



Baltimore Metropolitan Council
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MEMORANDUM

TO: BRTB Members

FROM: Todd R. Lang

DATE: August 5, 2010

SUBJECT: Agenda Item #6 – USDOT TIGER II Grant Program

ACTION: Requesting Letters of Support

Attached is background material in advance of a vote by the BRTB to consider writing letters of support for projects sponsored by the City of Baltimore, Howard County and the Maryland Department of Transportation for grant applications for the U.S. Department of Transportation Tiger II Grant Program. The BRTB will be asked to vote on providing letters of support for each individual application at the August 12, 2010 meeting.

Attachment

CITY OF BALTIMORE
TIGER II CAPITAL GRANT



**US Department of
Transportation Tiger II
Pre-Application**

This Site: US Department of Tr

US Department of Transportation Tiger II Pre-Application > U.S. DOT TIGER II Grant Pre-Application > Chesapeake Bay Green Urban Development District

U.S. DOT TIGER II Grant Pre-Application: Chesapeake Bay Green Urban Development District

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Project Name	Chesapeake Bay Green Urban Development District
Was a TIGER I application submitted for this project?	Yes, and the application for TIGER II funding will be substantially similar to the application submitted for TIGER I
DUNS	095360983
Applicant / Organization Name	Baltimore City Department of Transportation
Applicant / Organization Contact Person	Mr. Jamie Kendrick, Deputy Director
Applicant / Organization Contact Business Phone Number	410-396-6804
Applicant / Organization Contact Business E-mail	Jamie.Kendrick@baltimorecity.gov
Applicant / Organization Contact Business Street Address	417 E. Fayette Street, 5th Floor
Applicant / Organization Contact City	Baltimore
Applicant / Organization Contact State	MD-MARYLAND
Applicant / Organization Contact Zip	21202
Primary Applicant Type	Local Govt.
Co-Applicant Type	
Is the Project Multimodal?	Yes
Primary Project Type	Road & Bridge
Secondary Project Type	Bicycle & Pedestrian
Additional Project Type Information	Transit
Is this application for a Planning Grant?	No
If Planning Grant, please select the related funding opportunity	

Primary Planning Grant Type	
Secondary Planning Grant Type	
Additional Planning Grant Type	
Additional Planning Grant information	
Project Description	The project will link multi-modal assets to support transit-oriented redevelopment of vacant industrial property in a distressed area of Baltimore by constructing a pedestrian bridge linking a light rail station to the TOD, increasing safety at three existing rail crossings, improving MD 295 access and extending a shared-use trail network.
Total Amount Requested from TIGER II Funds	\$16,280,000.00
Total Project Cost	\$39,600,000.00
Cities Impacted by Proposed Project	Baltimore City
Counties Impacted by Proposed Project	Baltimore City
Primary Proposed Project State	MD-MARYLAND
Additional Project State (1)	
Additional Project State (2)	
Additional Project State (3)	
Additional Project State (4)	
Additional Project State (5)	
Additional Project State (6)	
Primary Congressional District	MARYLAND - 2nd District
Additional Congressional District (1)	MARYLAND - 3rd District
Additional Congressional District (2)	MARYLAND - 7th District
Additional Congressional District (3)	
Additional Congressional District (4)	
Additional Congressional District (5)	
Additional Congressional District (6)	

Additional Congressional District (7)

Additional Congressional District (8)

Additional Congressional District (9)

Additional Congressional District (10)

Type of Jurisdiction Urban

Economically Distressed Area Yes

Federal Wage Rate Certificate Yes

Requesting TIGER II TIFIA Payment No

NEPA Status CE Expected

NEPA Comment Baltimore City will receive Categorical Exclusions for all projects included in the TIGER II application. All environmental clearances are in progress and FHWA staff are reviewing several CE requests for approval. All approvals will be obtained by March 2011.

Project has secured 20% Matching Funds Yes

20% Matching Funds Comment The project has received diverse funding commitments totaling approximately \$23.4 million. Committed matching funds include: \$14.6 million from Baltimore City, \$2.7 million in private equity; \$1 million in State funds; and \$5.1 of additional federal funding.

Application ID aabonitz-0819

Full Application ID aspnetssqlmembershipprovider:aabonitz-0819

Created at 7/19/2010 12:56 PM by aabonitz
Last modified at 7/26/2010 9:59 AM by aabonitz

SOURCES AND USES OF FUNDS**Project Costs**

MD 295 Improvements	14,000,000
Street Network Improvements	16,220,000
Transit Station	3,500,000
Bicycle/Pedestrian Improvements	4,670,000
Rail safety	1,380,000
Total TIGER Budget	39,770,000

Match

Tax Increment Financing Proceeds	12,550,000
City of Baltimore	2,080,000
State of Maryland	1,000,000
Private Developer Equity	2,710,000
Total Match	18,340,000

Match Ratio **46%**

Other Leveraged Funds

FHWA	4,338,000
FTA Bus Grant	510,000
Federal earmark	302,000
Total Leveraged Funds	5,150,000

Total Match and Leveraged Funds **23,490,000**

Resulting TIGER Grant **16,280,000**

Match Ratio with Leveraged Funds **59%**

**Chesapeake Bay Green Urban Development District
TIGER II Budget - Alternate #2
DRAFT 7/23/2010**

Proposed Infrastructure Improvements	Cost		Source						FTA/Federal Earmark	
			TIGER	FHWA Formula	State	Baltimore City	TIF	Private		
MD 295 Corridor - Access and Bridge Improvements										
MD 295 Access and Bridge Improvements	11,500,000		9,200,000					2,300,000		
MD 295/I-95 Improvements	2,500,000			2,000,000				500,000		
Subtotal:	14,000,000		9,200,000	2,000,000				2,800,000		
Local Circulation & Safety Improvements										
Annapolis Road - Improve intersection performance @ Monroe, Claire and Manokin Streets	2,000,000			1,600,000				400,000		
TOD Boulevard - Construct new boulevard for TOD including dry swale system	11,760,000							9,050,000	2,710,000	
Waterview Avenue - Reconstruct major collector, including pedestrian improvements	2,460,000		1,100,000			1,360,000				
Subtotal:	16,220,000		1,100,000	1,600,000		1,360,000		9,450,000	2,710,000	
Transit Improvements										
Light Rail - Expand capacity at existing station	500,000				500,000					
Light Rail Station Pedestrian Bridge - Construct bridge over freight rail line to connect station to TOD	3,000,000		2,500,000		500,000					
Subtotal:	3,500,000		2,500,000		1,000,000					
Bike/Ped Enhancements:										
Pedestrian Bridge Over 295 - Replace Maisel Street pedestrian bridge to link neighborhoods	1,700,000		1,360,000			120,000		220,000		
Kent Street Streetscape - Add pedestrian, bike and bus improvements to link neighborhood and bus/bike routes to TOD	1,000,000			390,000			100,000			510,000
Kloman Street Multipurpose Trail - Convert industrial road into shared use path and add fence to improve safety adjacent to freight rail line	1,220,000		820,000							
Waterfront Multi-Purpose Trail - Build new porous shared use trail as extension of 1.5-mile system	750,000			348,000			400,000			302,000
Subtotal:	4,670,000		2,180,000	738,000		720,000	220,000			812,000
Rail/Safety Improvements:										
CSX Grade-Crossing Improvements - Add safety features for bike/ped/autos at Wenburn Street, Manokin Street & Waterview Avenue	1,300,000		1,300,000							
Kloman Street - safety improvements along rail line	80,000						80,000			
Subtotal:	1,380,000		1,300,000				80,000			
TOTAL BUDGET	39,770,000		16,280,000	4,338,000	1,000,000	2,080,000	12,550,000		2,710,000	812,000

14,630,000

Match Ratio 59%
 Total Matching Funds 23,490,000
 Match Ratio 46%
 Total Non-Federal Matching Funds 18,340,000

MDOT

TIGER II CAPITAL GRANTS &
TIGER II PLANNING GRANTS (IN
CONJUNCTION WITH THE HUD
COMMUNITY CHALLENGE
GRANTS)

U.S. DOT TIGER II CAPITAL GRANTS - SUMMARY MATRIX

	MARC Capacity/Service Improvements (Camden and Brunswick Lines)	Masonville Vessel Berth
Project Information		
Sponsor	Maryland Transit Administration	Maryland Port Administration
Project Title	MARC Capacity/Service Improvements (Camden and Brunswick Lines)	Masonville Vessel Berth
Project Description	Increase MARC passenger train service reliability on jointly-used, CSX-operated tracks along the Camden and Brunswick lines. This will be accomplished by the installation of microprocessors and switch heaters at multiple locations to achieve better reliability and maintain a state of good repair.	The MPA has expanded auto storage 87% recently at Masonville and Fairfield Terminals; however, these terminals are being served by just one pier, which is in need of complete rehabilitation. This project will construct a new pier to provide redundancy and allow the existing pier to be taken out of service and renovated. This project replaces a pier of WWII vintage, which is at the end of its useful life, and is the MPA's sole vessel berth for two large terminals (146 acres). These terminals export and import automobiles.
Project Location	Jurisdictions within the Camden and Brunswick Lines	Masonville and Fairfield Terminals (Baltimore City)
Full Cost Amount	\$37.5 Million	\$21 Million
Request Amount	\$30 Million	\$15.3 Million
State Criteria		
Documents (List)	Projects are consistent with MARC Growth and Investment Plan for expansion of MARC service.	
Ready-to-go Status	Yes	Currently at 30% design
Federal Criteria		
Located in Economically Distressed Area?	Partially	Yes; Baltimore City is an EDA
Support by Other Parties		
Multi-modal/Innovative Aspects	No	Yes - port and highway

U.S. DOT TIGER II CAPITAL GRANTS - SUMMARY MATRIX

	Virtual Weigh Stations	Central Maryland Transit Operations Facility
Project Information		
Sponsor	Maryland State Highway Administration	Howard County, MD / Maryland Transit Administration
Project Title	Virtual Weigh Station Deployment	Central Maryland Transit Operations Facility
Project Description	VWS allows trucks to avoid stops which will: 1) help decrease GHG; 2) add time savings, providing an economic benefit for an industry serving businesses that rely on a just-in-time distribution system; and 3) help improve compliance rates of smaller, grossly-overweight trucks, which can lead to pavement damage. Proposed at 4 rural locations around the state: US 15 near Bassford Rd; US 15 north of Hansonville Rd (Frederick County); I-83 NB at Middletown Road (Baltimore County); US 40 near Foy Hill station (Cecil County).	This project will provide a LEED-certified, publicly-owned transit operations facility that will serve as a base for operations for local and regional bus service in Central MD. Transit vehicles will be stored, maintained, and repaired on-site. This facility will also house administration, operations and training functions.
Project Location	Frederick, Baltimore and Cecil Counties	Annapolis Junction; (project serves Howard County, Anne Arundel County, Prince George's County, and City of Laurel)
Full Cost Amount	\$1.5 million	\$31.25 Million
Request Amount	\$1.125 million	\$25 Million
State Criteria		
Documents (List)		FY 2010 – 2015 CTP, Statewide TIP, 2009 MTP (Incorporated by reference within the Statewide LOTS program), 2007, 2008, 2009 County Priority Letters
Ready-to-go Status	Yes	Yes
Federal Criteria		
Located in Economically Distressed Area?	No	No
Support by Other Parties		Ken Ulman, Howard County Executive; John R. Leopold, Anne Arundel County Executive
Multi-modal/Innovative Aspects	No	Yes; Transit-Bus, Intermodal; Intelligent Transportation Systems, Smart Cards, Real-Time Dispatching, Funding and Finance, Contracting

U.S. DOT TIGER II CAPITAL GRANTS - SUMMARY MATRIX

	Maryland Sustainable Community Initiative (via HUD Community Challenge Planning Grant)
Project Information	
Sponsor	Maryland Department of Housing and Community Development/Department of Transportation
Project Title	Maryland Sustainable Community Initiative
Project Description	This initiative will provide planning and technical support to implement Maryland's recently enacted Sustainable Communities initiative. Collaboration among key state agencies will leverage joint-investment and address station-specific TOD planning with local jurisdictions. Outcomes will include enhanced housing and transportation alternatives, promoting affordable housing, accessibility, and environmental sustainability.
Project Location	Anne Arundel, Baltimore, Harford, Montgomery and Prince George's Counties; cities include: Aberdeen, Baltimore, Laurel and New Carrollton
Full Cost Amount	\$3.6 Million
Request Amount	\$3 Million
State Criteria	
Documents (List)	
Ready-to-go Status	Yes (planning effort)
Federal Criteria	
Located in Economically Distressed Area?	Partially
Support by Other Parties	
Multi-modal/Innovative Aspects	Yes