



Department of Transportation Overview

FY2027-FY2032 Capital Improvement Program

Veronica P. McBeth, Director
January 15, 2026

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**

Baltimore City DOT is also advancing in asset inventory and management, with expanded use of LiDAR Data across various asset types and upcoming pavement assessments



**Note: The infrastructure of the City is in constant change and the numbers above are approximate*

DEPARTMENT OF TRANSPORTATION

BALTIMORE CITY

Veronica P. McBeth
Director

Executive Administrative Team

Marguerite Marshall
Executive Operational
Manager

Florence Rozario
Executive Assistant

Justin Long
Special Assistant

Shindana Royster
Office Support
Specialist III

Brandon Buckner
Deputy Director of Operations

Tavon Braxton
Assistant Deputy
Director

Brett Thorne (Interim)
Assistant Deputy
Director

Vacant
Assistant Deputy
Director

Damonnen Taylor
Assistant Deputy
Director

Tina Wilson
Towing Chief

Sean Burnett
Planning Chief

(Vacant)
Traffic Engineering
Section Chief

Valorie Lacour
ADA Compliance
Chief

Ola Olamide
Conduit Chief

Adam Cloud
Right of Way Chief

Norman Anderson (Interim)
Safety Chief

Brett Thorn
Sustainable
Transportation Chief

(Vacant)
Traffic Operations
Section Chief

Bimal Devkota
TEC Chief

Phillip Mellerson
ATVES Chief

Utility Business Line
Denotes use of the
Conduit System

Kirkland Gabriel
Deputy Chief of TEC

Luther Booze
General
Superintendent

Keena Rucker
General
Superintendent

Patrick Fleming
Chief of Staff

Laelitia Gardener
Assistant Deputy
Director

Vacant
Chief Fiscal Officer

Brenda Simmons
Contract
Administration Chief

Bineeta Sihota
GIS Supervisor

Jamarr Rayne
HR Chief

Webster Mulbah
Data Chief

Dhirendra "DK" Sinha
Fiscal Chief

Kelna Overton
Equal Opportunity
Officer

Robert O'Brien
Performance
Management

Vacant
External Affairs Chief

Vacant
Organizational
Excellence Chief

Asia Scott
Deputy Chief of
Community
Engagement

Kathy Dominick
Deputy Chief of
Communications

Luciano Diaz
Deputy Chief of
Government Affairs



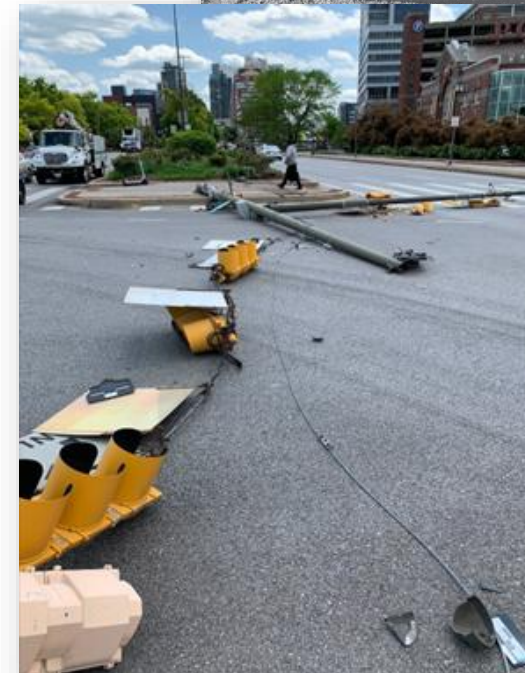
DOT Community Engagement in Determining Projects

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)*
- **Between 2014-2023, Baltimore City borrowed \$15 Million Annually in County Transportation Bond Revenue.**
- **Local Funding (FY27 Target - \$79 Million):**
 - General Obligation Bonds & General Funds
 - Highway User Revenue
 - *Legislation (House Bill 1187) Increased Baltimore City's Annual HUR Percentage w/ Higher Amounts Limited to FY25-27!*
 - *Sunset of HUR Percentage Increase puts Baltimore City DOT Capital Projects at Risk*



Detailing the Key Challenge of Funding

Local Funding - Highway User Revenue (HUR)

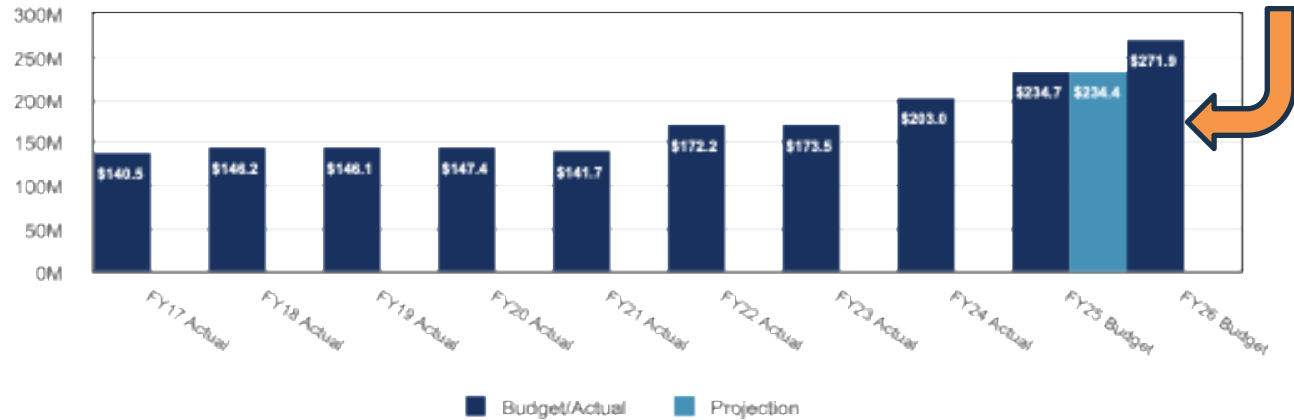
Components of HUR:

- 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

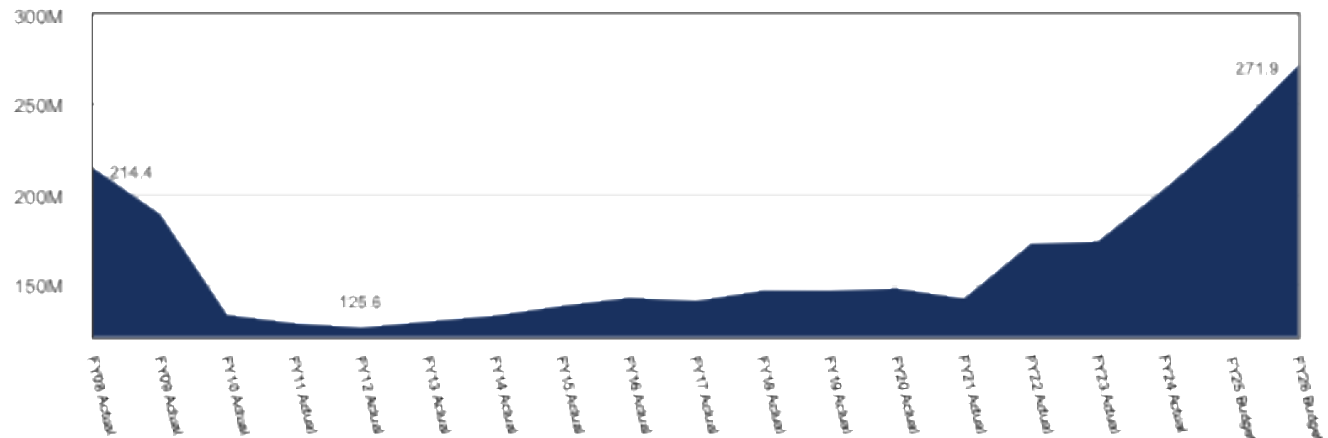
Fiscal 2026 Recommended Budget Projection: \$271.9 million
Change from Fiscal 2025: 15.9% increase

\$177.8 Million in HUR dedicated to Operating Budget in FY26, \$94.1M to DOT Capital

State Highway User Revenue
 (Dollars in millions)



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



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

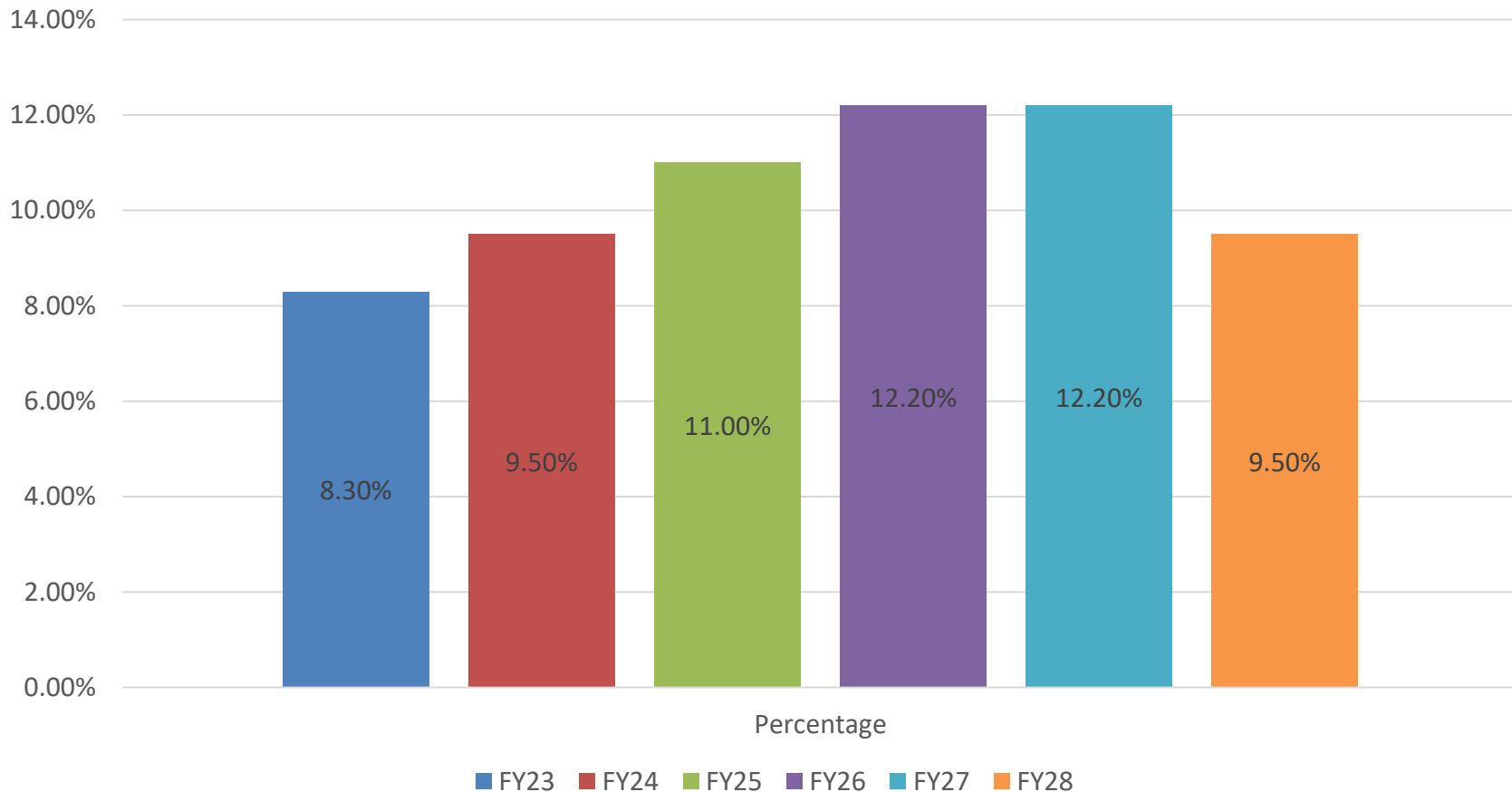
Post-2012: City allocation has ranged from 7.5% to the current 8.3% total State HUR. The 8.3% allocation is legislated to remain until FY2025, when it was scheduled to be reduced to 7.7%.

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

House Bill 1187 Increased HUR Funding for Baltimore City

Baltimore City Percentage of HUR

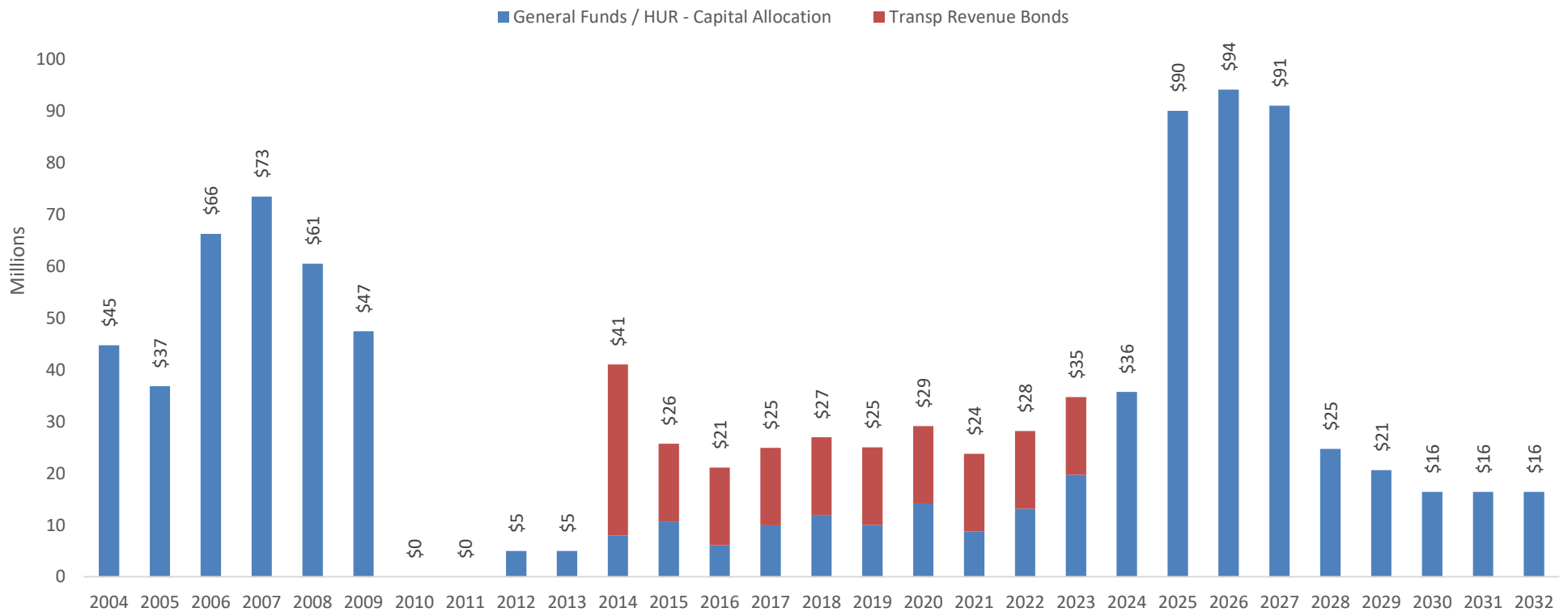


On May 12, 2022 House Bill 1187 was passed that altered the amounts of capital grants calculated based on highway user revenues that are required to be allocated to Baltimore City, counties, and municipalities. The legislation as currently written will sunset the increase in percentage allocated to Baltimore City in FY28.

Detailing the Key Challenge of Funding

Local Funding in the Capital Program

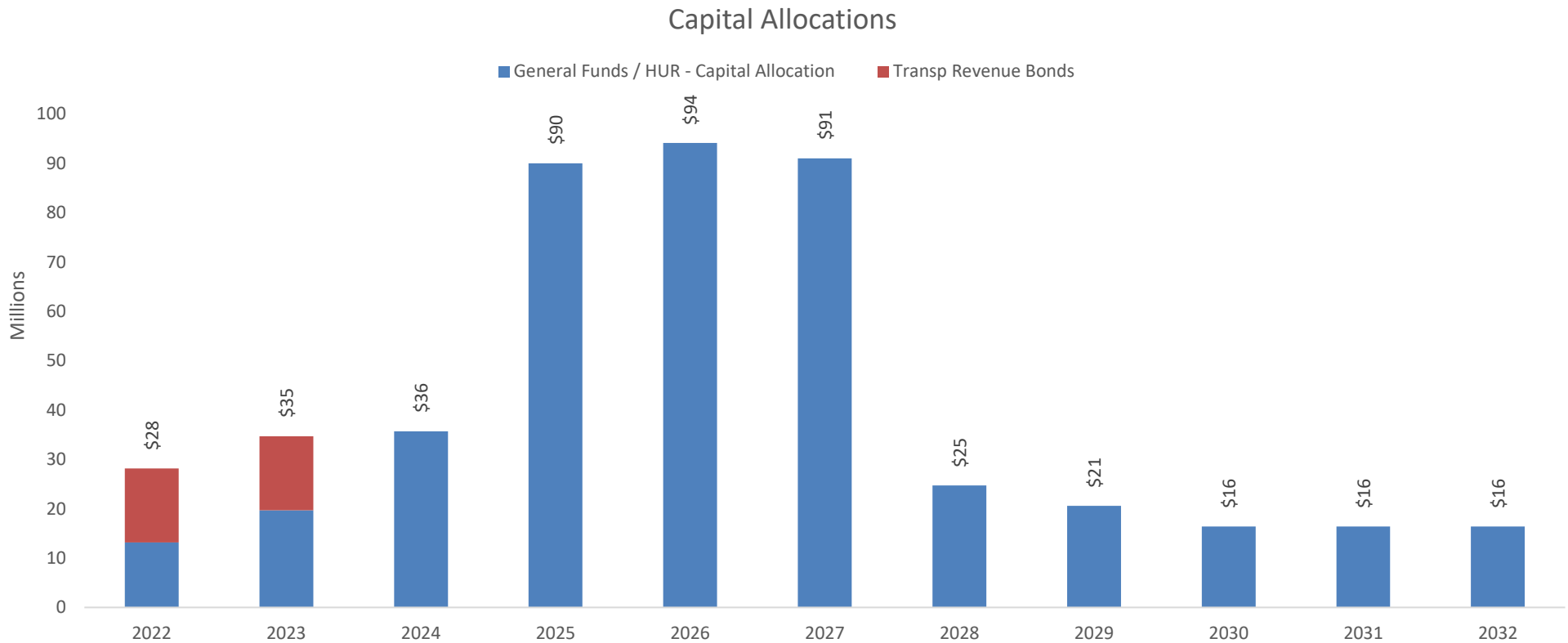
Capital Allocations



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.

Detailing the Key Challenge of Funding

Local Funding in the Capital Program – 10+ Year Picture



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

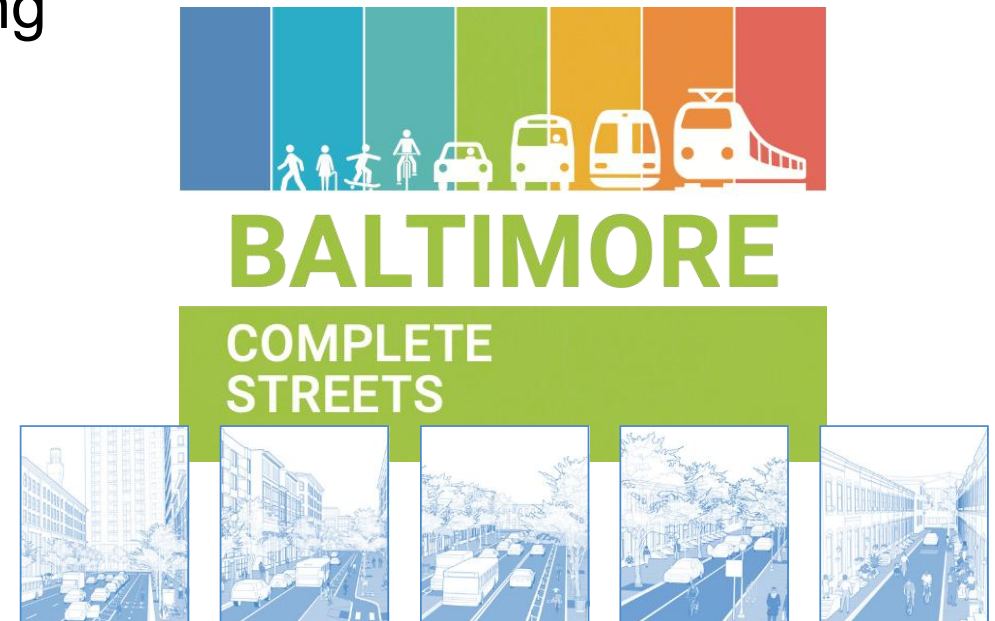
Program Priorities

- **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

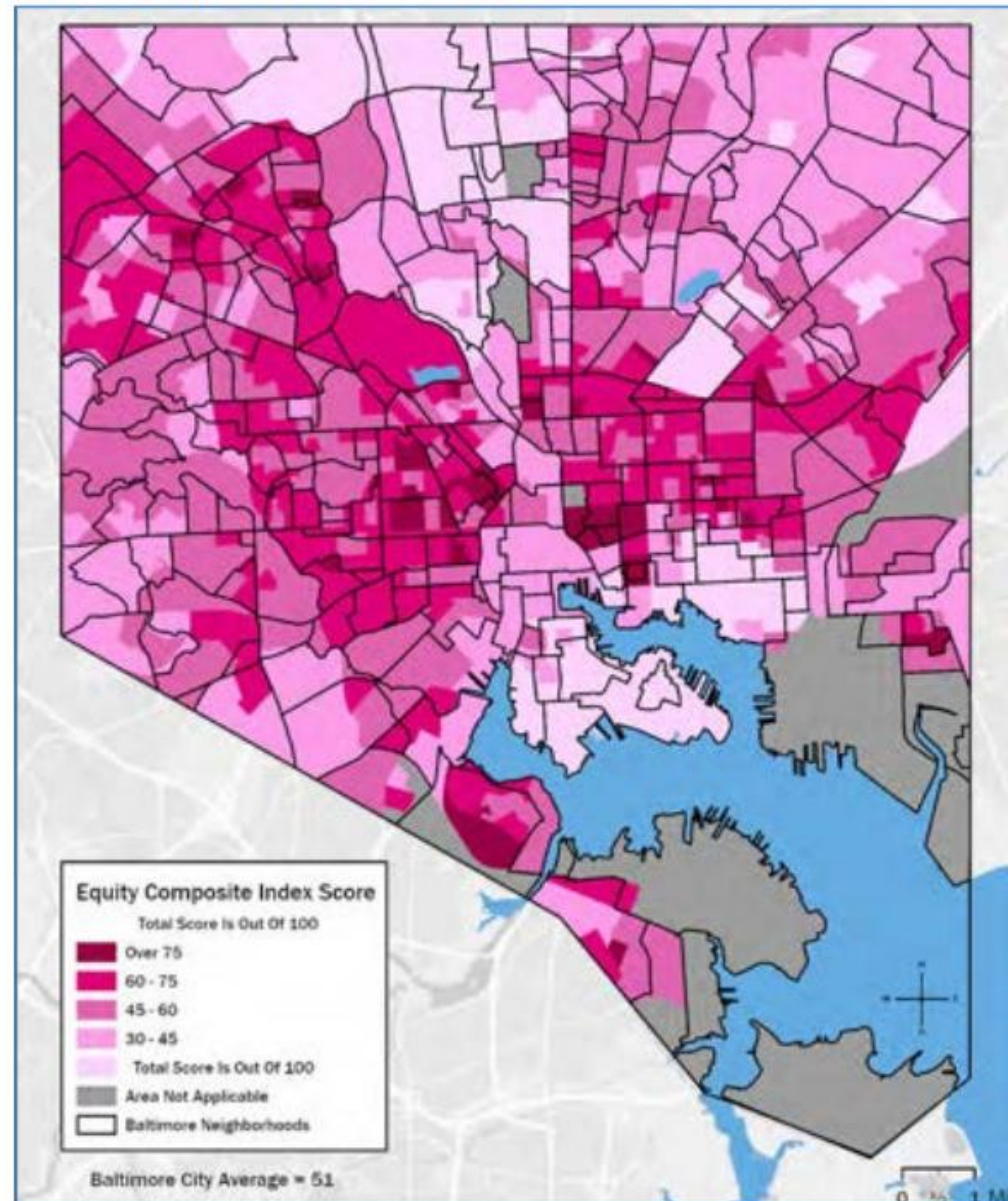


Equity Map

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 \$2.3 Billion. If DOT were to receive the funding to correct the deferred maintenance, the estimated projected annual funding for replacement of existing assets is \$212.6 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	\$17.1M
Bridges	\$478M	\$34.9M	\$12.3M
Roadways	\$348M	\$71.3M	\$56.6M
DOT Facilities	\$87M	\$20.8M	-
Traffic Signalization	\$500M	\$25M	\$20.9M
Transit Infrastructure	\$55M	\$8.3M	\$3.3M
Alleys	\$48M	\$4.6M	\$3.0M
Lighting	\$36M	\$4.0M	-
Bicycle Facilities	\$8M	\$2.0M	\$5.8M
TOTAL	\$2.3B	\$212.6M	



Baltimore City DOT Recent Accomplishments & Ongoing Construction

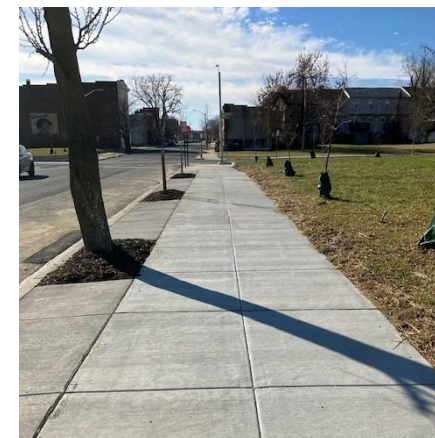
*Walther at
Moravia
Intersection
Improvement*



DOT Recent CIP Accomplishments (Alleys & Footways)

Calendar Year 2025:

- 210,000 SF of Sidewalk Repaired
- 125,000 SF of Alleys
- 6,847 LF of Curb Reconstructed



DOT Recent CIP Accomplishments (ADA)

Calendar Year 2025:

- 728 Curb Ramps Remediated city-wide
- 23 ADA Accommodation Requests Installed



DOT Recent CIP Accomplishments (Resurfacing)

Calendar Year 2025:

- Approximate Lane Miles Completed: 26.8 Lane Miles
**Inclusive of Complete Streets Elements*



St Dunstans Road



25th Street



West Baltimore United: Grant Confirmation

- Confirmed \$85.5m construction grant December 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.



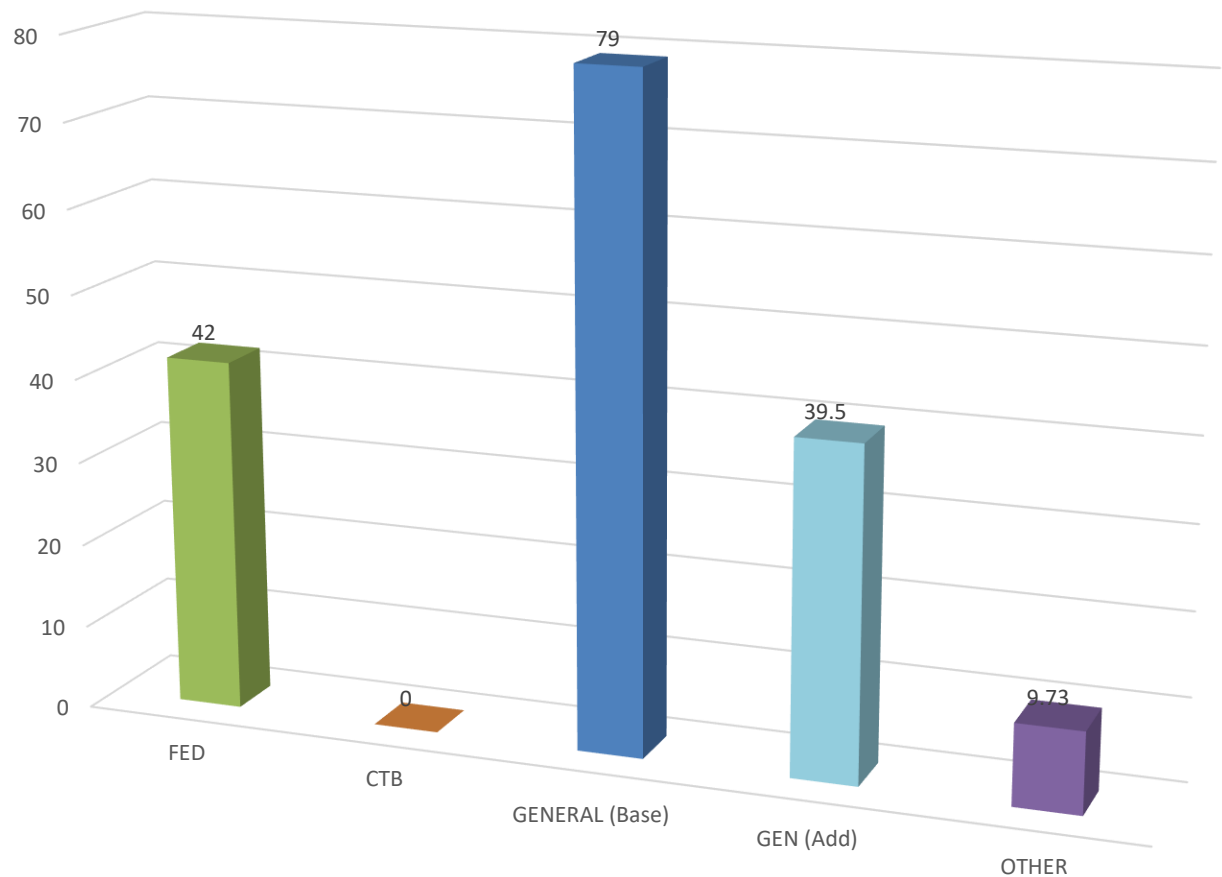
Baltimore City DOT FY2027-FY2032 CIP Request

DOT FY 27 Request Breakdown

Key Highlights of Request

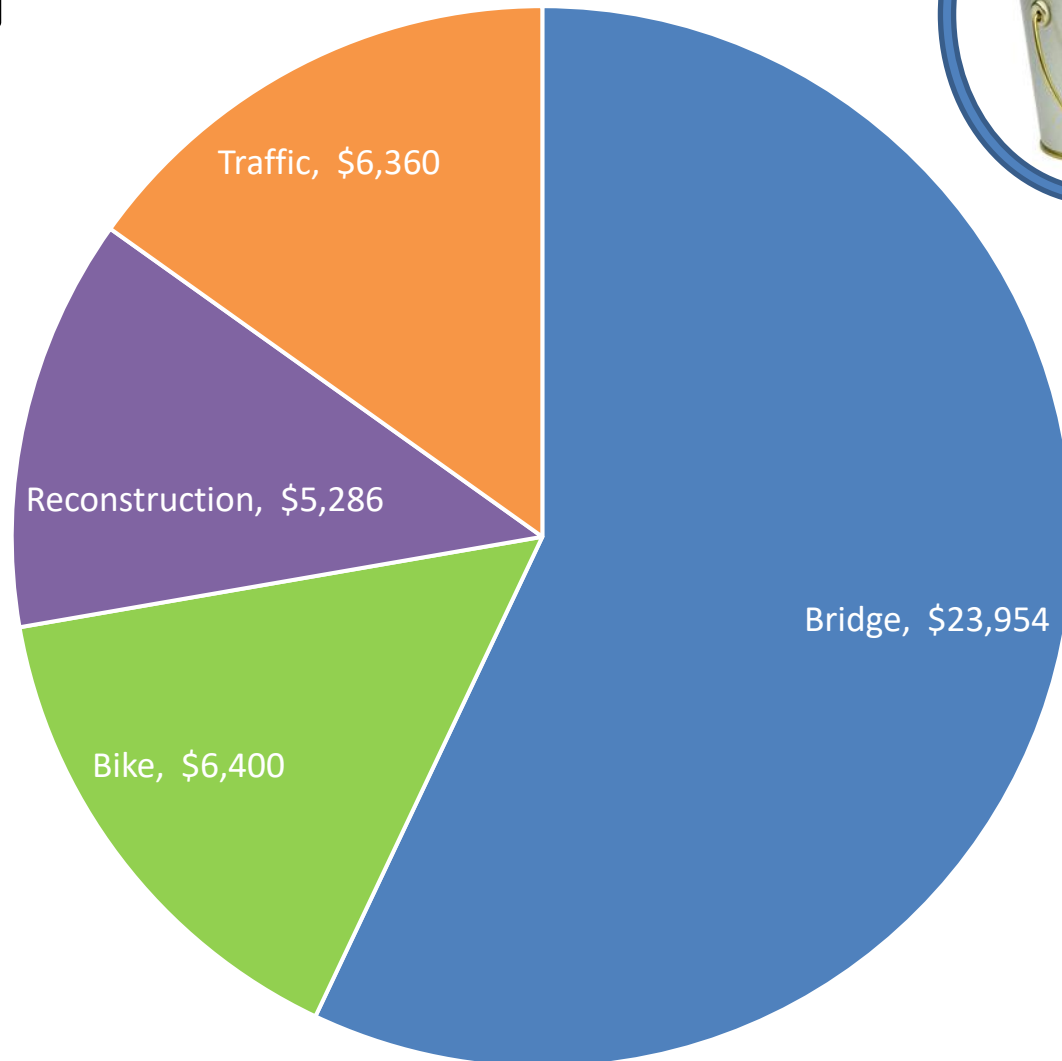
- Alleys & Footways \$24.5M
- Resurfacing \$40.5M
- Bridges \$33.8M
- Reconstruction \$10.3M
- Traffic \$17.8M
- Bike \$21.9M
- ADA Infrastructure \$17.0M
- Planning / Transit \$22.6M

FUNDING REQUEST (in Millions)



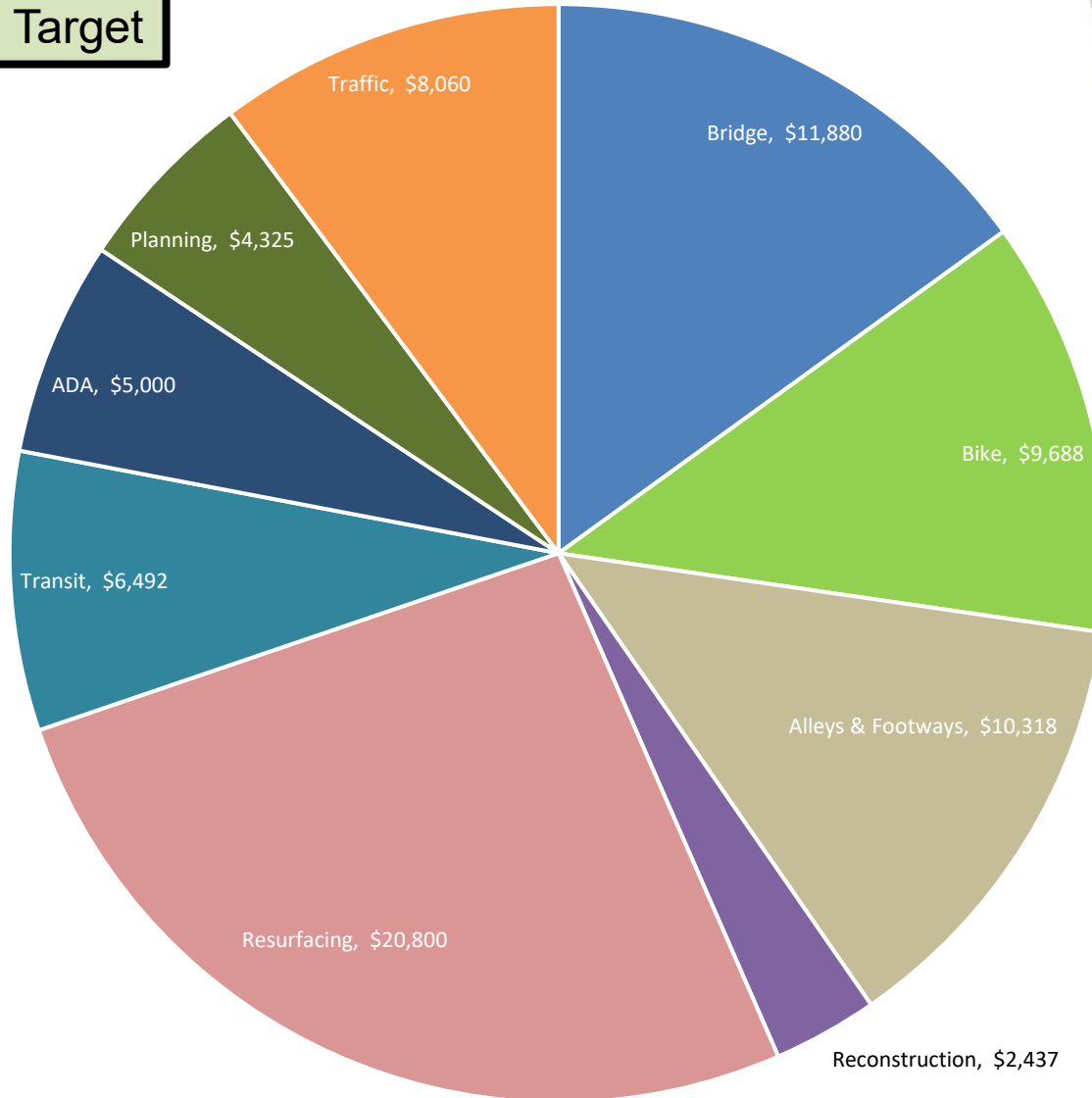
DOT FY27 Request Breakdown – Federal “Formula” Funds

\$42 Million Target



DOT FY27 Request Breakdown – Local Funding (HUR)

\$79 Million Target



FY27 Request: Complete Streets Accessibility, Safety, & Multi-Modal



DOT FY 2027 Requests – Alleys & Footways

CIP No	Description	Federal	General	Other	TOTAL
PRJ003115	Sidewalk Reconstruction		4,318	1,300	5,618
PRJ003116	Alley Reconstruction		3,000	2,700	5,700
PRJ003114	Curb Repair / Slab Repair		3,000		3,000

**TOTAL:
\$13.118 Million**



DOT FY 2027 Requests – Traffic Safety

CIP No	Description	Federal	General	Other	TOTAL
PRJ001625	INSPIRE Plan Implementation		1,000		1,000
PRJ002526	Neighborhood Traffic Calming		1,000		1,000
PRJ003124	Traffic Safety Spot Improvements Citywide		3,000		3,000
PRJ003208	School Safety Improvements		550		550
PRJ002183	Impact Investment Area Improvements		400		450
PRJ003105	Traffic Calming Quick-Build Conversions		300		300

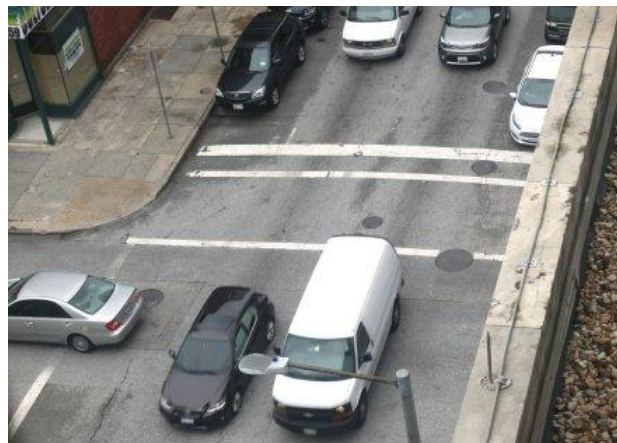
The Toward Zero projects are quick-build traffic safety solutions at high-crash intersections and corridors.

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



TOTAL:

\$6.180 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 2027 Requests – Bikes:

CIP No	Description	Federal	General	Other	TOTAL
PRJ002536	Wolfe and/or Washington Corridor		700	4,098	4,798
PRJ002901	Baltimore Greenway Trail - Middle Branch	6,400	1,670		8,070
PRJ002178	Baltimore Greenways Trail – Northern Sections		800		800
PRJ003095	Baltimore Greenway Trail – Boston Street Connector		3,200		3,200
PRJ003200	Baltimore Greenway Trail – Highlandtown/Greektown		2,500	1,375	3,875
PRJ002716	Bush Street Bike Facility		600		600
PRJ002907	Wabash Multi-Modal Corridor		28	250	278
PRJ003207	Bike and Pedestrian Count Program		150		150
PRJ003652	Remington Avenue Separated Bike Lane		40	160	200

**TOTAL:
\$21.971 Million**



FY27 Request: State of Good Repair, Maintaining Existing Infrastructure



DOT FY 2027 Requests – Bridges

Construction

CIP No	Description	Federal	General	Other	TOTAL
PRJ002547	Rehabilitation of the Promenade Bulkhead near Harris Creek		4,000		4,000
PRJ002532	Perring Parkway Ramp Bridge Over Herring Run	800	200		1,000
PRJ001214	Sisson Street Bridge Over CSX Railroad	400	100		500
PRJ002010	Russell Street & Monroe Street Ramp Over CSX	1,120	280		1,400
PRJ002711	Patapsco Avenue Bridge Rehabilitation	1,040	260		1,300
PRJ002549	Orleans Street Bridge Over I-83 and City Streets	6,000	1,500		7,500
PRJ002533	Radecke Avenue Bridge Over Moores Run	2,400	600		3,000
PRJ003196	Brehms Lane Over Herring Run	1,200	300		1,500
PRJ002894	Russell Street Viaduct Over Ostend St & CSX	2,880	720		3,600
PRJ002895	Pulaksi Highway Bridge Over Herring Run	1,600	400		2,000
PRJ002896	Kelly Avenue Bridge Over Jones Falls	2,560	640		3,200
PRJ003139	Annual Urgent Needs Bridge Repair		2,000		2,000

TOTAL: \$31 Million



DOT FY 2027 Requests – Resurfacing

CIP No	Description	Federal	General	Other	TOTAL
PRJ003110	Resurfacing Urgent Needs		4,000		4,000
PRJ003125	Resurfacing Northwest		4,150		4,150
PRJ003126	Resurfacing Southwest		4,150		4,150
PRJ003129	Resurfacing Southeast		4,150		4,150
PRJ003128	Resurfacing Northeast		4,150		4,150
PRJ003130	Materials and Compliance Testing		200		200

*External Resurfacing Locations to Feature Complete Streets Elements

TOTAL:
\$20.8 Million

DOT FY 2027 Requests – Traffic Signals & Spot Locations

CIP No	Description	Federal	General	Other	TOTAL
PRJ003138	ITS Improvements Citywide	1,040	260		1,300
PRJ003137	Traffic Signal Reconstruction		800		800
PRJ003150	Traffic Signal Rewiring	1,800	600		2,400
PRJ003199	10 Signals Reconstruction	3,520	2,400		5,920
PRJ003103	Fayette Street Safety Study and Road Diet		250		250
PRJ003104	Franklin-Mulberry Safety Initiative		400		400
PRJ003684	Liberty Heights and Oakfield Ave Traffic Signal		50	450	500

TOTAL:
\$11.570 Million



DOT FY 2027 Requests – Reconstruction & Streetscape

CIP No	Description	Federal	General	Other	TOTAL
PRJ001436	Park Heights Avenue <i>Rogers Avenue to Fords Lane</i>	729	182		911
PRJ001236	Fremont Avenue <i>Presstman Street to Lafayette Street</i>	985	455		1,440
PRJ001515	25th Street Rehabilitation <i>Greenmount to Kirk Ave</i>	1,311	328		1,639
PRJ001518	Madison Street Rehabilitation <i>Milton Ave to Edison Hwy</i>	1,093	273		1,366
PRJ002715	Pennington Ave Rehabilitation <i>Birch St to E Ordnance Ave</i>	496	100		596
PRJ002906	Russell Street Rehabilitation (MD 295) <i>Russell Street Viaduct to City Line</i>	672	168		840
PRJ001108	Belair Road Improvements <i>Key Nodes, Phase II</i>		931		931

Construction



TOTAL:
\$7.723 Million

DOT FY 2027 Requests – Planning & Transit

CIP No	Description	Federal	General	Other	TOTAL
PRJ002524	East-West Corridor RAISE Grant		5,000		5,000
PRJ003668	Solo Gibbs Master Plan		250		250
PRJ003670	Congressman Elijah Cummings Recreation Center Support		350		350
PRJ003204	Cecil Elementary School Safe Routes to School Grant		350		350
PRJ002910	Oldtown Mall Improvements		75		75
PRJ003507	Harbor Connector Ferry Landing ADA Improvements		1,492		1,492



**TOTAL:
\$7.517 Million**

DOT FY 2027 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
PRJ003518	ADA Partial Consent Decree		12,000		12,000



**TOTAL:
\$17.0 Million**

DOT FY 2028-2032 Requests – Major Programs

Program	Federal	General	TOTAL
Bridge	\$50M	\$14M	\$64M
Reconstruction	\$91M	\$1M	\$92M
Traffic	\$46M	\$5M	\$51M
Resurfacing	-	\$24M	\$24M
Footways	-	\$7M	\$7M

Policy Issues & Conclusion

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



Questions?