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

**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

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**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
<b>Total TIGER Budget</b>	<b>39,770,000</b>

**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
<b>Total Match</b>	<b>18,340,000</b>

**Match Ratio** 46%

**Other Leveraged Funds**

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

**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						
		TIGER	FHWA Formula	State	Baltimore City	TIF	Private	FTA/Federal Earmark
<b>MD 295 Corridor - Access and Bridge Improvements</b>								
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	
<b>Subtotal:</b>	<b>14,000,000</b>	<b>9,200,000</b>	<b>2,000,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2,800,000</b>	<b>-</b>
<b>Local Circulation &amp; Safety Improvements</b>								
Annapolis Road - Improve Intersection performance @ Monroe, Clare 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			
<b>Subtotal:</b>	<b>16,220,000</b>	<b>1,100,000</b>	<b>1,600,000</b>	<b>-</b>	<b>1,360,000</b>	<b>-</b>	<b>9,450,000</b>	<b>2,710,000</b>
<b>Transit Improvements</b>								
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				
<b>Subtotal:</b>	<b>3,500,000</b>	<b>2,500,000</b>	<b>-</b>	<b>1,000,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Bike/Ped Enhancements:</b>								
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 15-mile system	750,000		348,000		100,000			302,000
<b>Subtotal:</b>	<b>4,670,000</b>	<b>2,180,000</b>	<b>738,000</b>	<b>-</b>	<b>720,000</b>	<b>-</b>	<b>220,000</b>	<b>812,000</b>
<b>Rail/Safety Improvements:</b>								
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	
<b>Subtotal:</b>	<b>1,380,000</b>	<b>1,300,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>80,000</b>	<b>-</b>
<b>TOTAL BUDGET</b>	<b>39,770,000</b>	<b>16,280,000</b>	<b>4,338,000</b>	<b>1,000,000</b>	<b>2,080,000</b>	<b>-</b>	<b>12,550,000</b>	<b>2,710,000</b>

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

	<b>MARC Capacity/Service Improvements (Camden and Brunswick Lines)</b>	<b>Masonville Vessel Berth</b>
<b>Project Information</b>		
<b>Sponsor</b>	Maryland Transit Administration	Maryland Port Administration
<b>Project Title</b>	MARC Capacity/Service Improvements (Camden and Brunswick Lines)	Masonville Vessel Berth
<b>Project Description</b>	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.
<b>Project Location</b>	Jurisdictions within the Camden and Brunswick Lines	Masonville and Fairfield Terminals (Baltimore City)
<b>Full Cost Amount</b>	\$37.5 Million	\$21 Million
<b>Request Amount</b>	\$30 Million	\$15.3 Million
<b>State Criteria</b>		
<b>Documents (List)</b>	Projects are consistent with MARC Growth and Investment Plan for expansion of MARC service.	
<b>Ready-to-go Status</b>	Yes	Currently at 30% design
<b>Federal Criteria</b>		
<b>Located in Economically Distressed Area?</b>	Partially	Yes; Baltimore City is an EDA
<b>Support by Other Parties</b>		
<b>Multi-modal/Innovative Aspects</b>	No	Yes - port and highway

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

	Virtual Weigh Stations	Central Maryland Transit Operations Facility
<b>Project Information</b>		
<b>Sponsor</b>	Maryland State Highway Administration	Howard County, MD / Maryland Transit Administration
<b>Project Title</b>	Virtual Weigh Station Deployment	Central Maryland Transit Operations Facility
<b>Project Description</b>	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.
<b>Project Location</b>	Frederick, Baltimore and Cecil Counties	Annapolis Junction; (project serves Howard County, Anne Arundel County, Prince George's County, and City of Laurel)
<b>Full Cost Amount</b>	\$1.5 million	\$31.25 Million
<b>Request Amount</b>	\$1.125 million	\$25 Million
<b>State Criteria</b>		
<b>Documents (List)</b>		FY 2010 – 2015 CTP, Statewide TIP, 2009 MTP (incorporated by reference within the Statewide LOTS program), 2007, 2008, 2009 County Priority Letters
<b>Ready-to-go Status</b>	Yes	Yes
<b>Federal Criteria</b>		
<b>Located in Economically Distressed Area?</b>	No	No
<b>Support by Other Parties</b>		Ken Ulman, Howard County Executive; John R. Leopold, Anne Arundel County Executive
<b>Multi-modal/Innovative Aspects</b>	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

	<b>Maryland Sustainable Community Initiative (via HUD Community Challenge Planning Grant)</b>
<b>Project Information</b>	
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
<b>State Criteria</b>	
Documents (List)	
Ready-to-go Status	Yes (planning effort)
<b>Federal Criteria</b>	
Located in Economically Distressed Area?	Partially
Support by Other Parties	
Multi-modal/Innovative Aspects	Yes