



# Department of Transportation Overview

## FY2025-FY2030 Capital Improvement Program

Corren Johnson, Director  
January 18, 2024

## DOT Mission

"...is to maintain and improve the transportation infrastructure to **produce a safe, reliable, accessible and efficient system for everyone** that provides for multiple and sustainable modes of transportation for residents, businesses and visitors — thereby **promoting livable and vibrant communities** across Baltimore City.

**Baltimore** is the only locality in the State responsible for maintaining State Highways and an Interstate (I-83) Highway

## DOT is responsible for maintaining:

- 2,000 miles of **roadways**  
(4,750 total lane miles)
- 7 miles of **interstate** highway
- 298 **bridges & culverts**
- 456 miles of **alleys**
- 179 miles of **bike lanes** (incl. shared)
- 72,000 **streetlights**
- 1,300 **signalized intersections**
- 250,000 traffic/information **signs**
- 50 Million linear feet of **conduit**



## **DOT Community Engagement in Determining Projects**

Community members have multiple ways to share their concerns and/or ideas related to capital improvement projects. These include:

### **DOT Community Liaisons:**

DOT has 6 Community Liaison positions and an aide who regularly engage with community members and stakeholders on agency services, project specific public meetings and issues. The Liaison Team maintains constant communication with community stakeholders on all capital improvement projects, keeping them informed and engaged from concept to construction. Each liaison is assigned to specific council districts, allowing them the opportunity to build solid relationships with council representatives, residents and other stakeholders.

### **Communications:**

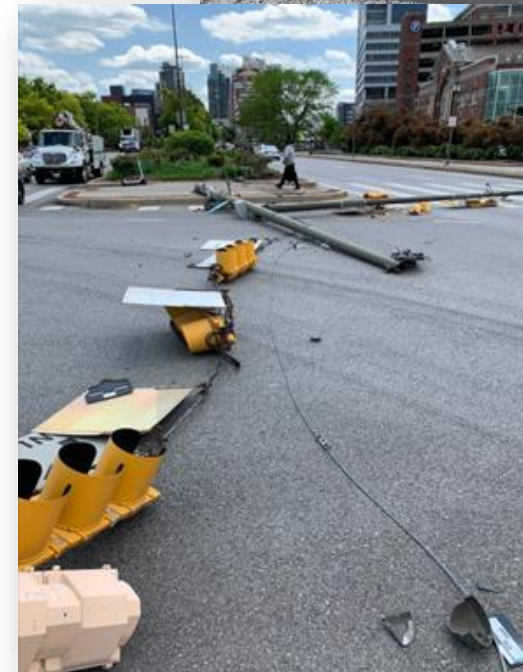
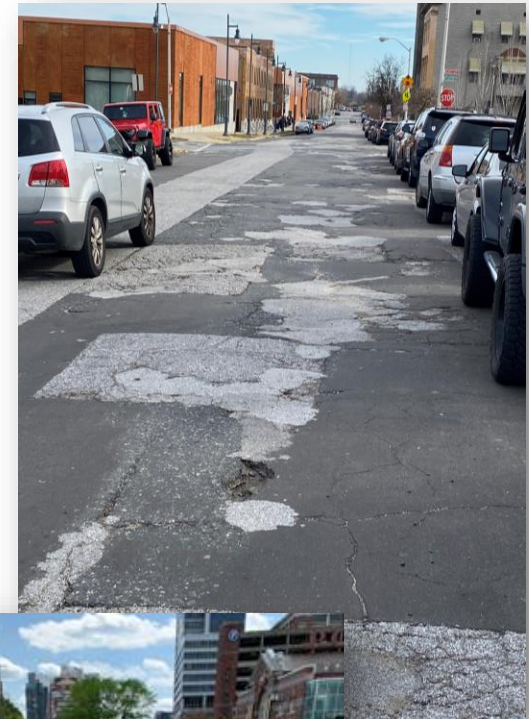
The DOT's communications section provides information about capital projects via social media, the DOT website, and through forums such as NextDoor and GovDelivery.

### **311:**

Residents can submit requests for most DOT services through the 311 system.

## Key Challenges

- *Aging Infrastructure / Deferred Maintenance*
- Limited Funding Sources (Restrictive and Time-Intensive)
- Rising Costs to Improve Infrastructure
- Adapting Existing Infrastructure to Meet Current Design Standards and the Current Public Needs
- Staffing Capacity to Take on New Projects and Under-Staffing in Many of our Key Roles
- The Many and Varying Needs of Baltimore City, Often Transportation Generated Dollars are Reallocated to Other Unrelated Issues



# Baltimore City DOT Capital Funding

## *Detailing the Key Challenge of Funding*

- **\$42 Million Annually in Federal Funds**
  - FHWA oversight, administered through Maryland State Highway, in accordance with Title 23 U.S.C.; 23 CFR 635.105
  - Baltimore City functions as the Local Public Agency
  - *Typically requires 20% Local Match (\$10.5M)*
- **Since 2014, borrowed \$15 Million Annually in County Transportation Bond Revenue but stopped in FY24.**
- **Local Funding (FY25 Target - \$59 Million):**
  - General Obligation Bonds & General Funds
  - Highway User Revenue
    - *New Legislation (House Bill 1187) Increased Baltimore City's Annual HUR Percentage w/ Higher Amounts Limited to FY25-27!*
    - *State proposed HUR Cuts starting FY26 are Putting Increase at Risk*



### Detailing the Key Challenge of Funding

# Local Funding - Highway User Revenue (HUR)

#### Components of HUR:

- Motor Fuel Tax
- Corporate Income Tax
- Sales and Use Tax (a portion of short-term vehicle rentals)
- Motor Vehicle Titling Fee
- Motor Vehicle Registration Fee

**Prior to 1998:** 15% of total State HUR was distributed to the City - larger percentage due to the City maintaining State Routes and Interstate

**1998-2009:** Baltimore City received the minimum of 11.5% of total State HUR

**2010:** State changed the formula to allocate revenues to the State's General Fund. This permanently reduced the allocation to the City which dropped to 8.6% in Fiscal 2010 and 7.9% in 2011

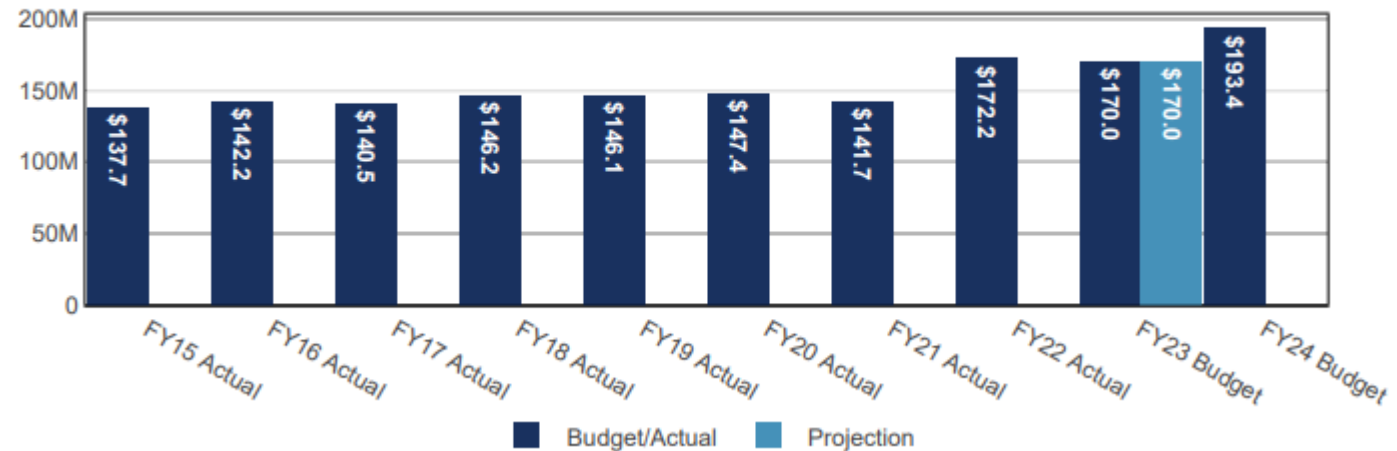
**Post-2012:** City allocation has ranged from 7.5% to the current 8.3% total State HUR. The 8.3% allocation is legislated to remain until FY2025, when it was scheduled to be reduced to 7.7%.

**2013:** The State stopped allocating HUR to their General Fund, but did not reinstate the allocation to the City

**2022:** House Bill 1187 Passed to Temporarily Increase Baltimore City HUR Percentage

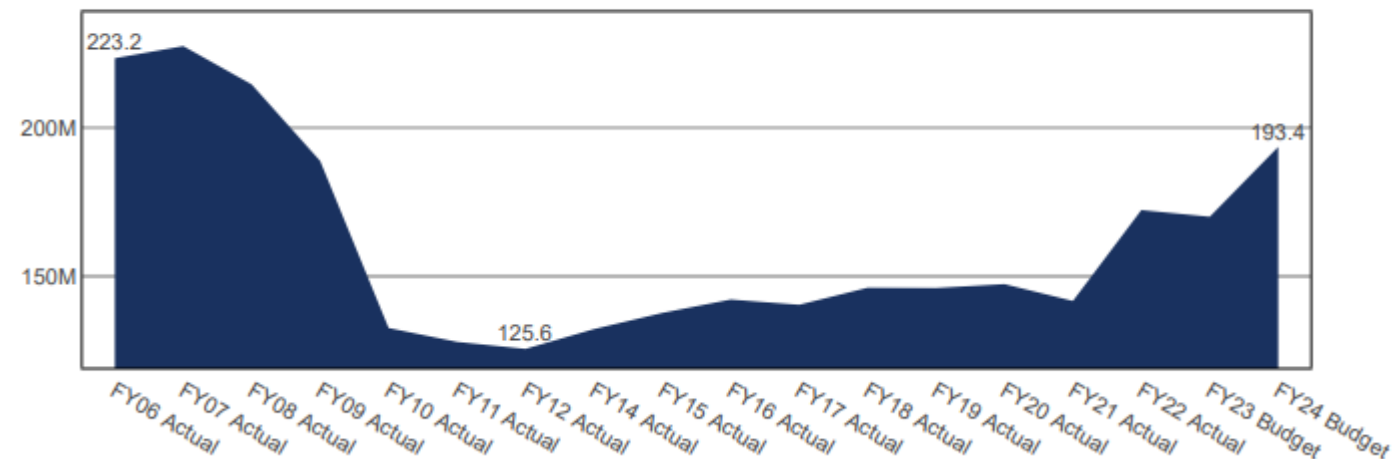
#### State Highway User Revenue

(Dollars in millions)



#### State Highway User Revenue (Historical)

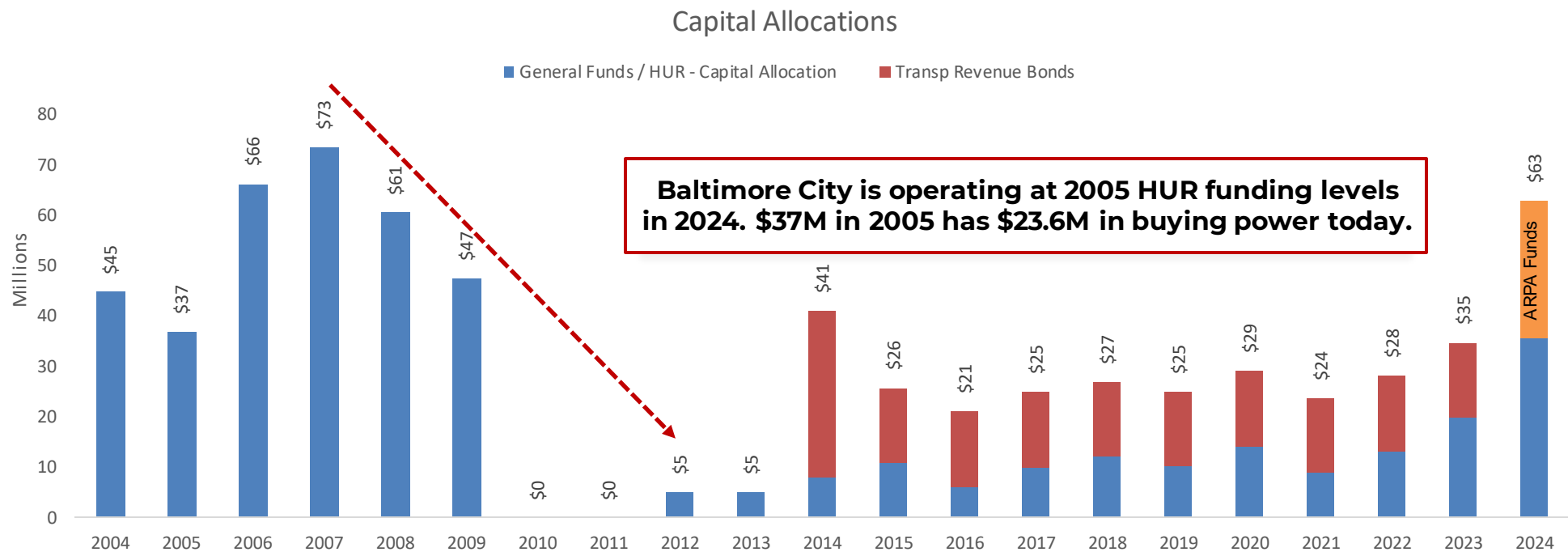
(Dollars in millions)





*Detailing the Key Challenge of Funding*

## Local Funding in the Capital Program

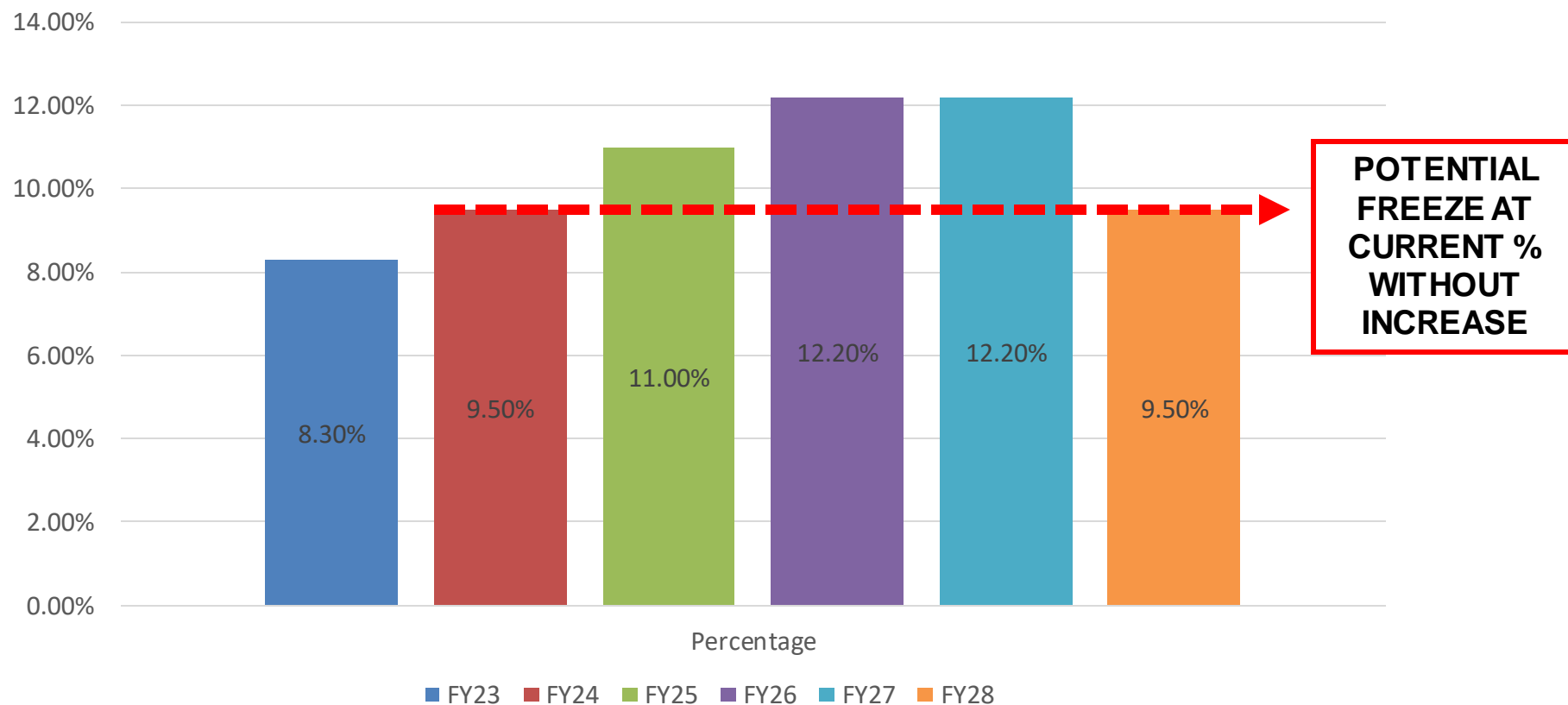


Previous reductions in HUR funding, as allocated by the State of Maryland, have severely affected BCDOT's capital funding. The majority of HUR funding has been dedicated to operating costs. To offset a portion of the loss within the capital program, the City began utilizing County Transportation Revenue Bonds (\$15 million per year). Still, the total local funding, has continued to be significantly less.

Prior cuts have resulted in a reduction of over **\$45 million a year.**

# House Bill 1187 Increased HUR Funding for Baltimore City

Baltimore City Percentage of HUR



On May 12, 2022 House Bill 1187 was passed that altered the amounts of capital grants calculated based on highway user revenues that are required to be allocated to Baltimore City, counties, and municipalities.



## Program Priorities

- **State of Good Repair:** Baltimore City DOT maintains and restores critical infrastructure such as bridges, roadways, ADA / sidewalks, lighting, bicycle, and transit infrastructure.
- **Complete Streets:** Complete Streets projects prioritize the safety, comfort, and convenience of people walking, biking, or using transit and are prioritized through an equity lens.
- **Traffic Safety:** DOT prioritizes traffic safety throughout the transportation network, with the goal of becoming a Vision Zero city and eliminating all traffic fatalities and severe injuries.
- **Sustainable Transportation Alternatives:** DOT plays a critical role in fostering sustainable, multimodal transportation alternatives which provide all citizens the option to safely travel in ways other than by single occupancy vehicles. DOT manages the following programs:
  - Charm City Circulator
  - Shared Mobility (Scooters/E Bikes)
  - Harbor Connector
  - Bike Facilities
- **Plan Implementation:** Implementing existing plans and developing plans to guide the DOT's work. These include the Bike Master Plan, and DHCD's Framework for Community Development.

### Complete Streets Prioritization Process

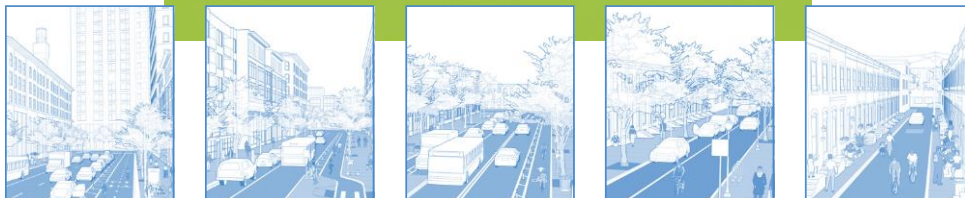
To evaluate potential CIP projects (major infrastructure, resurfacing and sidewalks), DOT will:

- Emphasize Equity
- Prioritize Safety
- Evaluate Asset Condition
- Reduce Geographic Boundary Influence
- Lessen Complaint-Driven Work



# BALTIMORE

## COMPLETE STREETS



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

## DOT Long Term Capital Needs

The capital needed to correct the deferred maintenance is approximately \$1.8 Billion. If DOT were to receive the funding to correct the deferred maintenance, the estimated projected annual funding for replacement of existing assets is \$193.5 Million. Correcting deferred maintenance would provide an acceptable level/condition for the infrastructure assets.

Asset Category	ESTIMATED CAPITAL NEEDED FOR DEFERRED MAINTENANCE TO BRING TO A STATE OF GOOD REPAIR	ESTIMATED ANNUAL CAPITAL FUNDING NEEDED FOR CAPITAL REPLACEMENT PER YEAR FOR THE NEXT 20 YEARS	AVERAGE PER YEAR APPROPRIATION IN THE CAPITAL BUDGET (OVER THE LAST THREE FISCAL YEARS)
Sidewalks / ADA Access	\$723M	\$41.7M	\$8.4M
Bridges	\$478M	\$34.9M	\$17.3M
Roadways	\$348M	\$71.3M	\$25.2M
DOT Facilities	\$87M	\$20.8M	-
Traffic Signalization	\$74M	\$5.9M	\$6.3M
Transit Infrastructure	\$55M	\$8.3M	\$5.0M
Alleys	\$48M	\$4.6M	\$0.76M
Lighting	\$36M	\$4.0M	-
Bicycle Facilities	\$8M	\$2.0M	\$2.0M
<b>TOTAL</b>	<b>\$1.8B</b>	<b>\$193.5M</b>	





# Baltimore City DOT Recent Accomplishments





### DOT Ongoing & Recent CIP Accomplishments (Reconstruction & Streetscape)

Martin  
Luther King  
Boulevard  
at Howard  
Street



Sharp-  
Leadenhall  
Streetscape



## DOT Recent CIP Accomplishments (Alleys & Footways)

### Calendar Year 2023:

- 362,752 SF of Sidewalk Repaired
- 133,494 SF of Alleys
- 17,942 LF of Curb Reconstructed





### DOT Recent CIP Accomplishments (Resurfacing)

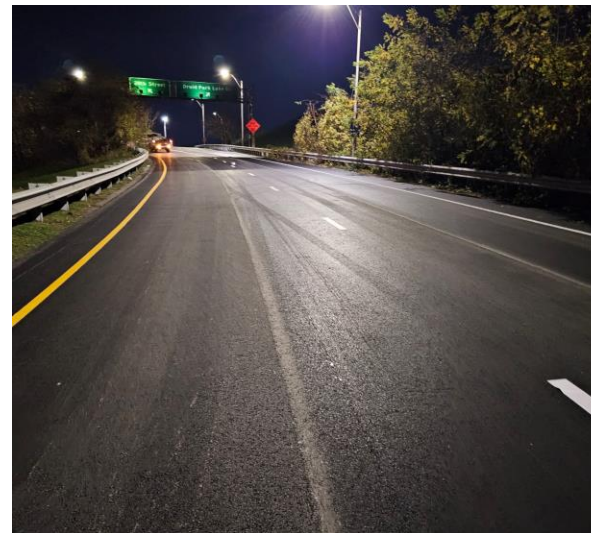
Calendar Year 2023:

- Approximate Lane Miles Completed: 18.7 Lane Miles



Harford Road

I-83 Ramp

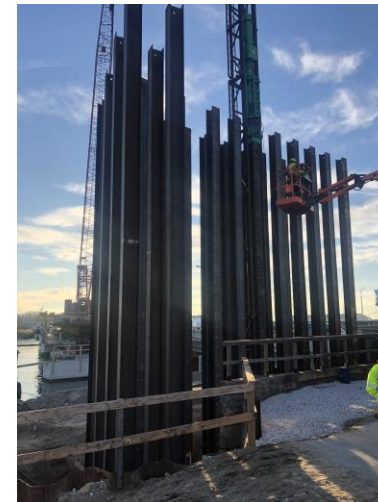




## DOT Bridge Construction Projects

**TOTAL CONSTRUCTION VALUE: Approx. \$33 Million**

- Broening Highway Bridge Over Colgate Creek (ongoing)
- Phoenix Road Over Gunpowder Falls (DPW & Balt. County Partnership)



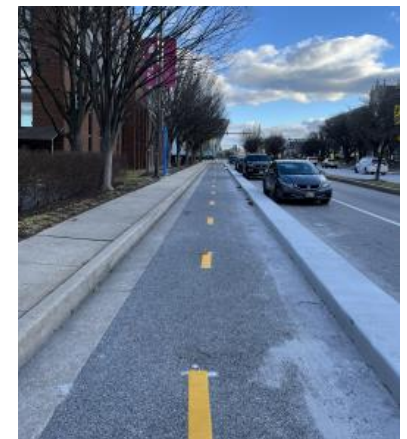


### DOT Recent CIP Accomplishments (Bikes):



#### New Bike Infrastructure:

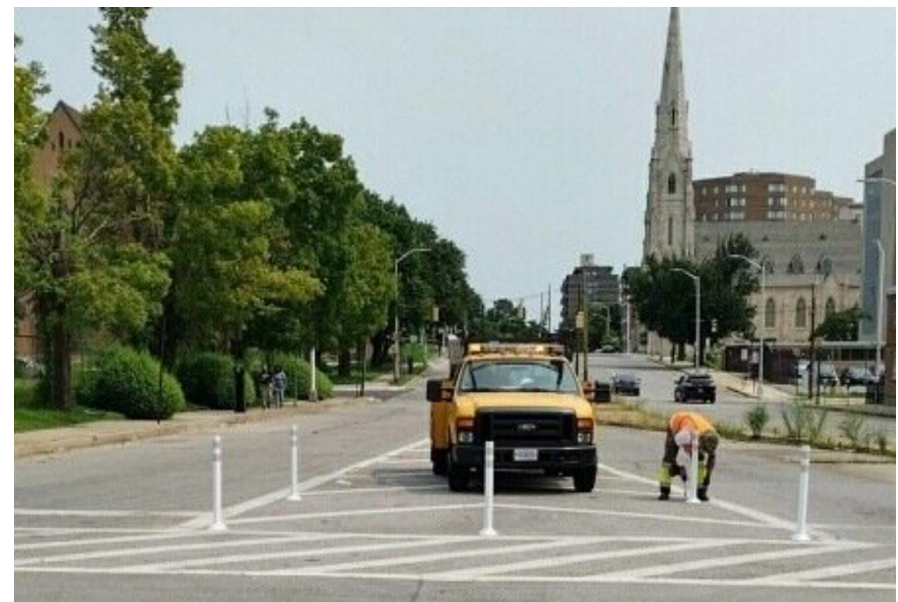
Primary Street	From	To	Lane Miles	Type
28th St	Sisson St	Maryland Ave	0.7	Separated Bike Lane
Madison Ave	McMechen St	Dolphin St	0.6	Separated Lane Markings
Chesapeake Ave	Maude Ave	6th	0.4	Buffered Bike Lane
Harford Ave (multiple segments)	Louise Ave	Erdman Ave	2.8	Separated Bike Lane
S. Carey St	Ramsey St	Herkimer St	0.2	Separated Bike Lane
S. Central Ave	Fleet St	E. Baltimore St	0.6	Separated Bike Lane
Uplands Pkwy	Pen Lucy Rd	Edmondson Ave	0.6	Buffered Bike Lane
W. North Ave	Mt. Royal Ave	Maryland Ave	0.7	Separated Bike Lane
Argonne Drive	Harford Rd	Morgan Campus Dr	0.9	Separated Bike Lane
St. Lo Drive	Sinclair Lane	Harford Rd	1.2	Separated Bike Lane





### DOT Planning – Recent and Ongoing Work

- West Baltimore United
- Community Placemaking Projects
- Towards Zero Quick-Build Installations
- BCPS Traffic Safety Projects
- 28th Street Road Diet





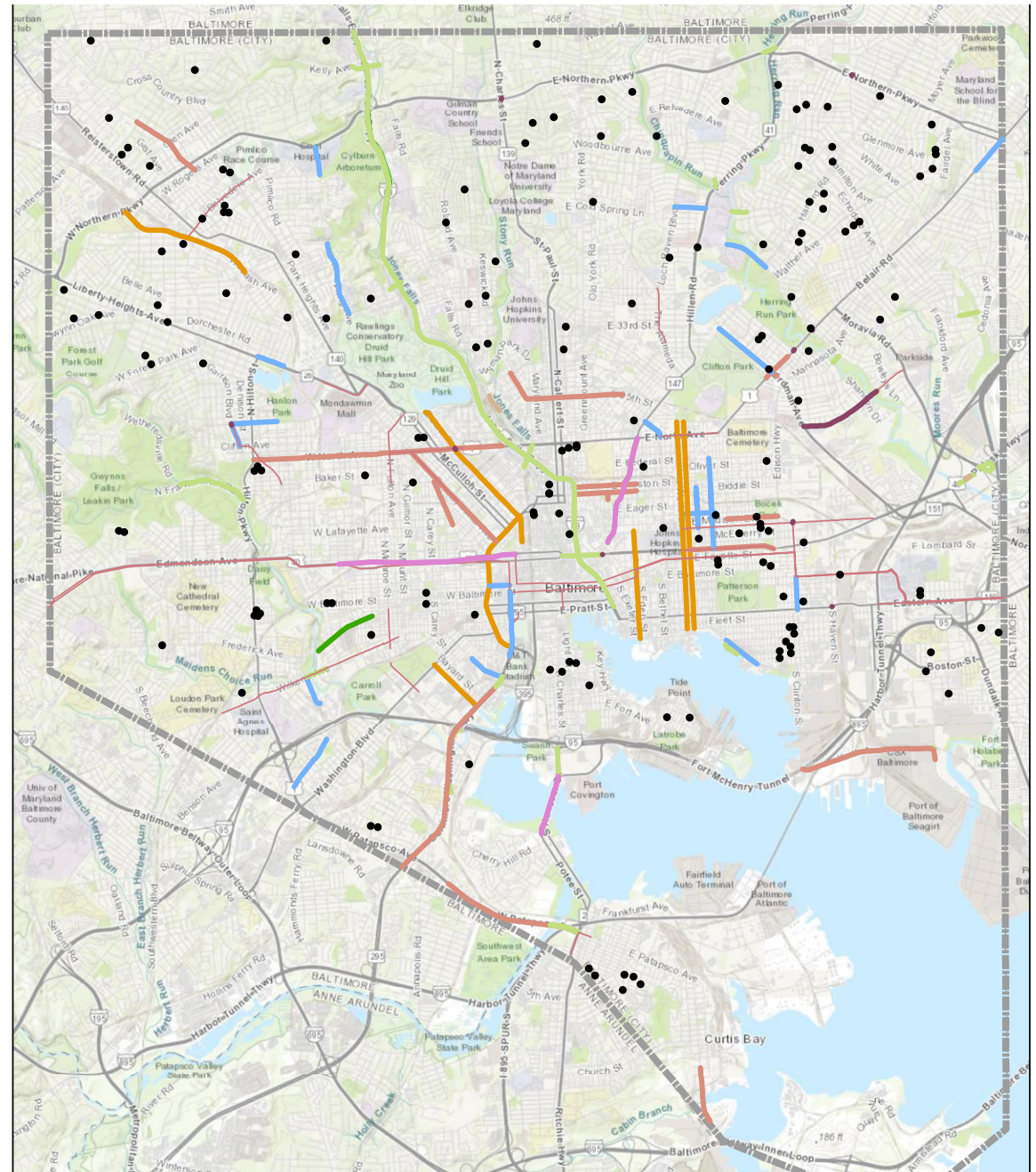
# Map of How Funds are Spent

## LEGEND

### DOT CIP 2024 Project Locations

-  Bike
-  Bridge
-  DOT-Facilities
-  Planning
-  Reconstruction
-  Resurfacing
-  Strategic
-  Traffic
-  Transit

- DOT CIP 2024 Footways & Alleys Locations





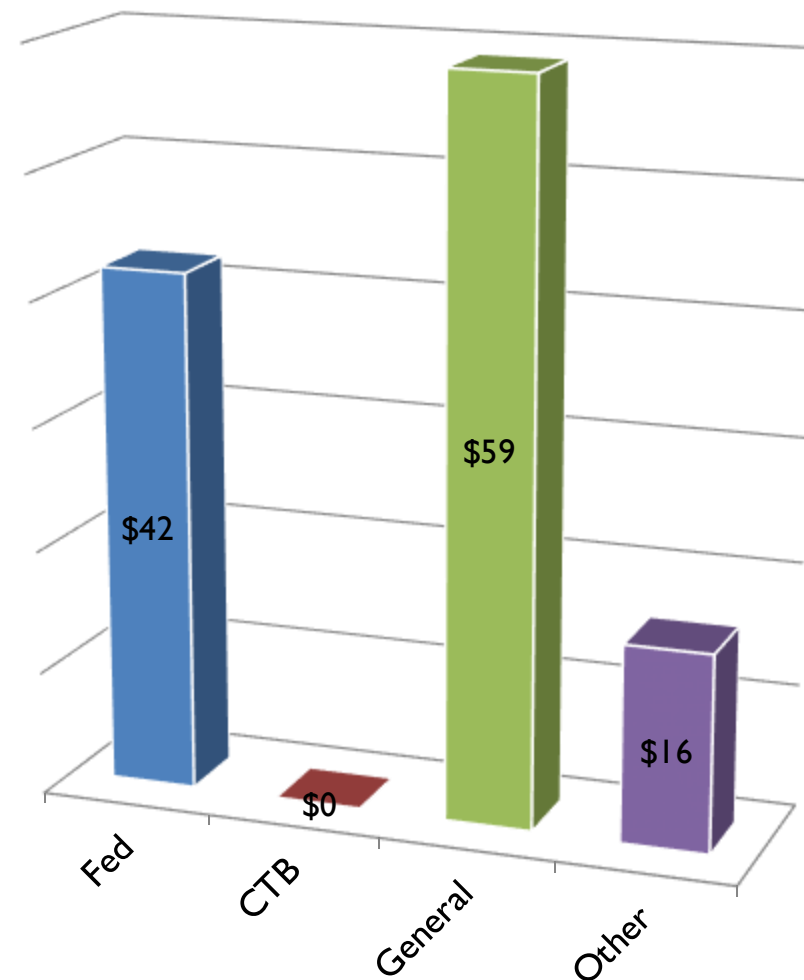
# Baltimore City DOT FY2025-FY2030 CIP Request

### DOT FY 25 Request Breakdown

Funding Request (in Millions)

#### Key Highlights of Request

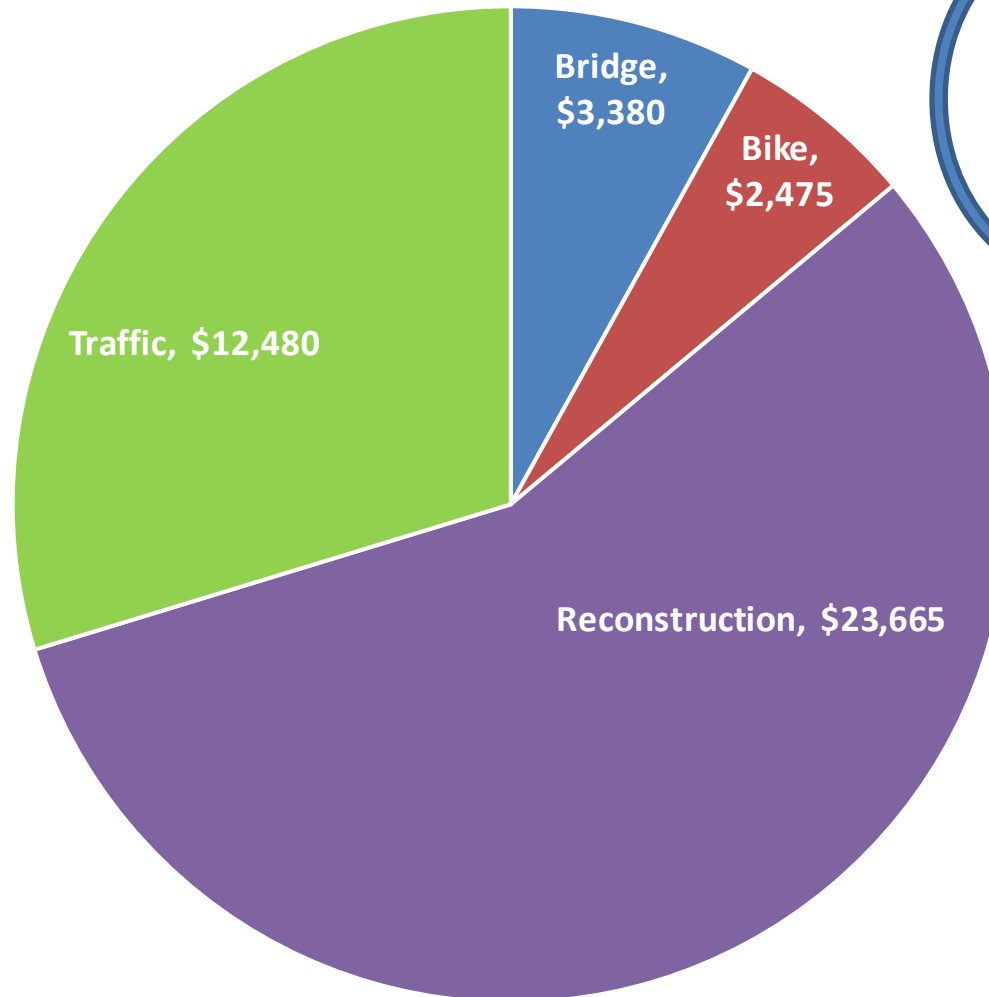
- Alleys & Footways \$7.26M
- Resurfacing \$22.3M
- Bridges \$8.36M
- Reconstruction \$26.244M
- Traffic \$16.650M
- Towards Zero / Safety / Traffic Calming \$23.603M
- Bike \$5.431M
- ADA Infrastructure \$5.155M
- Planning \$2.749M





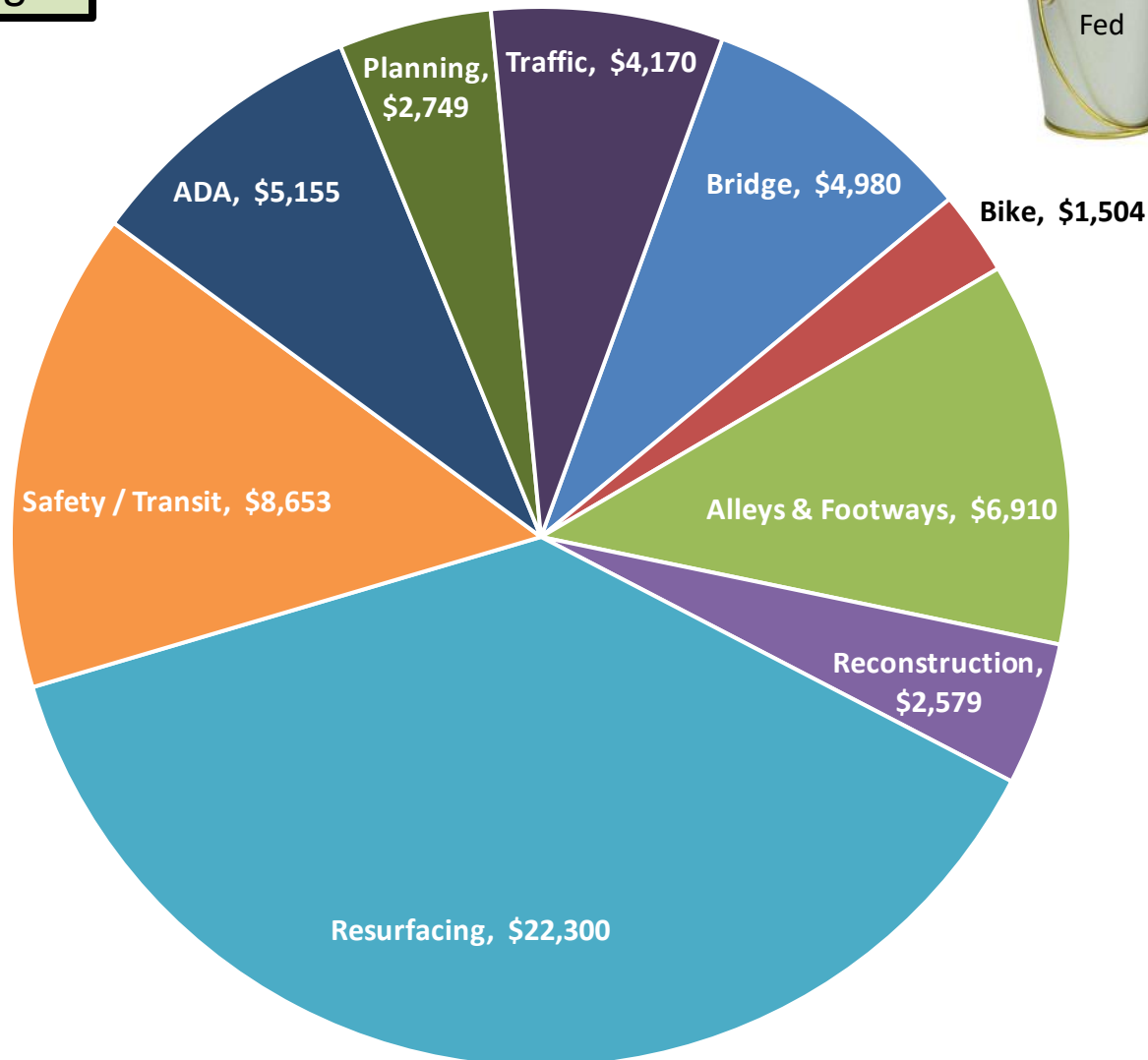
### DOT FY25 Request Breakdown – Federal

**\$42 Million Target**



### DOT FY25 Request Breakdown – Local Funding

**\$59 Million Target**





### DOT FY 25-30 Requests

#### Legend

DOT CIP FY2025 Footways & Alleys



DOT CIP FY2025 Project Locations

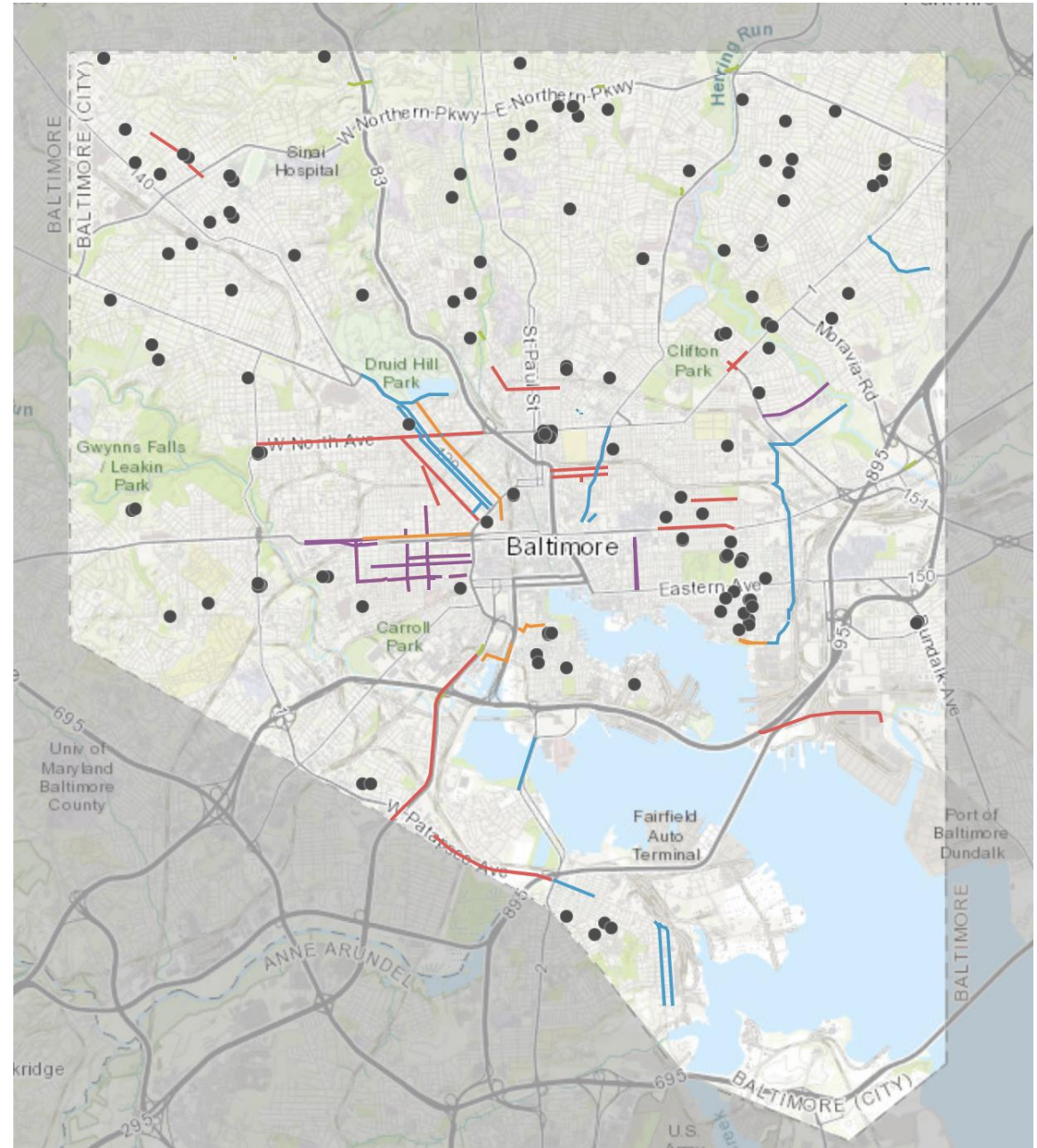
— Reconstruction

— Planning

— Bridge

— Traffic

— Bike



# FY25 Request: Complete Streets Accessibility, Safety, & Multi-Modal





### DOT FY 2025 Requests – Alleys & Footways

CIP No	Description	Federal	General	Other	TOTAL
PRJ003115	Sidewalk Reconstruction		4,100		4,100
PRJ003116	Alley Reconstruction		1,450	350	1,850
PRJ003114	Curb Repair / Slab Repair		1,360		1,360



**TOTAL:  
\$6.91 Million**



### DOT FY 2025 Requests – Traffic Safety

CIP No	Description	Federal	General	Other	TOTAL
PRJ003131	Towards Zero – Traffic Safety Improvements		2,753	10,925	13,678
PRJ002526	Neighborhood Traffic Calming		1,000		1,000
PRJ003124	Traffic Safety Spot Improvements Citywide		3,000		3,000
PRJ003106	Pedestrian Safety Improvements with HSIP Grant		900	3,600	4,500
PRJ003208	School Safety Improvements		800		800
PRJ003204	Cecil Elementary Safe Routes to School Grant		200	425	625

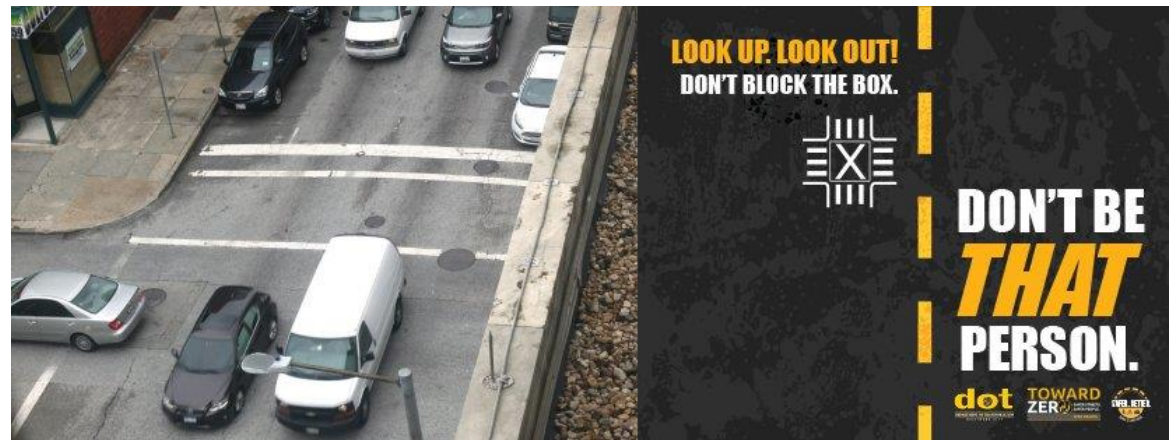
The Toward Zero projects are quick-build traffic safety solutions at high-crash intersections and corridors.

Neighborhood Traffic Calming projects will include a proactive approach to traffic calming on local roads while also responding to urgent needs within communities.



**TOTAL:**

**\$8.653 Million**





### DOT Planning – Towards Zero

- On average, 50 Baltimoreans die annually in traffic crashes.
- At least 20 of those people are walking or biking.
- In 2022 BCDOT won a \$1M SS4A grant to create an Action Plan to eliminate roadway deaths and serious injuries.
- BCDOT is partnering with Morgan State, UMD, and JHU to analyze risks and develop possible solutions. Paid opportunities for residents are included.
- In 2023, BCDOT won a \$9.9M SS4A grant to conduct Complete Streets demonstration efforts, installations, and education/outreach.
- An educational and communications campaign for safety projects and Complete Streets, through paid opportunities for residents.
- Additionally, BCDOT will use the funds to study the safety efficacy of its projects.



### DOT FY 2025 Requests – Bikes:

CIP No	Description	Federal	General	Other	TOTAL
PRJ002365	Bike Master Plan – Eutaw Place		135		135
PRJ002901	Greenway Network Middle Branch	75	19		94
PRJ002178	Bikeways Greenways Trail – Northern Sections	2,400	600		3,000
PRJ003207	Bike and Pedestrian Count Program		150	98	200
PRJ003201	Potomac Street Cycle Track Phase II			568	568
PRJ003095	Baltimore Greenway Trail - Boston Street Connector		60	300	360
PRJ003209	RAISE Corridor West Baltimore Shared Use Path		340		340
PRJ003212	West Baltimore Multimodal Improvements		200		200



**TOTAL:**  
**\$1.504 Million**



# FY25 Request: State of Good Repair, Maintaining Existing Infrastructure



### DOT FY 2025 Requests – Bridges

CIP No	Description	Federal	General	Other	TOTAL
PRJ002532	Perring Parkway Ramp Bridge Over Herring Run		300		300
PRJ001326	Remington Avenue Bridge Over Stoney Run	100			100
PRJ002010	Russell Street & Monroe Street Ramp Over CSX		60		60
PRJ001999	Dartmouth Glen Retaining Wall		2,300		2,300
PRJ002894	Russell Street Viaduct Over Ostend St & CSX	1,400	350		1,750
PRJ002895	Pulaski Highway Bridge Over Herring Run	600	150		750
PRJ002896	Kelly Avenue Bridge Over Jones Falls	800	200		1,000
PRJ002897	Hillen Road Bridge Over Chinquapin Run	480	120		600
PRJ003300	Green Meadow Pedestrian Bridge		500		500
PRJ003139	Annual Urgent Needs Bridge Repair		1,000		1,000

Construction



**TOTAL:**  
**\$4.980**  
**Million**



### DOT FY 2025 Requests – Resurfacing

CIP No	Description	Federal	General	Other	TOTAL
PRJ003110	Resurfacing Urgent Needs		4,000		4,000
PRJ003125	Resurfacing Northwest		4,500		4,500
PRJ003126	Resurfacing Southwest		4,500		4,500
PRJ003129	Resurfacing Southeast		4,500		4,500
PRJ003128	Resurfacing Northeast		4,500		4,500
PRJ003130	Materials and Compliance Testing		300		300

\*External Resurfacing Locations to Feature Complete Streets Elements



**TOTAL:**  
**\$22.3 Million**



### DOT FY 2025 Requests – Reconstruction & Streetscape

Construction

CIP No	Description	Federal	General	Other	TOTAL
PRJ001436	<b>Park Heights Avenue</b> <i>Rogers Avenue to Fords Lane</i>	575			575
PRJ001236	<b>Fremont Avenue</b> <i>Presstman Street to Lafayette Street</i>	200	500		700
PRJ001518	<b>Madison Street Rehabilitation</b> <i>N. Milton to Edison Highway</i>	578	479		1,057
PRJ001360	<b>Patapsco Avenue Rehabilitation</b> <i>Magnolia to Potee Street</i>	4,772			4,772
PRJ002906	<b>Russell Street Rehabilitation (MD 295)</b> <i>Russell Street Viaduct to City Line</i>	3,600	900		4,500
PRJ003096	<b>25<sup>th</sup> Street / Huntingdon Avenue</b> <i>Greenmount to 29<sup>th</sup> Street</i>	800	200		1,000
PRJ002902	<b>Pennsylvania Avenue</b> <i>North Avenue to MLK Blvd</i>	4,000			4,000
PRJ002903	<b>Orleans Street Rehabilitation</b> <i>Washington Street to Ellwood Ave</i>	2,500			2,500
PRJ002904	<b>Johnston Square Improvements</b> <i>Preston &amp; Biddle – Fallsway to Eden</i>	3,440	200		3,640
PRJ003152	<b>Belair Road Improvements</b> <i>Key Nodes, Phase III</i>	400	100		500
PRJ002905	<b>West North Avenue</b> <i>Mt Royal to Hilton Street</i>	2,000			2,000
PRJ003097	<b>Keith Avenue Rehabilitation</b> <i>Broening Highway to S Clinton Street</i>	800	200		1,000



**TOTAL:**  
**\$2.579 Million**



**Leveraging \$23.665M  
in Federal Funds!**



### DOT FY 2025 Requests – Traffic Signals & Spot Locations

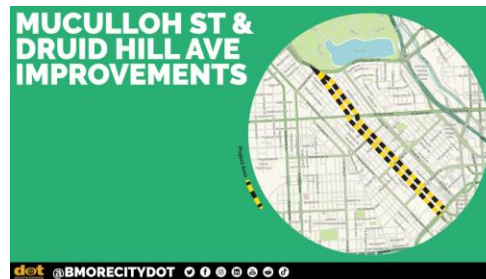
CIP No	Description	Federal	General	Other	TOTAL
PRJ002552	TMC Upgrade	5,680	1,420		7,100
PRJ003146	Broadway Intersection Improvements	480	120		600
PRJ003127	Communications Upgrade – Wireless	4,000			4,000
PRJ003150	Traffic Signal Rewiring	1,920	480		2,400
PRJ003199	Traffic Signal Reconstruction – 10 Locations	400	100		500
PRJ003148	Orleans Street at Gay Street Intersection Improvements		400		400
PRJ002918	Sinclair Lane Corridor Improvements		500		500
PRJ003107	Complete Streets Studies and Initiatives		500		500
PRJ003103	Fayette Street Safety Study and Road Diet		250		250
PRJ003104	Franklin-Mulberry Safety Initiative		400		400

**TOTAL:**  
**\$4.170 Million**



### DOT FY 2025 Requests – Planning

CIP No	Description	Federal	General	Other	TOTAL
PRJ003205	Harford Avenue Corridor Plan and Implementation		400		400
PRJ002908	Druid Park Lake Drive NEPA Study		300		300
PRJ002913	Hanover Street Corridor and Vietnam Veterans Memorial Bridge NEPA Study		500		500
PRJ003200	Baltimore Greenway Trail: Highlandtown to Greektown Connection		450		450
PRJ003211	Citywide Mass Evacuation Resources Planning & GIS Dashboard		175		175
PRJ003102	Druid Hill Ave & McCulloh St Two-Way Study		150		150
PRJ003091	Hamilton Avenue Streetscape		230		230
PRJ003206	Patapsco Avenue – Potee to 6th Street		253		253
PRJ000840	Pennington and Curtis Ave Two-Way Conversion		41		41
PRJ002910	Oldtown Mall Improvements		250		250



**TOTAL:**  
**\$2.749 Million**



### DOT FY 2025 Requests – ADA Infrastructure

CIP No	Description	Federal	General	Other	TOTAL
PRJ003136	ADA Infrastructure Upgrades		5,000		5,000
PRJ003121	ADA Accommodation Requests and Remediation		151		151

**TOTAL:**  
**\$5.151 Million**



**DOT FY 2026-2030 Requests – Major Programs**

Program	Federal	General	TOTAL
Bridge	\$66M	\$31M	\$97M
Reconstruction	\$56M	\$24M	\$80M
Traffic	\$31M	\$44M	\$75M
Bike	\$11M	\$20M	\$31M
Resurfacing	-	\$56M	\$56M

\*NOTE: If Projected State HUR Cuts Occur in FY26-FY28,  
Potential for Reduction of 170 Lane Miles in Resurfacing



## Equity in Project Prioritization

Following the development of the Complete Streets Manual, the Project Prioritization Process outlined in the manual was used in determining future capital projects to focus on.

Relative to previous years, **equity** was emphasized as a leading factor followed by **asset condition and safety**, with a reduced focus on complaint driven projects and the equal spreading of projects based on geographic/council boundaries.

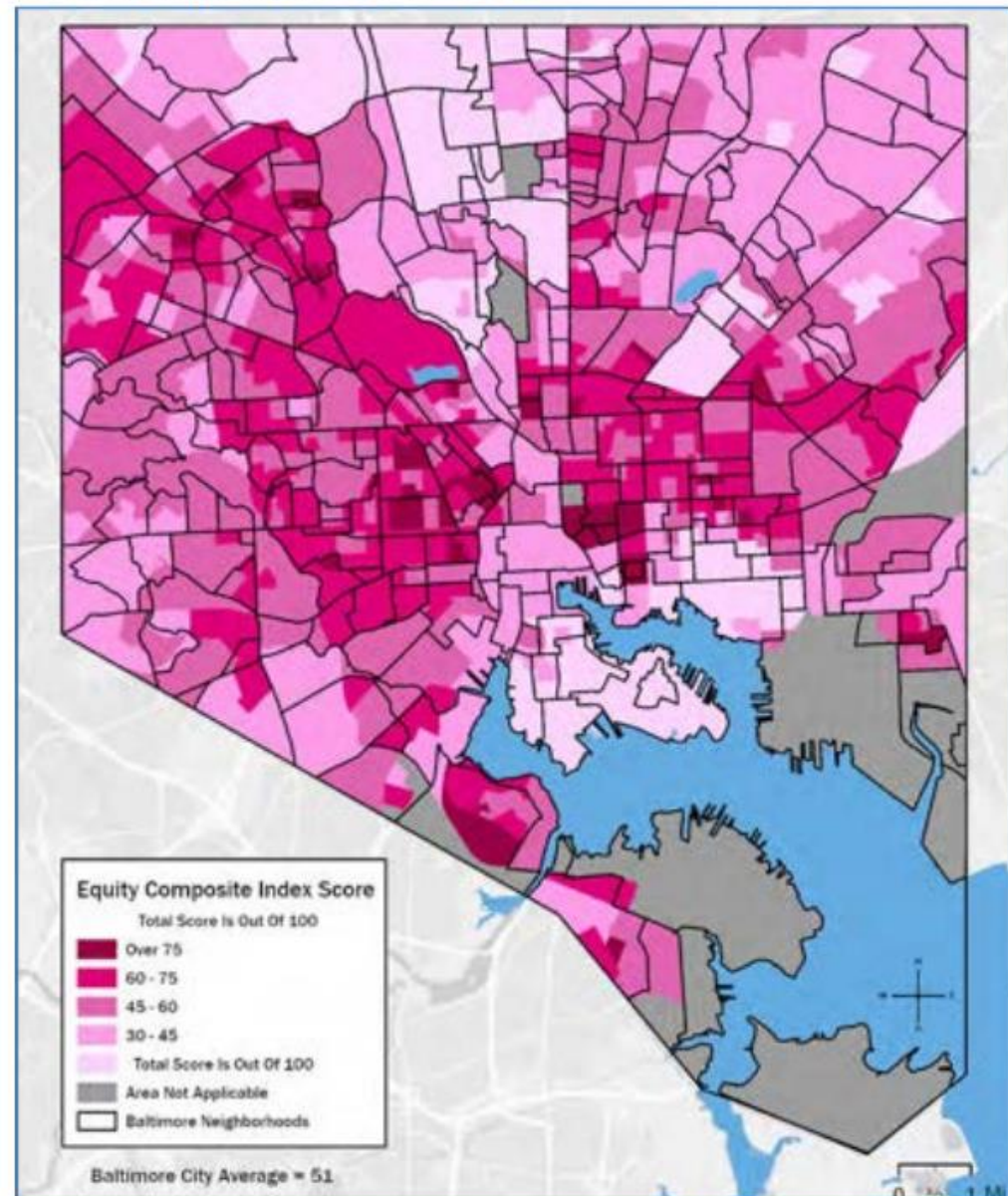
DOT determined the areas of focus for equity through an analysis that built off the Complete Streets equity section. This study resulted in a map of census block groups in Baltimore City, weighted for transportation need. The factors that were considered in the map are public transit usage, household vehicle access, household income, race, and median age of residents. Projects were overlaid on this map to determine the distribution of projects in high-need areas.

## Equity Map

Equity Composite Index Score is a combination of:

- Race
- Household Income
- Household Vehicle Access
- Rates of Public Transportation Utilization
- Median Age of Residents

Figure 19. Equity Analysis for Baltimore City





## Conclusion

- Maintaining and restoring the city's transportation infrastructure is a major component of our responsibilities. This upkeep of infrastructure is reflected in our CIP requests.
- Transforming streets that were once designed as throughways to make them destinations and a safe part of our road network through Complete Streets projects will benefit City residents and visitors for years to come.
- Working toward zero traffic fatalities and injuries through our Traffic Safety projects is an essential part of our work.



**Questions?**