

Item #9 – May 24 BRTB Meeting

PROPOSED BALTIMORE CITY APPLICATIONS FOR FHWA DISCRETIONARY PROGRAMS

PROJECT TITLE: Reconnecting West Baltimore

PROGRAM: Transportation, Community & System Preservation Discretionary Program

AMOUNT REQUESTED: \$2,500,000 (est.)

ABSTRACT: This project is intended to reconnect portions of West Baltimore divided by the former I-170, now known as the “Highway to Nowhere.” Specifically, the work will include reconfiguring the 5 lane Fulton Avenue bridge over the highway as part of the West Baltimore bicycle/pedestrian network. The bridge reconfiguration project also includes landscaping, pedestrian improvements, and innovative stormwater management practices. Additionally, a network of bicycle lanes, traffic and pedestrian safety initiatives between Harlem Park and the University of Maryland Biopark will be constructed. This project has completed 30% design but has been placed on-hold for lack of funding. Advertisement for construction could begin within 9 months of grant award notification.

PROJECT TITLE: Transit Operations for Fort McHenry/War of 1812 Bicentennial Celebrations

PROGRAM: Public Lands Highway Discretionary Program

AMOUNT REQUESTED: \$1,800,000 (est.)

ABSTRACT: This project will provide operating funds for the Charm City Circulator’s new route to Fort McHenry Monument and National Shrine in conjunction with the bicentennial celebrations of the War of 1812. In FFY 2007, the Federal Transit Administration, Department of the Interior and the Volpe Center conducted a study of transportation needs at Fort McHenry under the Alternative Transportation in Parks and Public Lands program. A central recommendation of this study was to create a shuttle system connecting downtown Baltimore to Fort McHenry on a year-round basis. Since this study was completed, the City of Baltimore has started the three-route Charm City Circulator, with a goal of adding a fourth route to Fort McHenry in time for the War of 1812 bicentennial celebrations. This grant, which will be used over a 3-year period, will provide for 65% of the operating cost of the Circulator’s “Star Spangled Route.” (The federal share of PLH funds may be 100%). The balance of funding will come from local and private sources. Baltimore City has confirmed with FHWA headquarters staff that this is an eligible project and use of funds pursuant to 23 USC 204(b)(1)(B), which provides that PLH funds may be used “for the operation and maintenance of transit facilities located on Federal public lands.”