206B	015	2206B	065
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6	2206A	001	2206B	018	2206B	068
7	2206A	002	2206B	019	2206B	069
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16	2206A	011	2206B	028	2206B	078
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26	2206A	021	2206B	038	2206B	088
27	2206A	022	2206B	039	2206B	089
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31	2206A	024	2206B	043	2206B	093
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35	2206A	020B	2206B	047		
36	2206A	020C	2206B	048		
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47	2206B	010	2206B	060		
48	2206B	011	2206B	061		
49	2206B	012	2206B	062		

Council Bill 24-0530

Certified as duly passed this 4 day of November 2024



President, Baltimore City Council

Certified as duly delivered to His Honor, the Mayor,

this 4 day of November 2024



Chief Clerk

Approved this _____ day of _____, 20____

Mayor, Baltimore City