



Department of Transportation Overview

FY2026-FY2031 Capital Improvement Program

Veronica McBeth, Director
January 16, 2025

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**

DEPARTMENT OF TRANSPORTATION

BALTIMORE CITY

Baltimore City Department of Transportation Org Chart

Veronica P. McBeth
Interim Director

Veobia Akilo
Chief Administrator Officer

Marly Cardona-Mox
Communications Chief

Bill Etienne
Chief of Operational Excellence

Asia Scott
Deputy Chief of
Community Engagement

VACANT
Chief of External Affairs

VACANT
Deputy Chief of
Government Relations

Webster Mulbah
Chief Data Officer

Jamarr Rayne
Human Resources Chief

Stuart Sirota
Deputy Director
Planning and Sustainable
Transportation

Sean Burnett
Capital Planning Chief

Bett Thorne
Transportation Services Chief

Hassan Raza
Chief Engineer and Deputy
Director for Complete Streets

Ola Olamide
Conduit Chief

Bimal Devkota
Transportation Engineering &
Construction Chief

Valorie LaCour
ADA Chief

Phillip Mellerson
Automated Traffic Enforcement
Director

Robert O'Brien, PE
Program Manager

Clea Baumhofer, PE
Chief Traffic Engineering

Adrian Lockley
Interim Chief Traffic Operations

Tavon Braxton
Deputy Director
Operations

Adam Cloud
Right of Way Chief

Tina Wilson
Towing Chief

Aretha Mayfield
Safety Chief

Damonnen Taylor
Maintenance Chief

Keena Rucker
Maintenance
General Superintendent

Luther Booze
Maintenance
General Superintendent

Laetitia Griffin
Deputy Director, Administration

Dhirendra Sinha
Fiscal Services Chief

Brenda Simmons
Contract Administration Chief

Keina Overton
Equal Opportunity Officer

Bineeta Sihota
GIS Supervisor/Project Manager



Revised ~ 01/2025



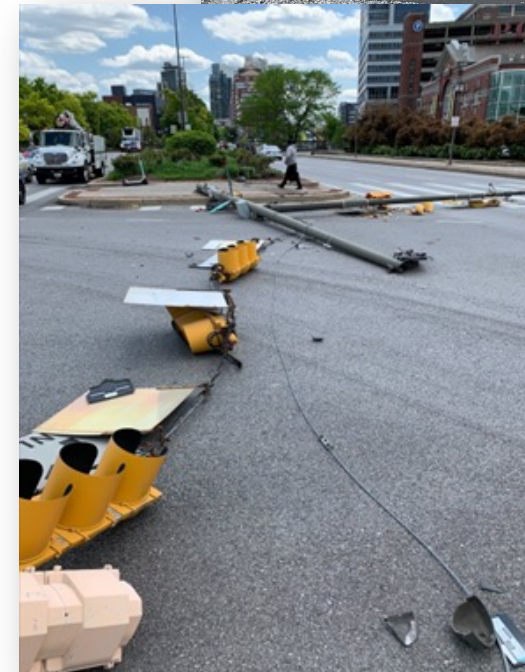
DOT Community Engagement in Determining Projects

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

- **DOT Community Liaisons**
- **Social Media**
- **DOT Website**
- **Forums (NextDoor and GovDelivery)**
- **311**

Key Challenges

- Aging Infrastructure / Deferred Maintenance
- Limited Funding Sources (Restrictive and Time-Intensive)
- Rising Costs
- Adapting Existing Infrastructure to Meet Current Design Standards and the Current Public Needs
- Staffing Capacity



Detailing the Key Challenge of Funding

Baltimore City DOT Capital 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 (FY26 Target - \$94.1 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

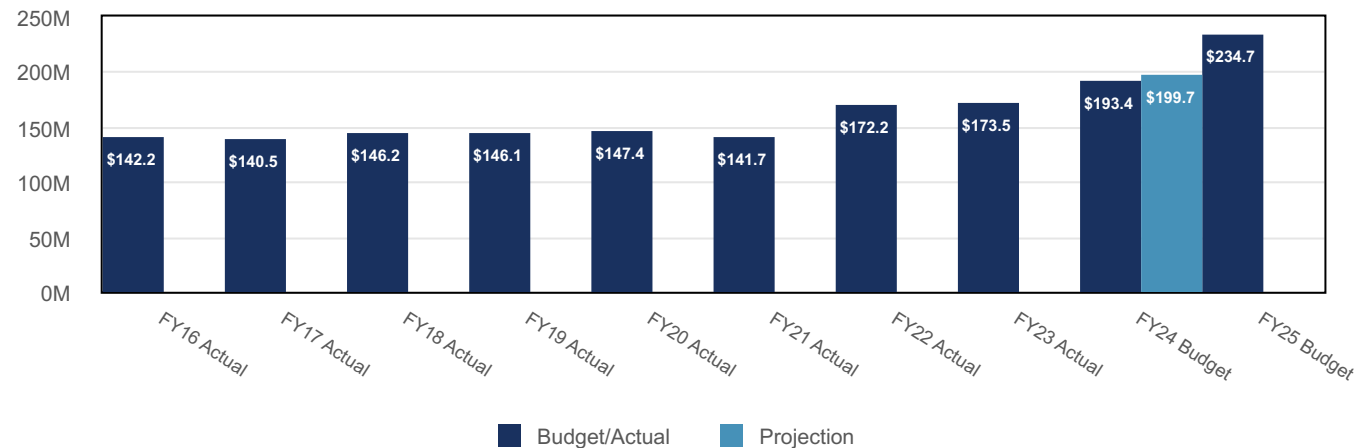
2010: State changed the formula to allocate revenues to the State's General Fund. This permanently reduced the allocation to the City which dropped to 8.6% in Fiscal 2010 and 7.9% in 2011

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%.

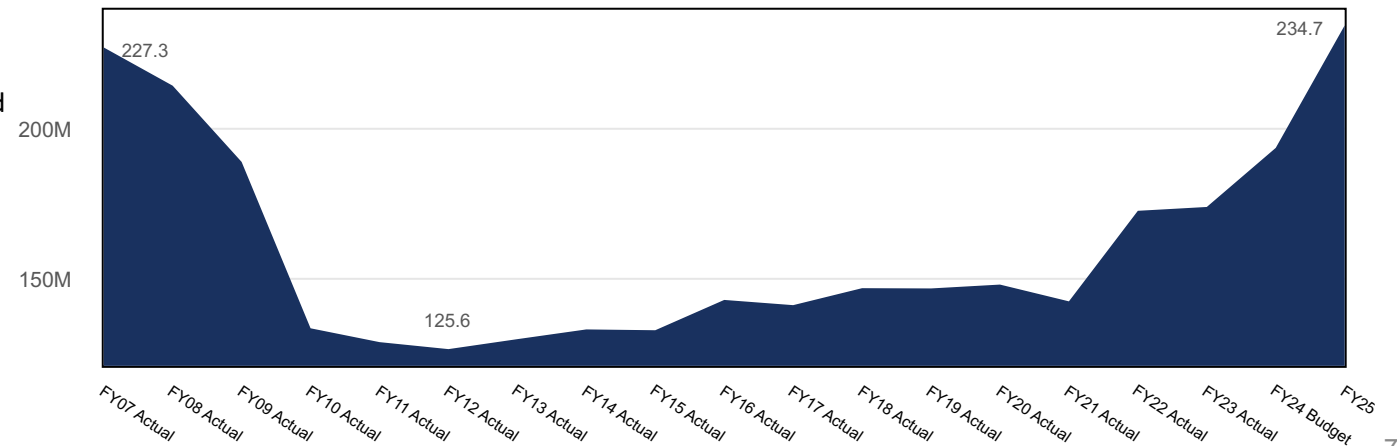
2013: The State stopped allocating HUR to their General Fund, but did not reinstate the allocation to the City

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

State Highway User Revenue
(Dollars in millions)

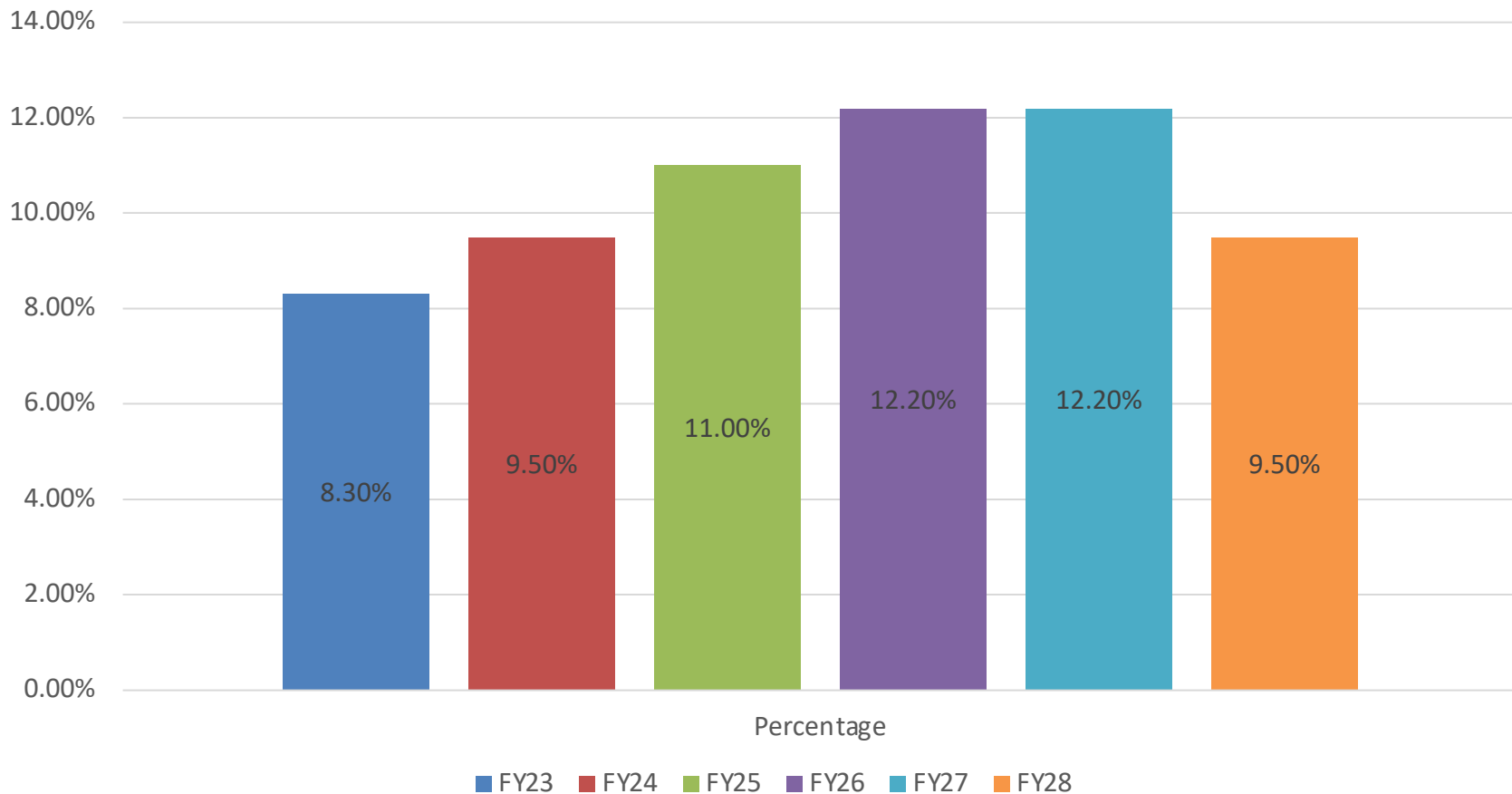


State Highway User Revenue (Historical)
(Dollars in millions)



House Bill 1187 Increased HUR Funding for Baltimore City

Baltimore City Percentage of HUR

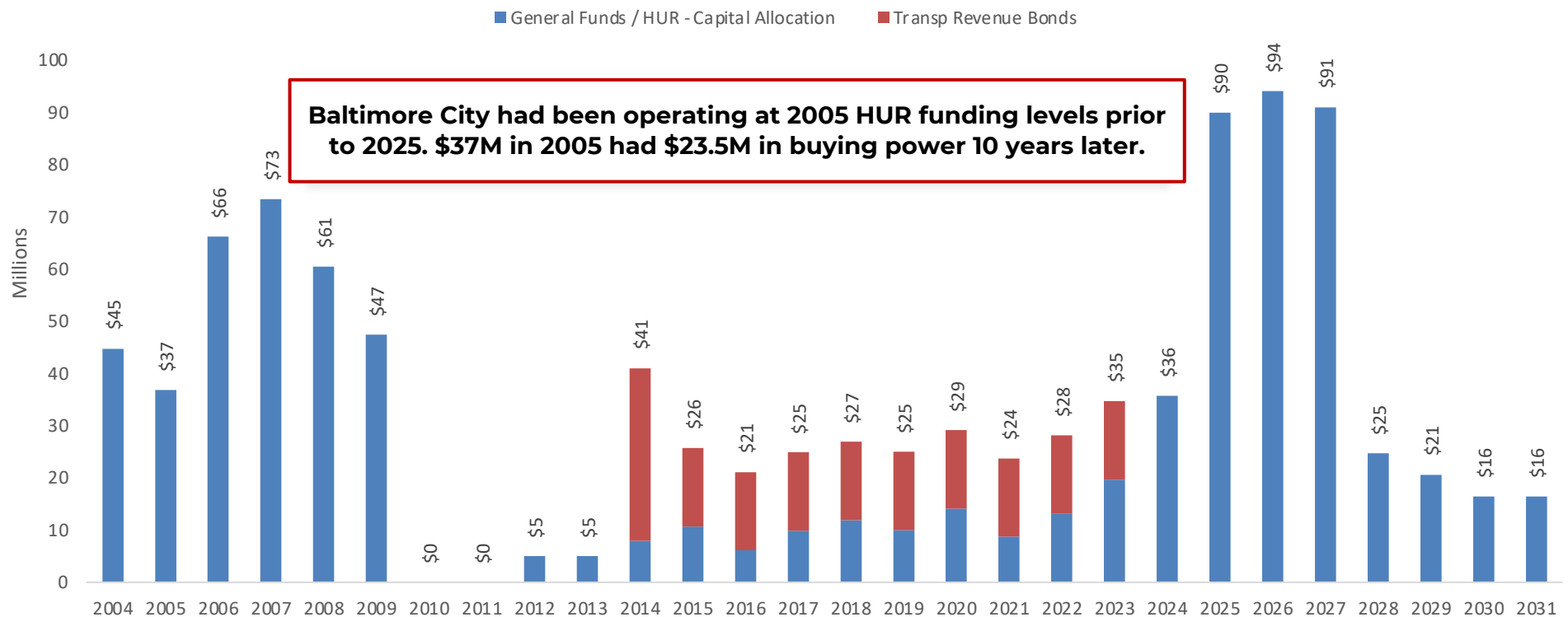


On May 12, 2022 House Bill 1187 was passed that altered the amounts of capital grants calculated based on highway user revenues that are required to be allocated to Baltimore City, counties, and municipalities.

Detailing the Key Challenge of Funding

Local Funding in the Capital Program

Capital Allocations



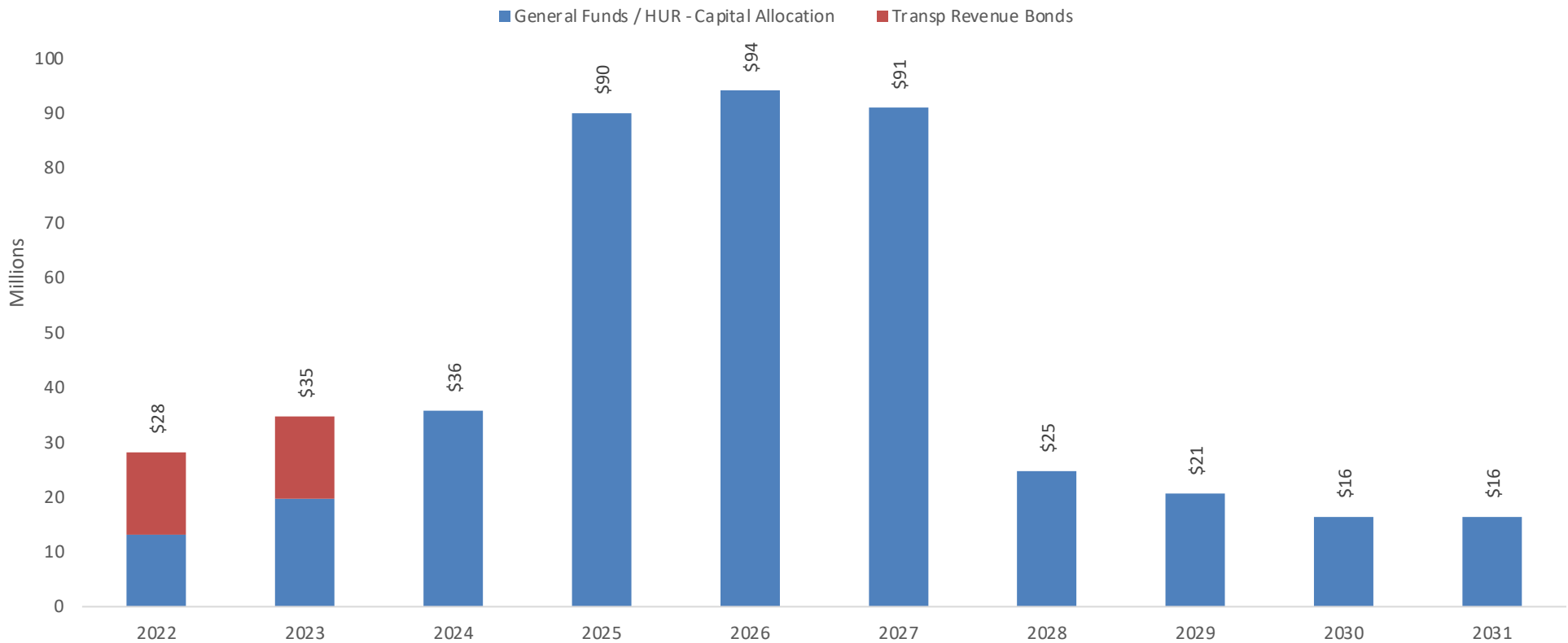
Previous reductions in HUR funding, as allocated by the State of Maryland, have severely affected BCDOT's capital funding. The majority of HUR funding has been dedicated to operating costs. To offset a portion of the loss within the capital program, the City began utilizing County Transportation Revenue 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.**

Detailing the Key Challenge of Funding

Local Funding in the Capital Program – 10 Year Picture

Capital Allocations



With the scheduled expiration of HUR Funding Percentages in FY27, HUR Targets are projected to drop below total capital budgets from FY22

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
 - Complete Streets (Bike Facilities, Pedestrian)
- **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

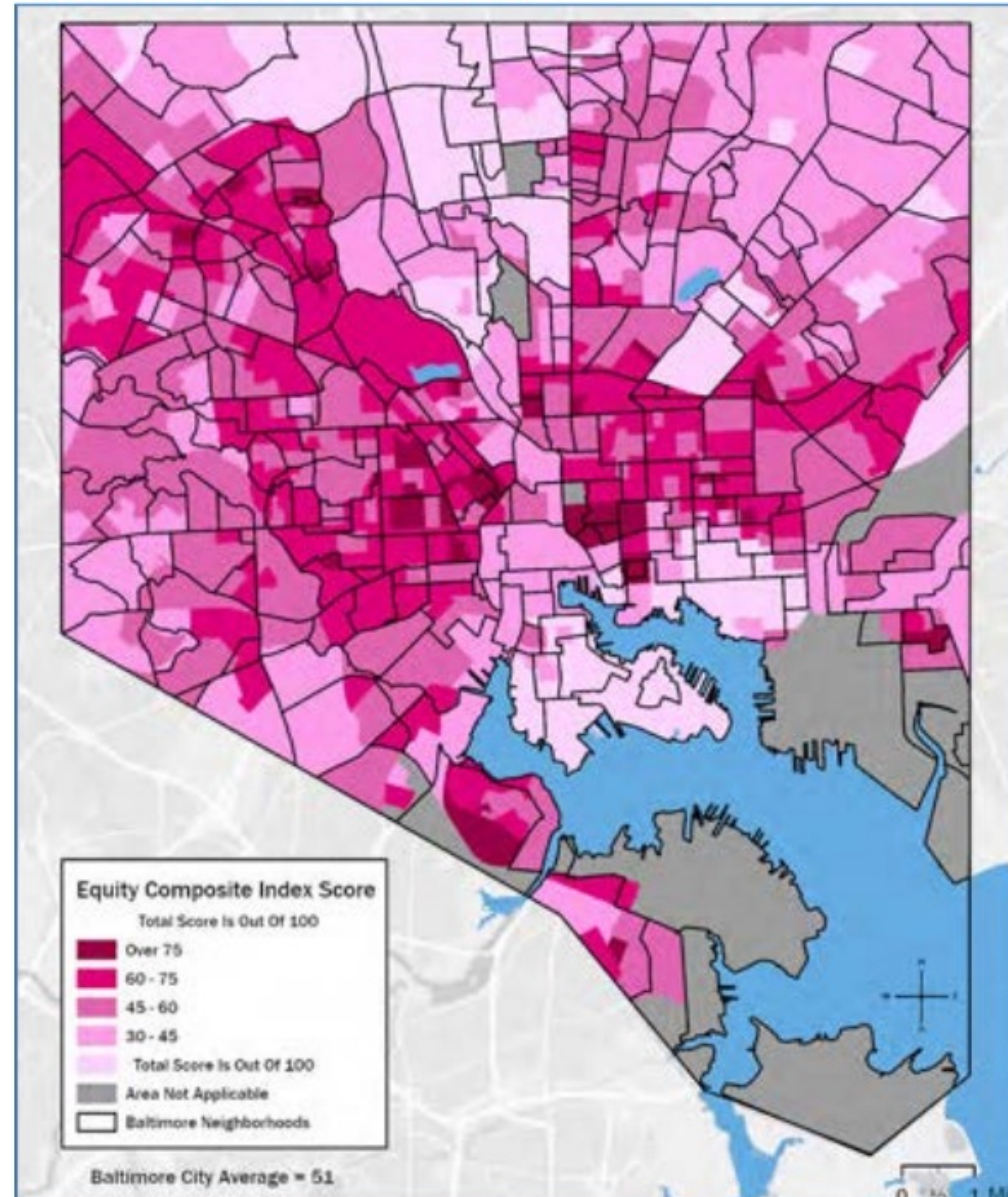


Equity Map

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



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	\$5.24M
Bridges	\$478M	\$34.9M	\$5.25M
Roadways	\$348M	\$71.3M	\$34.3M
DOT Facilities	\$87M	\$20.8M	-
Traffic Signalization	\$500M	\$25M	\$7.5M
Transit Infrastructure	\$55M	\$8.3M	\$3.3M
Alleys	\$48M	\$4.6M	\$1.86M
Lighting	\$36M	\$4.0M	-
Bicycle Facilities	\$8M	\$2.0M	\$2.0M
TOTAL	\$2.3B	\$212.6M	



Baltimore City DOT Recent Accomplishments & Ongoing Construction



DOT Recent CIP Accomplishments (Alleys & Footways)

Calendar Year 2024:

- 290,681 SF of Sidewalk Repaired
- 10,224 SF of Alleys
- 17,708 LF of Curb Reconstructed



DOT Recent CIP Accomplishments (Resurfacing)

Calendar Year 2024:

- Approximate Lane Miles Completed: 21.5 Lane Miles
**Inclusive of Complete Streets Elements*



St Dunstans Road

25th Street



West Baltimore United: Construction Phase 1

- Received \$85.5m construction grant January 2025.
- Will fund a one-block highway cap, deconstruction of obsolete ramps over MLK Jr. Boulevard, and a comprehensive package of complete streets enhancements.
- Originally requested \$100m with a \$40m local match. MTA confirmed to contribute \$60m.



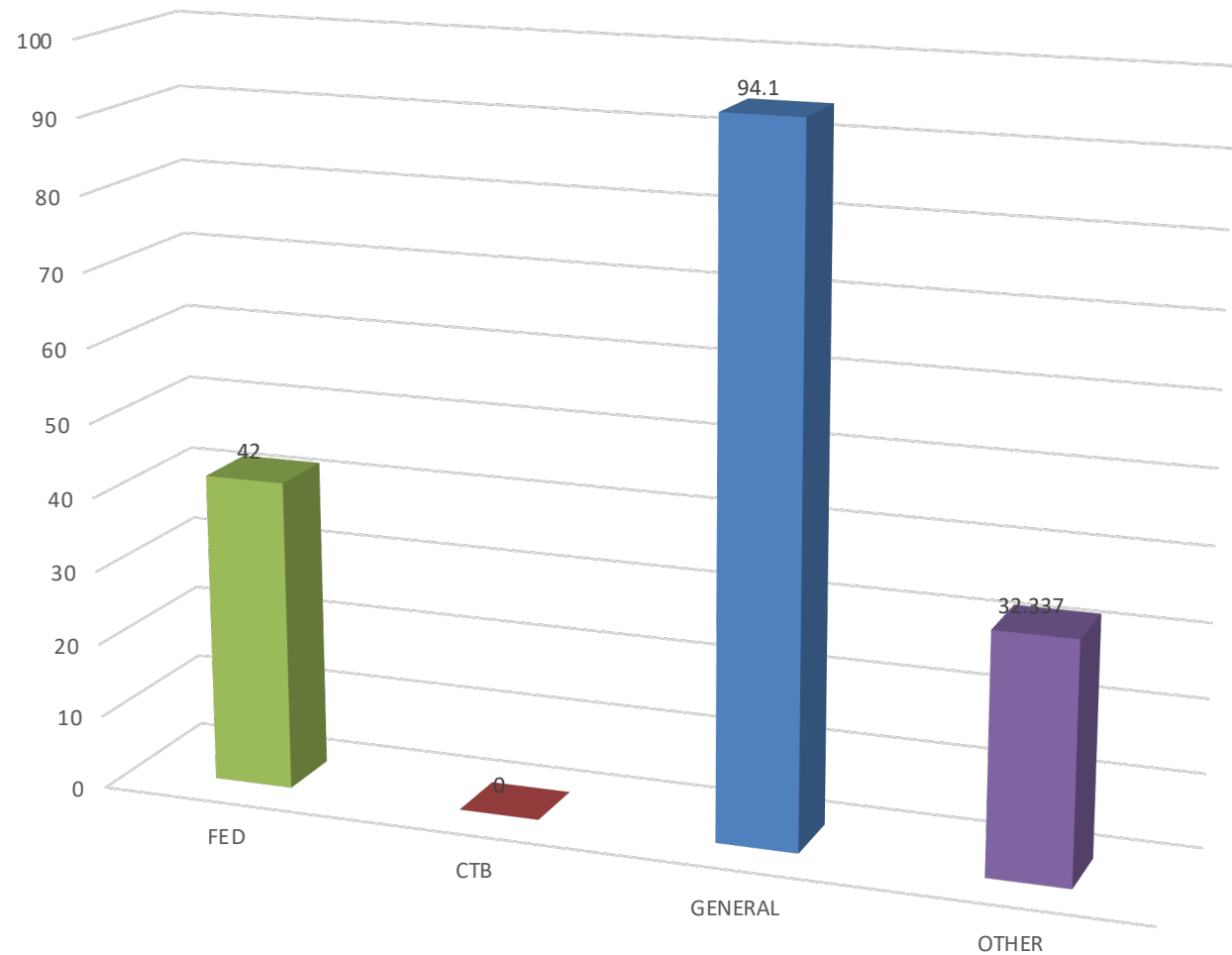
Baltimore City DOT FY2026-FY2031 CIP Request

DOT FY 26 Request Breakdown

Key Highlights of Request

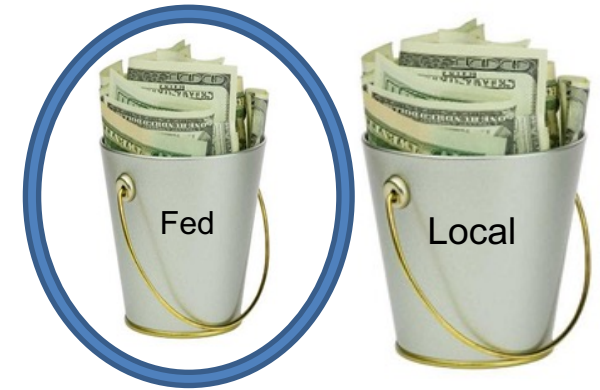
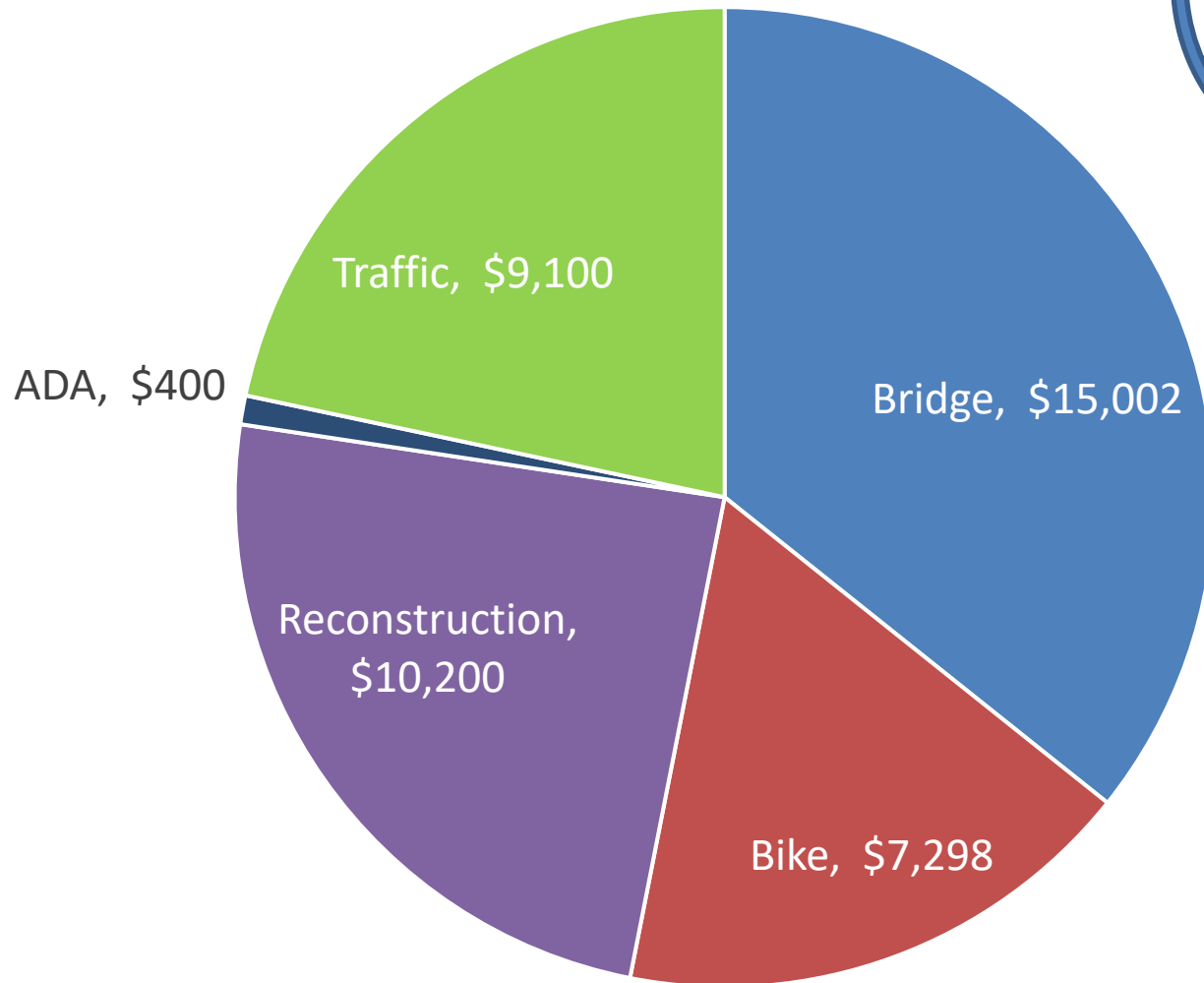
- Alleys & Footways \$22.4M
- Resurfacing \$36.7M
- Bridges \$18.3M
- Reconstruction \$15.0M
- Traffic \$15.6M
- Bike \$29.5M
- ADA Infrastructure \$19.8M
- Planning / Transit \$27.6M

FUNDING REQUEST (in Millions)



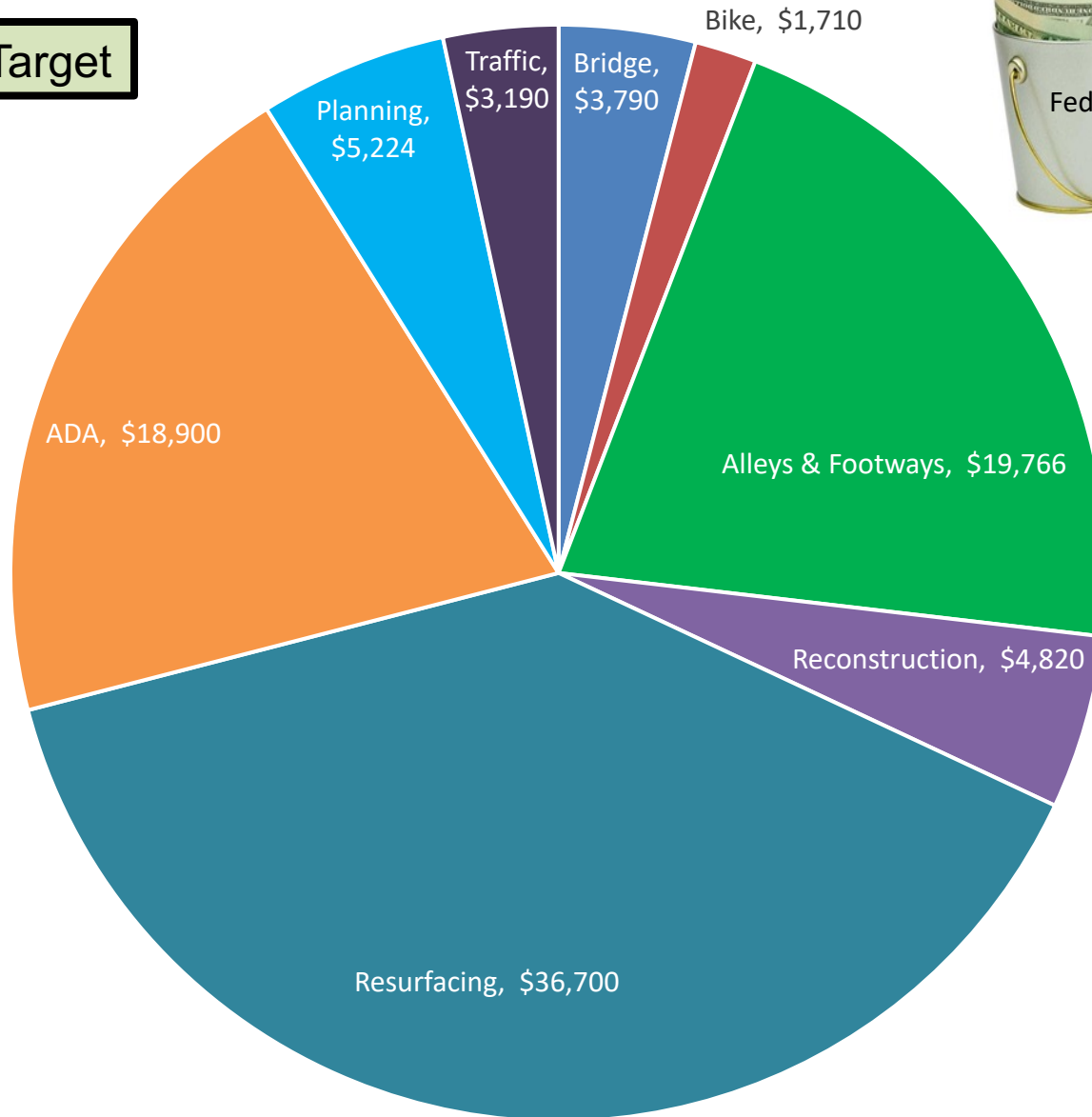
DOT FY25 Request Breakdown – Federal

\$42 Million Target



DOT FY25 Request Breakdown – Local Funding

\$94.1 Million Target



FY26 Request: Complete Streets Accessibility, Safety, & Multi-Modal



DOT FY 2026 Requests – Alleys & Footways

CIP No	Description	Federal	General	Other	TOTAL
PRJ003115	Sidewalk Reconstruction		12,600	1,300	13,900
PRJ003116	Alley Reconstruction		4,150	1,400	5,500
PRJ003114	Curb Repair / Slab Repair		3,066		3,066

**TOTAL:
\$22.466 Million**



DOT FY 2026 Requests – Traffic Safety

CIP No	Description	Federal	General	Other	TOTAL
PRJ003131	Towards Zero – Traffic Safety Improvements		1,000		1,000
PRJ002526	Neighborhood Traffic Calming		800		800
PRJ003124	Traffic Safety Spot Improvements Citywide			3,000	3,000
PRJ003106	Pedestrian Safety Improvements with HSIP Grant	2,400	200		2,600
PRJ002183	Impact Investment Area Improvements		450		450
PRJ003105	Traffic Calming Quick-Build Conversions		380		380

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:

\$5.030 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 2026 Requests – Bikes:

CIP No	Description	Federal	General	Other	TOTAL
PRJ002536	Wolfe and/or Washington Corridor	4,140	460		4,600
PRJ002901	Greenway Network Middle Branch	758			758
PRJ002178	Bikeways Greenways Trail – Northern Sections	2,400	600	2,000	5,000
PRJ002192	Big Jump Conversion / Druid Park Lake Drive		300		300
PRJ003511	Jones Falls Gateway			497	497
PRJ003095	Sharp Street Bikeway		350		350

**TOTAL:
\$1.710 Million**



FY26 Request: State of Good Repair, Maintaining Existing Infrastructure



DOT FY 2026 Requests – Bridges

CIP No	Description	Federal	General	Other	TOTAL
PRJ002532	Perring Parkway Ramp Bridge Over Herring Run	842			842
PRJ001214	Sisson Street Bridge Over CSX Railroad	5,000	100		5,100
PRJ002010	Russell Street & Monroe Street Ramp Over CSX	3,000		1,000	4,000
PRJ000223	Wilkins Avenue Bridge Over Gwynns Falls	2,000			2,000
PRJ002894	Moravia Road Ramp Over Pulaski Highway	3,400			3,400
PRJ002896	Franklintown Road Bridge Over Gwynns Falls	600	150		1,000
PRJ002897	Hillen Road Bridge Over Chinquapin Run	160	40		200
PRJ003300	Green Meadow Pedestrian Bridge		1,500		1,500
PRJ003139	Annual Urgent Needs Bridge Repair		2,000		2,000

TOTAL: \$3.79 Million

Construction



DOT FY 2026 Requests – Resurfacing

CIP No	Description	Federal	General	Other	TOTAL
PRJ003110	Resurfacing Urgent Needs		4,500		4,000
PRJ003125	Resurfacing Northwest		7,800		7,800
PRJ003126	Resurfacing Southwest		7,800		7,800
PRJ003129	Resurfacing Southeast		7,800		7,800
PRJ003128	Resurfacing Northeast		7,800		7,800
PRJ003130	Materials and Compliance Testing		1,000		300

*External Resurfacing Locations to Feature Complete Streets Elements

TOTAL:
\$36.7 Million

DOT FY 2026 Requests – Traffic Signals & Spot Locations

CIP No	Description	Federal	General	Other	TOTAL
PRJ003138	ITS Improvements Citywide	1,000	1,000		2,000
PRJ003137	Traffic Signal Reconstruction	5,700	1,000	300	7,000
PRJ003107	Complete Streets Studies and Initiatives		500		500
PRJ003103	Fayette Street Safety Study and Road Diet		110		110

TOTAL:
\$2.610 Million



DOT FY 2026 Requests – Reconstruction & Streetscape

Construction

CIP No	Description	Federal	General	Other	TOTAL
PRJ001436	Park Heights Avenue <i>Rogers Avenue to Fords Lane</i>	1,1315	329		1,644
PRJ001236	Fremont Avenue <i>Presstman Street to Lafayette Street</i>	588	147		735
PRJ001515	25th Street Rehabilitation <i>Greenmount to Kirk Ave</i>	700	175		875
PRJ002906	Russell Street Rehabilitation (MD 295) <i>Russell Street Viaduct to City Line</i>	4,440	1,110		5,550
PRJ003096	25th Street / Huntingdon Avenue <i>Greenmount to 29th Street</i>	1,469	367		1,836
PRJ002902	Pennsylvania Avenue <i>North Avenue to MLK Blvd</i>		500		500
PRJ002903	Orleans Street Rehabilitation <i>Washington Street to Ellwood Ave</i>		500		500
PRJ002904	Johnston Square Improvements <i>Preston & Biddle – Fallsway to Eden</i>		660		660
PRJ003152	Belair Road Improvements <i>Key Nodes, Phase III</i>	888	222		1,110
PRJ002905	West North Avenue <i>Mt Royal to Hilton Street</i>		410		410
PRJ003097	Keith Avenue Rehabilitation <i>Broening Highway to S Clinton Street</i>	800	200		1,000
PRJ003525	Frederick Avenue Rehabilitation <i>August Ave to Loudon Ave</i>		200		200



TOTAL:
\$4.820 Million



**Leveraging \$10.2M
in Federal Funds!**

DOT FY 2026 Requests – Planning

CIP No	Description	Federal	General	Other	TOTAL
PRJ003508	Comprehensive Transportation Planning Services		750		750
PRJ003509	15-Minute City Framework Plan		400		400
PRJ002913	Hanover Street Corridor and Vietnam Veterans Memorial Bridge NEPA Study			15,500	15,500
PRJ002908	Druid Park Lake Drive Complete Streets			6,000	6,000
PRJ003204	Cecil Elementary School Safe Routes to School Grant			177	177
PRJ002521	Falls Road at Northern Parkway		300		300
PRJ003091	Hamilton Avenue Streetscape		24	96	120
PRJ002910	Oldtown Mall Improvements		200		200
PRJ003507	Ferry Landings		1,300	70	1,370



TOTAL:
\$2.974 Million

DOT FY 2026 Requests – ADA Infrastructure

CIP No	Description	Federal	General	Other	TOTAL
PRJ003136	ADA Infrastructure Upgrades		4,000		4,000
PRJ003121	ADA Accommodation Requests and Remediation		1,000		1,000
PRJ002522	Frederick Avenue ADA Upgrades	400	100		500
PRJ003120	ADA Curb Ramp & Sidewalk Urgent Need East		900		900
PRJ003122	ADA Curb Ramp & Sidewalk Urgent Need West		900		900
PRJ003518	ADA Partial Consent Decree		12,000		12,000

**TOTAL:
\$18.9 Million**



DOT FY 2027-2031 Requests – Major Programs

Program	Federal	General	TOTAL
Bridge	\$76M	\$12M	\$88M
Reconstruction	\$79M	\$5M	\$84M
Traffic	\$30M	\$12M	\$42M
Resurfacing	-	\$56M	\$56M
Footways	-	\$54M	\$54M

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

Policy Issues & Conclusion

- Maintaining HUR Funding Levels
- Upkeep of Infrastructure
- Transforming Streets
- Traffic Safety



Questions?