



**2024 RAISE Grant Application**

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

**Project Readiness**

# 1. Project Readiness

## 1.1 Technical Capacity

By delivering the **Opportunities for Access and Connectivity at Reisterstown Plaza Metro Station** Project, the Maryland Department of Transportation (MDOT) and the Maryland Transit Administration (MTA) will rely on their respective long histories of working relationships and partnerships across jurisdictions, government agencies, the community, and engineering and construction consultants. The Baltimore City Department of Transportation (BCDOT) will continue to perform maintenance of the planned roadway and off-street improvements, such as new sidewalks, plazas, and pathways that may be constructed as a result of the planning project. Both MDOT and Baltimore City will maintain the planned facilities in a state of good repair once constructed, demonstrated by the ongoing maintenance of active transportation facilities City-wide, including maintenance of the nearby, 11-mile-long Jones Falls Trail which serves as a vital bike and pedestrian artery, and exemplifies Baltimore City’s capacity to maintain active transportation infrastructure in a state of good repair.

## 1.2 Project Schedule

The Project began as a TOD vision planning effort in 2023, following an exclusive negotiating period with a private developer, with MDOT conducting frequent community engagement events and stakeholder outreach efforts. Most recently, a TOD Master Plan Open House was conducted in January 2024. While prior engagement has centered on master planning elements of the planning TOD, participants were also asked to consider multimodal access to Reisterstown Plaza Metro Station, in addition to the upcoming development. Community engagement to date has also demonstrated a desire for increased public greenspace, an element the proposed Project directly addresses. MTA plans to complete additional community engagement in two phases throughout the proposed Project, including initial outreach, and presentation of refined concepts prior to NEPA analysis.

The Project is currently at the feasibility level of concept development, and the proposed Project will include the refinement of concepts, ending in complete 30% design of all project components. MDOT will adapt the Project based on community feedback gathered during each of the two public engagement periods.

**Table 1. Project Schedule**

Task	Start Date	Completion	Duration (Months)
Grant Agreement	August 2024	July 2025	12
Project Initiation	August 2025	October 2025	3
Public Engagement #1	November 2025	February 2026	4
Partner and Stakeholder Coordination	November 2025	June 2026	8
Concept Refinement	August 2026	July 2027	12
Public Engagement #2	August 2027	November 2027	4
NEPA Analysis and Documentation	December 2027	August 2028	9
30% Design	December 2027	May 2029	18

## 1.3 Required Approvals

The Project directly aligns with Baltimore City’s [2018 Complete Streets Ordinance](#) and [2021 Complete Streets Manual](#) by prioritizing non-motorized forms of transportation, including



walking and cycling, and by planning context-sensitive roadway redesigns. The Project is also consistent with Baltimore City’s [2015 Bicycle Master Plan](#), which identifies Wabash Avenue and a future priority bike route for implementation. The Project is expected to be included in a future STIP. The Project is also supported by the Baltimore Regional Transportation Board (BRTB) as the proposed multimodal enhancements will directly advance BRTB’s goals and objectives. BRTB has committed to immediately adding the Project to the TIP upon award (Letters of Support attachment). The Maryland Department of Transportation Transit Oriented Development program and capital funding activities are captured in its FY 2024 – FY 2029 [Consolidated Transportation Program \(TSO-4\)](#).

Design of the Project will comply with the Americans with Disabilities Act and all other applicable state and federal regulations (for example, pedestrian and bicycle facilities must meet state and federal standards for width, grade, signing, and materials).

MDOT is seeking environmental review funding for the Project and anticipates that the components of the construction project, proceeding the proposed planning and design project, for this RAISE request on Wabash Avenue and Patterson Avenue will qualify as Categorical Exclusions. Improvements to transit are also anticipated to qualify as Categorical Exclusions as modernization or minor expansion of an existing transit facility.

### 1.4 Project Risks and Mitigation Strategies

MDOT has a long and successful history of delivering high-quality multimodal projects through the state, as well as an efficient working relationship with the MTA and the BCDOT. As the project will primarily involve planning upgrades to existing infrastructure, while working within the existing footprint, few project risks are expected.

**Table 2. Project Risks and Mitigation Strategies**

Project Risk	Mitigation Strategy
Project delays caused by interjurisdictional planning	MDOT will coordinate both internally with MTA, and externally with BCDOT at every stage of the Project, ensuring that all stakeholders have clearly defined roles and responsibilities.
Conceptual design changes based on public feedback	MDOT will complete two phases of public engagement, and community stakeholder outreach, throughout the Project, the first of which will occur prior to completion of conceptual design to ensure designs are community focused. Public engagement efforts will employ a consensus-building approach.
Project delays caused by unanticipated outcomes of environmental review	While MDOT anticipates the proposed improvements will qualify as categorical exclusions, MDOT and MTA will rely on their extensive background and experience in environmental planning for similar multimodal projects to efficiently complete the environmental review process.

## 2. Technical Capacity

### 2.1 Federal Funding

MDOT MTA is responsible for numerous transportation projects annually. For example, the MDOT Consolidated Transportation Program currently allocates MTA over \$660 million to its capital program for FY 2024 alone. Capital transportation projects that include federal funding are standard for the agency.

The MDOT has vast experience receiving and administering Federal funds and programs. On January 12, 2024, USDOT announced Maryland Transportation Authority (MDTA) was awarded the State's first ever Mega grant for the I-895 at Frankfurst Avenue Interchange Improvement project. MDOT also received historic funding to support the Frederick Douglas Tunnel and Amtrak's Northeast Corridor from the Federal-State Partnership for Intercity Rail Program. MDOT has also received recent awards from the ATTAIN, RAISE, CRISI, NEVI Set-aside, and RCE programs. From the RAISE program specifically, the Maryland Transit Administration (MTA) received an FY 2023 RAISE award for the Mondawmin Transit Hub project and both MTA and the Maryland Port Administration have received several RAISE, BUILD, and TIGER awards over the past fifteen years.

## 2.2 Project Delivery

The Maryland Transit Administration also has a long history of successful and efficient project delivery for multimodal and transit projects. Past projects include [North Avenue Rising](#), which implemented significant active transportation and transit enhancements to a critical corridor in Baltimore City. The North Avenue Rising project also demonstrates past successful partnerships between MTA and BCDOT, which will again prove a critical partnership in the proposed Project.

Both the MTA and BCDOT maintain deep experience in jointly administering RAISE grant funded projects. In August 2021, the MTA and Baltimore City received a \$22 million RAISE award for its shared East-West Priority Corridor project. The multi-jurisdictional project is undertaking enhancements to the CityLink Blue and CityLink Orange lines to provide faster, more reliable transit and improved pedestrian safety along the 20-mile corridor extending from the Western terminus of CMS in Baltimore County through Baltimore City and ending at the Eastern Terminus of Fox Ridge in Baltimore County. MTA and Baltimore City have held numerous public meetings about this project and are on schedule with final design and engineering activities, anticipated to be complete in fall 2024.