



**2024 RAISE Grant Application**

# **Opportunities for Access and Connectivity at Reisterstown Plaza Metro Station**

**Project Budget**

## 1. Project Budget

MDOT is requesting **\$4,690,700** to complete the Preliminary Design & Environmental (PD&E) study for the Reisterstown Plaza Metro Station Transit Oriented Development (TOD). **Table 1** shows a breakdown of this cost by project element. Cost estimates were prepared in February 2024 and include a contingency of 25% to address potential cost overruns. Cost estimates are less than two months old and were estimated as percentage based-allowances typical for work of this nature, and consistent with past MDOT projects.

Fundamental to this project are **Complete Streets and Accessibility Improvements**, as they allow triangular linkages between the station, the proposed TOD, and existing land uses. They would include transforming Wabash Avenue into a signature walkable boulevard, retrofitting Patterson Avenue, and potentially providing a shared use path on vacant public land. **Station Area Access and Transit Enhancements** may include providing a pedestrian plaza and mobility hub, repurposing space behind the station into a bus layover area and analyzing the feasibility of demolishing the existing pedestrian bridge as a result of complete streets improvements. The **Shared Ride and Parking Consolidation** will involve consolidating the existing surface parking lot into a parking garage, thereby providing additional state-owned right-of-way for the planned TOD. The garage would serve both residents and workers of the planned development, in addition to transit riders parking at the station to access the broader MTA transit system.

**Planning and Interagency Activities** will include ongoing coordination with the City of Baltimore, and other project partners and stakeholders to ensure all multimodal and roadway enhancements are decided in a collaborative and efficient manner. MDOT will also complete two phases of public engagement in the communities surrounding the Project site, in addition to continual equity analysis including but not limited to analysis of service patterns for local MTA bus routes.

**Table 1: Cost by Project Phase**

Component	RAISE Funds	Other Federal Funds	Local Funds	Total PD&E Cost
Complete Streets and Accessibility Improvements	\$2,349,000 (50%)	N/A	N/A	\$2,349,000 (50%)
Station Area Access and Transit Enhancements	\$641,700 (14%)	N/A	N/A	\$641,700 (14%)
Shared Ride and Parking Consolidation	\$1,500,000 (32%)	N/A	N/A	\$1,500,000 (32%)
Planning and Interagency Coordination	\$200,000 (4%)	N/A	N/A	\$200,000 (4%)
<b>Total</b>	<b>\$4,690,700 (100%)</b>	N/A	N/A	<b>\$4,690,700 (100%)</b>

The Project is within Census Tract 2801.02 in Baltimore City, Maryland, per both the 2020 and 2010 Censuses. Information regarding this Tract is summarized in **Table 2**. The tract is designated an Historically Disadvantaged Community (HDC) per the Climate and Economic Justice Screening Tool (CEJST). Additionally, the tract falls in the City of Baltimore, which is an Area of Persistent Poverty (APP).<sup>1</sup> Therefore, this application is requesting that 100% of the project cost be covered by RAISE funds. No other federal funds will be used for the project.

<sup>1</sup> The City of Baltimore is an independent city and thus, for the purpose of this application, a county equivalent. At the county level, the City of Baltimore is designated as an Area of Persistent Poverty.

**Table 2: Project Census Tract**

Census Tract (2010 & 2020)	Percent of Project Area	Amount of Funding	APP <sup>2</sup>	HDC <sup>3</sup>	Population (2020 Census)
2801.02	100%	\$4,690,700	Yes	Yes	6,231

**Table 3: Budget Break-out by Urban/Rural Designation**

Urban/Rural	Percent of Project Area	Amount of Funding
<b>Urban (Baltimore, MD Urban Area)</b>	100%	\$4,690,700
<b>Rural</b>	0%	\$0
<b>Total</b>		\$4,690,700

<sup>2</sup> Area of Persistent Poverty

<sup>3</sup> Historically Disadvantaged Community